

# MOVE >>> MN



## EQUITABLE TRANSPORTATION INVESTMENTS FOR ALL MINNESOTANS

Investing in a comprehensive transportation system, including public transit, roads and bridges, and bicycle and pedestrian infrastructure, will create greater access to jobs and opportunities for all Minnesotans. These investments make our state more economically competitive and position Minnesota to thrive in an increasingly global economy. To maintain our competitive advantage, build up our under-utilized local assets, and generate entrepreneurial activity, Minnesota needs to step up and make the kind of game changing investments that will lead to long-term, shared prosperity.

These investments can and should positively impact the people who have struggled the most during the recent Great Recession - communities of color, the elderly, low-income families, and people with disabilities.



The need for a comprehensive transportation system transcends geographic and jurisdictional borders; a multi-modal approach to transportation improvements helps all citizens, whether they live in the urban core, suburban communities, or Greater Minnesota.

Reinvesting in Greater Minnesota's network of roads and bridges helps an increasingly diverse workforce access distant job opportunities, supports main street businesses, maintains the vitality of the agricultural sector, and efficiently moves goods and services across the state. Investing in Greater Minnesota's transit systems not only improves access to jobs and economic opportunity, but also supports the mobility needs of seniors and college students. Investment in safe bicycling and walking infrastructure is increasingly important to the vitality of small towns and to creating healthier lifestyles.

In the Twin Cities region, enhancing the transit system will create a robust network of connectivity that will expand access to jobs, help employers maintain a stable workforce, and reinforce efforts to eliminate our most persistent income and employment disparities.

## TRANSIT INVESTMENTS LEAD TO JOB GROWTH FOR PEOPLE OF COLOR

- Building out the Twin Cities metro area's regional transit system would create more than 30,000 new construction jobs and lead to an additional expansion of the regional economy by up to \$1.4 billion.
- For residents living in the poorest 20% of neighborhoods in the region, building out the plan for light rail and bus rapid transit lines would make an additional 45,000 to 55,000 jobs accessible within a 30-minute transit trip.

- Regular-route bus service is the workhorse of the system yet has been in “preservation mode,” meaning no substantial increases in funding, for a decade or more.

All new state investments in public works projects (including roads bridges, and transit) carry with them equitable hiring goals for women and people of color, helping to create long-term construction career pathways and economic self-sufficiency.

- The recently completed Green Line exceeded its equitable hiring goals (achieving 19%). The rail project resulted in over 5,000 total construction jobs, and \$252 million in wages earned.
- Future projects, such as SW Light Rail line, have hiring goals that will ensure that at least 32% of workforce hours will be performed by construction workers of color. More than 4,000 construction jobs are currently projected for this project, with a payroll of at least \$330 million.
- Metro Transit’s workforce in 2014 was 34% people of color; currently people of color make up 25% of the region’s population. Growing the bus system will increase job opportunities for people of color.



## TRANSPORTATION CHOICES FOR THOSE UNABLE TO DRIVE

Improving and expanding our network of connectivity will improve people’s lives and economic prospects. Regular route bus lines, rail, and Bus Rapid Transit corridors and proposed street car networks will directly connect people and workers to critical destinations such as hospitals, employment centers, natural areas and parks, major retail sites, and educational facilities.

- Only 10% of jobs and 25% of households in the metro are conveniently served by transit.
- Currently, 7% of the region’s households do not own a vehicle, but that percentage is higher in some places, such as the proposed Bottineau LRT Corridor, where the figure is 14%.
- New funding investments shore up existing operations and protect against future service cuts and fare increases.
- If new funding is secured, Metro Transit has outlined in the bus Service Improvement Plan 120 reforms that will expand service frequency, allow for longer operating hours, add more buses to the system, add more amenities such as heated shelters and new transfer stations, and improve the ridership experience. Reforms at this scale can only happen if new funding is secured.
- Nationally, the fastest growth in bicycling is among the Hispanic, African American and Asian American populations, rising from 16% of all trips in 2001 to 23% in 2009. Between 2006 and 2010, a higher percentage of Native and Latino workers commuted by bicycle than of white workers.



## RACIAL DISPARITIES AND INCOME INEQUALITY IN MINNESOTA

Minnesota continues to have high levels of inequality between white Minnesotans and Minnesotans of color. In 2013, 24.7% of all people of color in Minnesota lived below the poverty level, while only 11.2% of the total population was living in poverty. Poverty rates among African Americans (38 percent), American Indians (32 percent), and Hispanics (26 percent) are particularly high. Meanwhile, income inequality is growing. In Hennepin and Ramsey counties, the top 5 percent of households earn over 25 times as much as the lowest 20 percent of households.

- People of color make up the fastest growing segment of our population, and our economy increasingly depends on these communities having equitable opportunities to build wealth.
- When considering combined costs of housing and transportation, our lack of robust transportation infrastructure makes living in the Twin Cities as expensive for lower income families as it would be in San Francisco and Boston, which are both considered two of the most expensive urban areas in America.

## INCREASING INCOME & BUILDING WEALTH

Studies show that commuting to and from work typically accounts for only about 20 percent of each household's transportation needs. The other 80 percent of trips are for other purposes, such as business appointments during the day, taking children to and from child care, getting to medical and dental appointments, purchasing and transporting healthy food, attending higher education institutions, and running other household errands. A transportation system that supports income mobility is one that supports travelers in accessing all basic needs.

A comprehensive transportation system that serves Minnesotans statewide can be an essential tool in lessening Minnesota's racial inequities and income disparities. Through funding such a system, Minnesota will make an important investment in our present and future economies, supporting communities where everyone has equal access to opportunity.



**JOIN MOVE MN**

Move MN is a growing coalition of more than 200 local elected officials, communities, organizations, associations and businesses dedicated to fixing Minnesota's transportation problem.

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