

GETTING THERE



Building Ideas for a

Better, Smarter Transportation System

in Minnesota

UNIVERSITY OF MINNESOTA



Getting There: Building Ideas for a Better, Smarter Transportation System in Minnesota

A summit sponsored by the Minnesota Public Radio Civic Journalism Initiative, the Minnesota Historical Society, and the University of Minnesota's Center for Transportation Studies and State and Local Policy Program at the Hubert H. Humphrey Institute of Public Affairs.

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Transportation: Policy Gridlock?

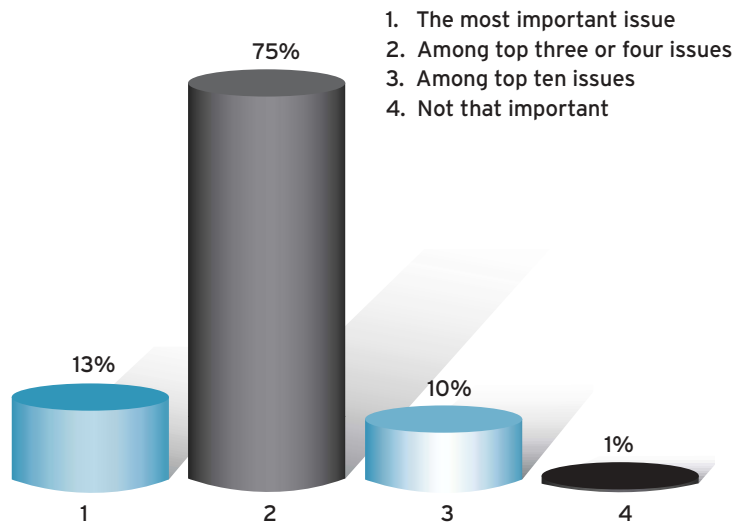
According to a study by the Texas Transportation Institute, congestion in the Twin Cities metro area is growing at one of the fastest rates in the United States. Other research by Metropolitan State University's College of Management revealed that traffic congestion is the top concern of local residents, with 35% of respondents in the annual Civic Confidence Survey putting congestion at the top of the list, significantly higher than education (first choice of 11% of respondents) or crime (ranked No. 1 by 10% of survey participants).

But congestion isn't the only transportation challenge Minnesotans face. The safety of our roadways, the impact freeways and other transportation systems have on the environment and our quality of life, access to transit options for both those with and those without automobiles, and the return state taxpayers receive on infrastructure investments are among some of the interwoven set of issues that surround moving people and goods throughout the region.

On April 11, 2002, 70 invited stakeholders and interested citizens came together to discuss these factors, create a vision for the future of transportation in the region, and determine the next steps needed to create a better, smarter transportation system for Minnesota. The participants included elected officials and government leaders, representatives of transportation interest groups, academics and researchers, transit advocates, business and industry leaders, and high school students.

Creating a viable, affordable, accessible transportation system will take creativity, political leadership, and hard choices. It will require multi-million dollar investments, public participation, and changes in individual behavior. Read on to see how we got here, where we might be going, and alternatives for how we can get there.

How important is transportation policy relative to the other issues facing Minnesota?



"We've managed, on transportation policy, to become so talented at admiring the problem, we've lost our capacity to find a solution."

— Curtis Johnson

Panelists

John S. Adams, chair of the University of Minnesota's geography department and a faculty member at the Humphrey Institute of Public Affairs, researches issues related to North American cities. His most recent book, *Minneapolis–St. Paul: People, Places, and Public Life*, looks at the region's growth and at the factors that may affect the metropolitan area's future.

Pat Anderson Awada, a small business owner and mayor of Eagan, Minn., was first elected to Eagan's City Council in 1991. She served two terms before being elected in 1998 as mayor of Minnesota's 8th largest city, representing nearly 64,000 citizens. She testifies regularly before the Minnesota Legislature on issues involving local government finance and is viewed as one of the area's most outspoken proponents of local government control.

Curtis Johnson has split his career between action and analysis — on the one side as a leader in governance, culminating in four years as chairman of the Metropolitan Council, and on the other as an independent journalist and commentator. Since the mid-1980s, he has co-authored with Neal Pierce a series of major articles on regional issues in metropolitan areas around the country. He and Pierce are the authors of two books: *Citystates: How Urban America Can Prosper in a Competitive World* and *Boundary Crossers*.

