



Request for City Council Committee Action from the Department of Intergovernmental Relations

Date: February 19, 2015

To: Chair Elizabeth Glidden and Vice Chair Alondra Cano

Subject: Resolution supporting comprehensive transportation legislation that invests in multi-modal transit and creates new, dedicated revenue for city streets.

Recommendation: Approve the attached resolution and direct staff to forward copies to the Minneapolis legislative delegation, the League of Minnesota Cities, Metro Cities, and members of the House and Senate Transportation Committees.

Previous Directives: The City has identified transportation funding as a top priority and included it as such in its 2015 Legislative Agenda and Policy Positions.

Department Information

Prepared by: Melissa Lesch, Senior Government Relations Representative

Approved by: _____

Presenters in Committee: IGR Staff

Supporting Information

The City's 2015 Legislative Agenda on transportation financing that states:

The City of Minneapolis supports new and sustainable funding for multi-modal transit, roads, and bridges, and secure financial resources to meet both the capital and operational needs of the expanding regional transit and transportation systems.

In an effort to demonstrate the broad support for a significant, ongoing investment in transportation funding from cities throughout Minnesota, the League of Minnesota Cities (LMC) has requested that cities pass an official resolution supporting such legislation. The attached resolution is based on the LMC model resolution and also incorporates Minneapolis' stated policy priorities.

RESOLUTION # _____
A RESOLUTION SUPPORTING DEDICATED STATE FUNDING FOR MULTI-MODAL TRANSIT AND CITY STREETS

WHEREAS, new and sustainable funding for multi-modal transit including bus, rail, bicycle and pedestrian infrastructure, roads, and bridges is necessary to meet both the capital and operational needs of the expanding state transit and transportation systems; and

WHEREAS, the City of Minneapolis places a high value on creating and enhancing transit-friendly neighborhoods because it makes our community a safer and better place to live, work and enjoy life; and

WHEREAS, Minneapolis is a regional employment center where 40% of workers in Downtown Minneapolis arrive by transit each day; and

WHEREAS, Minnesota contains over 141,000 miles of roadway, and over 19,000 miles—or 14 percent--are owned and maintained by Minnesota's 853 cities; and

WHEREAS, over 80 percent of municipal streets are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

WHEREAS, the more than 700 Minnesota cities with populations below 5,000 are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

WHEREAS, city streets are a separate but integral piece of the network of roads supporting movement of people and goods; and

WHEREAS, existing funding mechanisms, such as Municipal State Aid (MSA), property taxes and special assessments, have limited applications, leaving cities under-equipped to address growing needs; and

WHEREAS, city cost participation in state and county highway projects diverts resources from city-owned streets; and

WHEREAS, maintenance costs increase as road systems age, and no city--large or small—is spending enough on roadway capital improvements to maintain a 50-year lifecycle; and

WHEREAS, for every one dollar spent on maintenance, a road authority saves seven dollars in repairs; and

WHEREAS, cities need greater resources and flexible policies in order to meet growing demands for street improvements and maintenance.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF

MINNEAPOLIS that this Council supports an comprehensive transportation funding bill that invests in both the capital and operational needs of a strong multi-modal transit systems, and provides dedicated funds for non-MSA city street maintenance, construction and reconstruction.

ADOPTED by the _____ City Council this ____ day of _____, 2015.