

RESOLUTION
By Reich and Yang

Supporting Bottineau Light Rail Transit as Part of a Comprehensive Transit System.

Whereas, the Green Line Extension (Southwest) LRT Project is estimated to cost \$1.8 billion and provide 34,000 average weekday rides in 2040 and the Blue Line Extension (Bottineau) LRT Project is estimated to cost \$1.5 billion and serve 27,000 average weekday rides in 2040; and

Whereas, the size and scope of the Southwest and Bottineau Projects are not unusual in the national context, and our region would be more competitive with our peers, nationally and internationally, by building a modern transit system worthy of our size and our projected growth; and

Whereas, sales tax revenue is a measure of economic activity and economic growth and our region is currently trying to build a modern, competitive transit system with a mere 1/4 of one cent sales tax since 2008, which is far less than our peer regions; and

Whereas, other regions have been aggressively building modern transit systems by investing a higher portion of the economic growth (some 1/2 cent, some 3/4 cent, some a whole cent), and for many years longer than Minnesota; and

Whereas, other regions have recognized that while it may be unfair for the metro areas to pay for their own transit while state budgets pay for road improvements statewide, metropolitan sales taxes have been demonstrated as by far the most successful means of building transit systems; and

Whereas, Southwest and Bottineau do not directly serve the communities most in need of transit service, economic development and job growth, and substantial investments in connecting bus service are required for Southwest and Bottineau to fulfill their potential; and

Whereas, if Southwest and Bottineau are built at the expense of other, less costly projects, that will engender opposition to Southwest and Bottineau; and

Whereas, without sufficient funding approved by the Legislature, tradeoffs will be made that could leave corridors in the region behind and the Southwest and Bottineau Projects must not come at the expense of less expensive projects throughout the region;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis urges the Legislature to pass a long-term comprehensive transportation bill which funds road and bridge repair, transit capital and transit operating dollars on a scale commensurate with the challenge.

Be It Further Resolved that the City of Minneapolis urges the Legislature to not delay transit improvements further and have the metro area pay for its own transit even though the state pays for roads statewide.

Be It Further Resolved that the City of Minneapolis urges the Legislature to pass an additional 3/4 regional sales tax for transit capital and operations, as the State Senate has already passed, which would allow the state to build a modern, comprehensive transit system that would allow our region to compete in the world economy address, address global climate change and not leave any part of the region behind.