Senator Dean Elton Johnson (D–Willmar) chairs the Minnesota Senate's Transportation and Public Safety Budget Division. He has served in the Senate since his first election in 1982. Prior to that, Johnson served in the Minnesota House and on the Willmar City Council. He has been a full-time pastor at Calvary Lutheran Church in Willmar for five years and part-time for 24 years. He is the State Chaplain in the Minnesota Army National Guard with the rank of Colonel.

"I agree with Anthony Downs that traffic congestion is the device we use to ration free space on our roads when demand for using the roads exceeds capacity."

— John Adams



Audience member David Strom, legislative director at the Taxpayers League of Minnesota, agreed with Awada, saying that transit won't be able to solve congestion problems and that the focus should be on expanding area roads. "Failure to try leads to much, much more congestion than we need to have," he said.

But that kind of attempt to outrun congestion was discredited in Atlanta, which tried to keep the growth of its highway system at the same pace as its population growth, according to Curtis Johnson, a consultant on regional issues and former chief of staff to former Governor Arne Carlson. Atlanta ended up becoming

How Did We Get Here and Where Are We Headed?

Congestion is an inescapable storm, poised to pound down with increasing severity on the Twin Cities metropolitan area. The panelists and participants agreed on that gloomy forecast — but differed on how best to prepare. For some, the best response will be at least to try to outrun congestion by speeding up the pace of area road construction rather than making additional transit investments. Others, however, focused on minimizing the impact of congestion on the region's livability by balancing road and transit investments.

Eagan Mayor Pat Anderson Awada was one of the strong voices challenging the Metropolitan Council and the Minnesota Department of Transportation for not doing enough to improve area roadways. The Republican candidate for state auditor, Awada said that the pace of growth in the region's freeway system needs to match the region's population growth. She also wants more emphasis put on roadway needs outside the 494 beltway.

"almost unlivable," he said, with some high-profile businesses leaving town because of traffic problems. "What makes us think that if we stay on their approach, we won't be stuck looking just as unlivable and in a cold part of the country?" Johnson asked.

The size of our region's road system, compared to our population, already is high, according to Matthew Hollinshead, a board member at the Sierra Club and another audience member. He cited Federal Highway Administration figures that indicate that the Twin Cities metro area has lower density and more highways than other comparable metropolitan areas.

"Serving our still spreading pattern of development with all the roads people may want has an unacceptable front-end cost," Johnson said. "Those who wish for it are the same folks who want taxes reduced. And, even if we built all those new lane miles, we couldn't afford the upkeep."

“What is the rite of passage in Minnesota and America? One of the most sacred documents a human being can have—‘I now have my driver’s license!’ ... When did you last hear a young person say, ‘I’m now old enough to ride the bus!’ ”

— Dean Johnson

Besides, with about a million more people expected to live in the region 30 years from now, we can’t build enough freeways to keep pace, he said. The region would never be able to get that much new roadway sited where it will be needed.

State Senator Dean Elton Johnson (D–Willmar) recommended what he called a more balanced approach. Both he and Curtis Johnson spoke about the need to add to the road system and fix bottlenecks. But they also said that roads alone won’t be enough. The Senate’s gas tax proposal was cited as an example of how to strike this balance, with two-thirds of the proposed six-cents-a-gallon tax increase going to roads and the remaining third dedicated for multi-modal approaches.

In the face of growing congestion, Curtis

Johnson emphasized the importance of creating options for people. “The only practical response is to create some alternative means of mobility, at least for people who would choose work and home locations to reduce their reliance on cars,” he said. “We need mobility choices.”

Ironically, the Twin Cities relied on transit to deal with its first wave of congestion. That occurred in the 1880s, after Minneapolis and St. Paul went through two decades of dramatic growth, said panelist John S. Adams, chair

of the University of Minnesota’s Department of Geography and a faculty member at the Humphrey Institute. That’s when a 500-mile electric streetcar system was built from Stillwater on the east to Excelsior on the west.

The streetcar system, however, contributed to the region’s current low density by allowing new housing to be built on relatively large lots, Adams said. The same pattern was repeated, as responses to subsequent waves of congestion encouraged more low-density development.

With our extensive highway system, “we enjoyed several decades of high-speed access from every part of the Twin Cities to every other part — but we failed to plan for the future,” Adams said. “Demand for high-speed highway travel once again exceeds supply. It’s as simple as that, and congestion is the necessary price we’re paying.”



The Issues

The participants broke into five small groups to discuss the following topics, focusing on those aspects of these transportation challenges that are most open to remedy and creating visions for improvement.

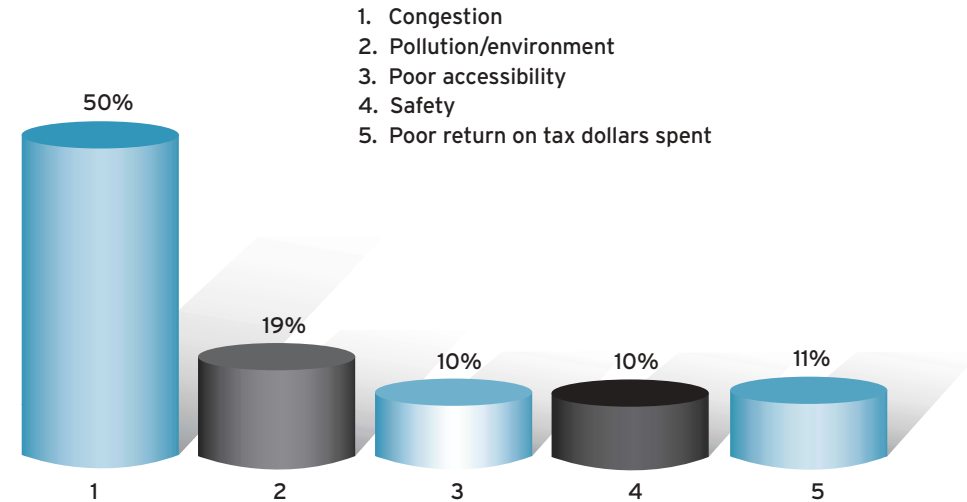
Congestion. This is the most talked-about transportation problem in the Twin Cities metro area. It differs from the other problems listed here because it is very widely and very frequently experienced; it also is different because it is not a life-threatening or severely life-limiting problem like some of the others. Worsening congestion also influences other problems, such as safety and the environment, both directly and because money spent on congestion reduction is not available for other purposes.

Safety. Many people are killed and injured in auto crashes every year. The numbers now are better than in the past, and much better when the greatly increased amount of driving is taken into account. However, there still is a significant question about whether public policy could do more to reduce the number of car crashes and whether it should. While this is a very big problem for the people who are directly affected, it is mostly invisible to the vast majority who aren't.

Access. There is more than one car per licensed driver in Minnesota, but these cars are unevenly distributed, so that a substantial fraction of households throughout the state do not have any car at all. While some households could own a car but choose not to, the vast majority of those households are involuntarily car-less, generally because of poverty or disability. As with safety, this is an invisible problem to the vast majority, but a very big problem to the people who are directly affected. An important difference from safety is that poor access is not random, but is concentrated among the poor and among non-white households.

Environment. While today's cars pollute much less than those in the past and much less than other motorized machines, they still

What is the most important transportation problem facing Minnesota?



make a substantial contribution to metro air pollution because of their sheer numbers. Cars contribute to global warming; this problem actually has gotten worse rather than better because of declining fuel economy, and pollution control equipment doesn't help. There also are concerns about the effect of cars and the impermeable surfaces that support them on groundwater quality and water pollution in general. Like congestion, this is a problem that affects everyone, but unlike congestion, the problem is long-term and largely invisible on a day-to-day basis.

Efficient Spending. The issue here is that there is a limited amount of money to go around; how can we guarantee that it is spent most effectively? What are the criteria for prioritizing transportation projects? Are they appropriate? How should we balance the need for effective problem solving with the desire for spending that is equitable across geographic locations and population subsets? This problem affects everyone indirectly, in that "bad" spending decisions delay other projects and the benefits that they would create. Another aspect of this problem has to do with revenue: how much transportation spending is optimal and how should the revenue be generated?

Congestion

Vision: An expanded, well-managed, cost-effective, multi-modal system that provides increased capacity and choice.

Obstacles:

- An understanding of the cost and implications of decisions
- Dogmatic politics
- Lack of resources
- Lack of long-term thinking

Environment

Vision: A transportation system that provides more choices and reduces the impact on land, water, air, and neighborhoods.

Obstacles:

- Lack of a statewide vision
- One-size-fits-all development standards
- A focus on short-term spending over long-term investment
- Biased rhetoric

Safety

Vision: To reduce fatal and serious injuries by 50% in 20 years in both urban and rural areas.



Obstacles:

- Lack of incentives for better driver behavior and responsibility
- Lack of lifelong education on traffic safety issues
- Public apathy and lack of awareness of safety issues

Access

Vision: To promote more comprehensive planning that leads to better access to a variety of options for moving people and goods, not just vehicles.

Obstacles:

- Political inertia
- Funding deadlock (recognition that tax dollars are needed for multi-modal solutions)
- Lack of public awareness about choices

Return on Investment (Efficient Spending)

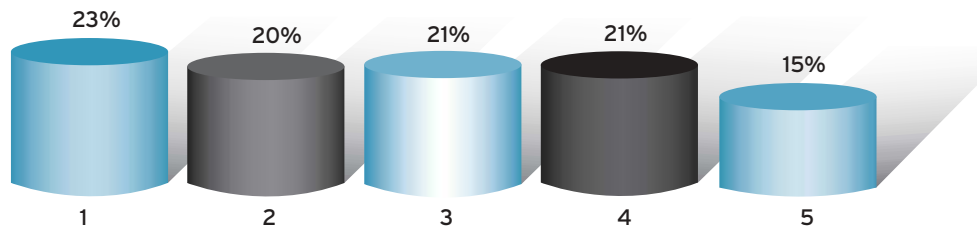
Vision: To meet the transportation needs of people and businesses through a combination of pricing and other funding mechanisms, multi-functionality of modes, and taking advantage of new technology, all grounded in sound public policy and planning.

Obstacles:

- Lack of agreement on the nature of the problem (what “efficiency” means)

Highest priority vision

1. Congestion
2. Safety
3. Environment
4. Access
5. Maximum return on dollars



A Conversation About Congestion

Highway congestion should not just be seen as a problem facing commuters, Ramsey County Commissioner Susan Haigh said during the congestion breakout session. It also impacts neighborhoods near highways when frustrated commuters opt for alternative routes on arterial streets, she said. Haigh sees more and more of this kind of overflow traffic affecting neighborhoods in the

parts of St. Paul that she represents. When we think about the toll congestion takes, she added, “it needs to be about more than just the people in the cars.”

Augsburg College professor Michael O’Neal echoed Haigh’s comments when he talked about the negative impact of increasing congestion on the neighborhoods near the college and Interstate 94. He walks through the neighborhoods and over the interstate on his way to and from work and he described the “disinvestments” he sees.

A Conversation About Access

Concentrating on the plight of the car-less in urban and rural Minnesota, the group considered how lack of access hurts some sectors of society more than others. One-third of the Twin Cities metro area’s households of color have no vehicle. Young people in the many small cities of Greater Minnesota without bus service must get rides to jobs in the next town. For those receiving public





A Conversation About the Environment

More than a dozen people shared ideas and debated views about the impact of transportation on the environment before hammering out a common vision to craft transportation policy for the next few decades. Green space, the “footprint” of transit, cleaner and quieter air, livability, clean groundwater, sprawl, more transit options, and greater capacity with fewer empty seats were all tossed into the mix.

But, in the end, nearly everyone in the room — academics, high school students, environmentalists, and transportation professionals from government and business — agreed that our transportation system ought to provide more choices while reducing its impact on our air, water, land, and neighborhoods.

Of course, even with the clearest of visions, there are obstacles to implementation. These include: NIMBYs (the not-in-my-backyard people) and “closet” NIMBYs; not enough money or a poor return on investment; unsupportive development standards and property tax systems; large-scale development patterns; citizen attitudes and behavior; the convenience of cars; lack of policy and plans; or shortsighted leadership.

assistance, transit is the “to” in welfare-to-work programs; when it is missing, their progress falls short. And, for all those without cars, lack of access to transportation implies denied access to other aspects of life, such as recreation.

But transit costs money, and access suffers when budgets are cut. The funding outlook could improve with measures that mobilize transit’s mute constituency. Broader planning measures also can lower transit costs, the participants concluded. Keeping older people living within their home communities rather than in distant group or nursing homes and reversing the suburbanization of health care were two suggestions.

Transit isn’t the only way to provide access: low-interest car loans are another policy option. Taxis serve the elderly, handicapped, low-income, and single parents. And funding roads remains important: we won’t have access to jobs if we don’t have roads to get goods to market.

Panelists

“One-third of the travel in this country now occurs under congested conditions, and that’s not just a phenomenon of our major metropolitan areas. In fact, the biggest increase in congestion in the past decade has been in small cities – a 300% increase.”

— *Cindy Burbank*

Cynthia J. Burbank is program manager for planning, environment, and right of way with the Federal Highway Administration (FHWA). A 27-year veteran of the U.S. Department of Transportation, she supervises 100 engineers, environmental scientists, transportation specialists, planners, and staff. She oversees federal regulations and policies for the acquisition of real estate; FHWA’s statewide, intermodal, and metropolitan planning programs; and the FHWA’s environmental programs.

Elwyn G. Tinklenberg was appointed commissioner of the Minnesota Department of Transportation by Governor Jesse Ventura in January 1999.

He has worked in public affairs with Goff & Howard and operated a consulting firm specializing in transportation. Prior to that, Tinklenberg worked for Anoka County and served for 14 years on the Blaine City Council, including ten years as mayor. He was president of the North Metro Mayors Association from 1990 until 1996 and led the North Metro Crossing Coalition, a transportation advocacy group. He was instrumental in creating the Northstar Corridor Development Authority to lay the groundwork for commuter rail service between Minneapolis and St. Cloud.

Ted Mondale chairs the Metropolitan Council. He is a former Minnesota State Senator and former candidate for governor. He has served as a roundtable member of the Democratic

Leadership Council, a member of the Public Policy Institute’s New Economy Task Force, and a member of the Alliance for Global Competitiveness. He is the author of the book *A New Commitment to Minnesota Families* and was named by *City Business* as one of the top 40 business and community leaders under 40 years of age.

A Call to Action: What Must be Done Nationally, Statewide, Regionally



Cynthia J. Burbank

Safety, congestion, and the environment top the nation’s list of transportation challenges, according to Cindy Burbank, program manager for planning, environment, and right of way at the Federal Highway Administration. The 40,000 fatalities on U.S. transportation systems annually would never be tolerated if they resulted from terrorism, Burbank said. Society seems to accept loss of life at that scale, though we could substantially reduce it by focusing on making drivers, vehicles, and roadways safer. Installing rumble strips, wearing seat belts, and educating young drivers were a few of her suggestions.



"We have lost so much of the value of our transportation investments over the years because we have not done the planning that was necessary up front to assure the sustainability, maintainability of those improvements over time. We've allowed crossings and drive-ways and intersections and signal lights to diminish the return that we have a right to expect on our transportation investments."

— Elwyn Tinklenberg

Congestion impairs one-third of the nation's traffic, with small cities seeing the biggest increase. It's a transportation problem with dire implications for an economy striving to compete in international markets. At the same time, citizens are beginning to demand that the country's transportation system help reduce the impact on the environment, whether by reducing air pollution or making alterations in highways that protect wetlands.

An educated, involved public will be critical to better transportation decisions, Burbank said. Innovative approaches, such as ramp meters, high-occupancy vehicle lanes, telecommuting, rail and barge shipping, and work zone management, help lessen congestion, but some expansion of the highway system also is needed.

Elwyn Tinklenberg, commissioner of the Minnesota Department of Transportation, cited the lost value of past investments as evidence of the need for better transportation planning.



Transit options — rail-based or buses — offer something for everyone not to like, Tinklenberg said. We must move beyond the idea that transit means taking away cars, he commented. If naysayers dominate the debate, we will succeed at doing nothing.

"It's not about freedom to drive," Tinklenberg said. "It's about freedom to choose."

Technology can enhance construction projects with innovations in signals and ramp meters, for example. He encouraged linking of modes of transportation — airports, trucks, railroad, ports — to better handle commercial freight. Funding for transportation has seen a steady decrease, with the gas tax value declining in the face of increasing costs to maintain an aging system. Indexing the gas tax to the rate of inflation might be one solution.

Reforming the process for transportation projects, with time-certain decision points, will increase



efficiency, Tinklenberg said. But that means getting input of all stakeholders involved. The key is to achieve a balance between input and action.

Ted Mondale, chair of the Metropolitan Council, said it is possible through wise transportation and other public policy to “have our cake and eat it too” — have more growth with

better, more livable communities. But he described the current situation as urgent. “Inaction is a choice,” he said — we need to move ahead or opt for slower growth.

Transportation, Mondale said, is not about moving cars; it’s about access for people. The human scale is as important as traffic flow. No one step is the answer to all transportation problems, but even incremental change can pay big dividends.

Taxing roadway users would not be necessary if legislators could come up with a mutually agreeable

transportation financing system, according to Mondale. Legislators should put more priority on providing financing for transportation infrastructure because that is a basic function of government, in his opinion.

“We are at a point now in our region where we have to make the decision to move ahead and, therefore, continue to have the kind of growth and prosperity we’ve had – a great lifestyle – or whether we’re going to opt for something else.”

— Ted Mondale

Public Officials

modal issues when discussing security and personal safety.

Issue: Taking a “bigger picture” view of transportation safety rather than just focusing on reducing car fatalities and recognizing multi-

Action Steps:

- Enforce the seatbelt law as a primary offense
- Provide incentives for other modes for freight transportation or move air cargo to a less congested area to reduce freight-passenger conflicts
- Use new enforcement technologies, such as “photo cop,” to ensure efficient law enforcement
- Index the number of state troopers to vehicle miles, registered vehicles, or similarly relevant measures, increasing the perception that one will be apprehended for unsafe driving behavior

Citizens

Issue: Enhancing the role of citizen groups in formulating transportation policy.

Action Steps:

- Increase investment in evolving technologies
- Take transportation planning to local levels
- Create additional standing committees for transportation issues or advocate for an increase in the number of “citizen” seats on the Transportation Advisory Board, etc.

Youth

Issue: Avoiding short-term solutions in favor of focusing on long-term investments and

focusing on what is right, not just what is possible.

Action Steps:

- Educate people to bring about changes in their behavior and attitudes
- Advocate for an increase in the gas tax and explore other ways to fund alternative modes of transportation that are cost-efficient, safe, and environmentally friendly

- Push for transit service that is an efficient, attractive option
- Advocate for an increased governmental role that provides incentives for individual responsibility and for the private sector to participate in being part of the transportation solution
- Consider the impact of other issues, such as housing, urban sprawl, job development, and an aging population, on transportation needs

Industry and Business Leaders

Issue: Proving leadership on transportation issues by “taking the first step” in finding a solution to current transportation problems not only speaking up in times of crisis, but demonstrating leadership by providing a sustained voice in the discussion at all times.

Action Steps:

- Commit to an annual dialogue on transportation with policymakers
- Develop a needs assessment tool that defines specific transportation needs, such as a transportation users survey, that is relevant, specific, and creative in the way it gathers information

A Conversation Among Public Officials

Elected officials and others who work in government sat down to address what they and others could do to promote safety within the region’s transportation system.

Road improvement projects have done a lot over the years to improve road safety, one of the participants pointed out. But he suggested that the safety element of design is becoming less of a



priority. “Now, we’re so constrained by funding that we’re moving to more dangerous standards — sharper curves, narrower shoulders — we’re moving in the other direction.”

Other government employees and officials shared the concern about this trend. Participants contributed other examples of how the needs of safety and law enforcement have been short-changed in road improvement projects. They mentioned how the metered freeway ramps were put in without bypasses for emergency vehicles and how the design of High Occupancy Vehicle lanes make law enforcement vehicles “a traffic hazard” if officers try to enforce the rules. Safety impacts should be part of the initial planning for road projects, the participants agreed.

“People pass through my neighborhood to get to downtown Minneapolis, to get to the airport, to get to downtown St. Paul. Congestion means that my arterial streets are clogged, that they become the alternative to the freeway, and quality of life is impacted.”

— Susan Haigh, Ramsey County Commissioner

A Conversation Among Youth

Six students from South High School in Minneapolis attended the transportation conference and gathered in the afternoon to pursue a wide-ranging discussion of broad themes raised during earlier sessions.

We can't build our way out of congestion, the students said. We have to change our attitudes and practices to solve our transportation problems. The irony of SUVs driving in the cities with wildlife license plates struck several students. The drivers of those vehicles could do more for the environment by not buying such big vehicles, they said.

Incentives offered by the government would be a more positive way to change attitudes about transportation, but the students were realistic about how ingrained some of those attitudes are. For example, the students felt that building urban centers in outlying areas to reduce sprawl would backfire since people don't want to live near such places and would only move farther out.

A Conversation Among Business Leaders

Area business and industry leaders concluded that sustained leadership among their ranks is vital to solving the state's transportation problems. Meeting informally for a little more than an hour, they recognized their opportunity to "take the first step" in developing a framework or "toolkit" for analysis and discussion as well as providing pragmatic solutions. Specifically, they implored their peers to commit to an annual dialogue with transportation policymakers to share problems and success stories. Second, they suggested the development of an annual or periodic assessment tool to identify specific transportation needs.

"In a healthy and vital economy, congestion will not go away. We are spoiled. The question is: how do we look at the problem? ... Congestion is an equilibrating mechanism because, if congestion continues to rise, we'll all find new solutions."

— Max Donath, University of Minnesota Intelligent Transportation Systems Institute

Getting business and industry leaders to the table with policymakers on a regular basis is a tall order because "time is money," they acknowledged. But public policy, which often takes decades to shape and implement, desperately needs the input. "If public policy people don't see the problem coming," concluded Fred Corrigan, executive vice president of the Minnesota Transportation Alliance, "then there isn't a solution."

Several participants pointed to recent measures to revamp the worker's compensation program in the state as an example of how leadership from business and industry can drive positive and substantial changes. "The business community has a history of speaking with a sustained voice," said Jerry Nagel, president of Northern Great Plains, Inc., "and we can do it again."



What We Heard

Lee Munnich, a senior fellow and director of the Humphrey Institute's State and Local Policy Program, summarized the key words that are part of our transportation agenda for the future:

10

Land Use/Growth. Efficient use of resources will be critical in planning our transportation system of the future.

9

Politics. Transportation is the most political of all issues — we all are experts, we all travel somewhere everyday. Hubert Humphrey once said, “The purpose of politics is action.” We have to stop admiring the problem, get involved in the political process, and move into action.

8

Technology. Clearly there are technology solutions to deal with a number of transportation problems; we need to figure out how to use them.

7

Long-term Solution. We can't just come up with a solution for today's problems; we need a long-term solution that addresses the needs of future generations.

6

Choice. We need to offer people choices in terms of how they travel, when they travel, and whether they travel.



5

Business and the Economy. We sometimes think only about people in cars and forget about the goods and services that depend upon the transportation system. Jobs and economic prosperity are at stake. Businesses are an important part of the transportation solution.

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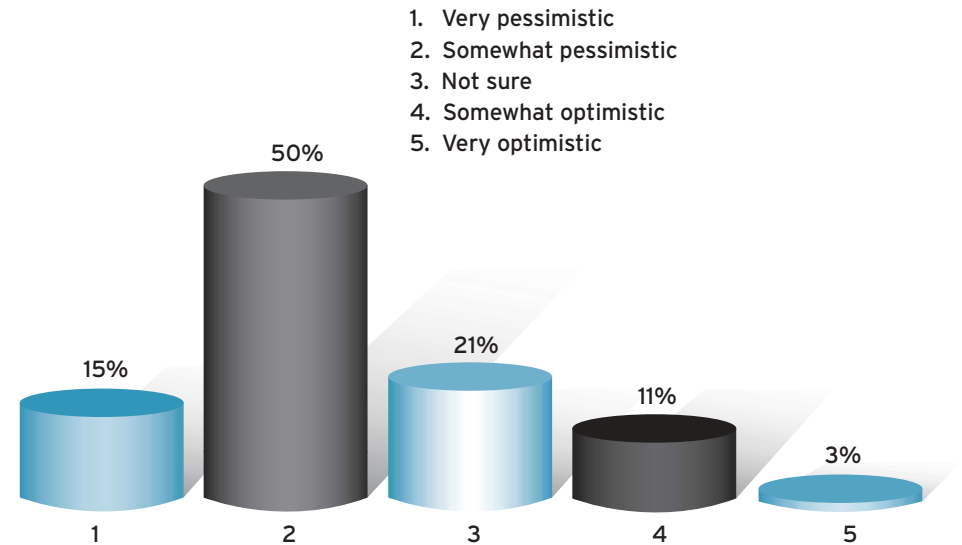
Education and Awareness. One of the great things about this forum is that MPR and their involvement brought a larger audience to this discussion. That's very important, and we should continue to find ways to increase public awareness about these critical issues.

3 Balance. We must find the balance between highway expansion, transit and other modes of travel, and the needs of rural versus urban areas. We can't focus on just one aspect of the problem; we have to arrive at a balanced solution.

2 Funding. We need to look seriously at pricing, bonding, taxes, and a whole collection of funding alternatives, and we need to tackle these difficult funding issues as a society.

1 Leadership. Leadership is the bottom line, starting with the governor. We have an election coming up. Transportation should be an issue in that election. "What is the vision?" "What is the direction?" But leadership includes everyone. It includes those of us who study the problem in the academy; it includes the government officials that work on transportation and safety issues; it includes the business community, environmental groups, community groups, neighborhoods; it includes every citizen in this state. Leadership has to come from everyone.

How optimistic are you that Minnesota policymakers will effectively address the most important transportation problem you identified?



Participants in the “Getting There” Summit



Russ Adams, Alliance for Metropolitan Stability
Darryl Anderson, State Bicycle Coordinator
Andrea Axel, University of Minnesota student
Anne Beers, Chief, Minnesota State Patrol
Kristie Billiar, Minnesota Department of Transportation
Dick Bolan, Humphrey Institute of Public Affairs
Dick Braun, Former Minnesota Department of
Transportation Commissioner
A.S. Buchanan
Dustin Carpenter, University of Minnesota student
Paul Chramosta, Minnesota Bicycle and Pedestrian
Alliance
Jeff Coate, University of Minnesota student
Fred Corrigan, Minnesota Transportation Alliance
Joe Czapiewski, Headwaters Regional Development
Commission
Chris Dorsano, South High School student
Natalio Diaz, Metropolitan Council
Louise Dickmeyer, Minneapolis Regional Chamber of
Commerce
Max Donath, Intelligent Transportation Systems
Institute
Bill Droessler, 1000 Friends of Minnesota
Jim Dustrude, Minnesota Department of
Transportation

Jim Erkel, Land Use and Transportation
George Ferris, Regional Law Enforcement Program
Al Forsberg, Blue Earth County
Jerry Fruin, University of Minnesota faculty
Jim Gelbmann, Senator Mark Dayton’s Office
Trixie Golberg, Southern Minnesota Initiative Fund
Susan Haigh, Ramsey County Commissioner
Kathleen Harder, Program for Human Factors
John Hausladen, Minnesota Trucking Association
Matt Hollinshead, Northstar Chapter of the Sierra Club
Daniel Hunt, Hunt Associates
Wayne Hurley, West Central Initiative
Dave Jacobson, Metro Mobility
James Jencks
Dolly Joyce, Minneapolis and Suburban Yellow Taxi
Mikey Kantar, South High School student
Patrick Kern, University of Minnesota
Corbin Kidder, Minnesota Senior Federation
Kevin Krizek, Humphrey Institute of Public Affairs
Byron Laher, Greater Twin Cities United Way
Nancy Larson, Minnesota Association of Small Cities
David Levinson, University of Minnesota faculty
Ray MacDonald, Taxi 2000 Corporation
Joel Marcuson, HNTB
Mark Matuska, Congressman Mark Kennedy’s Office

Louis Moore, Congressman Martin O. Sabo’s Office
Jim Mulder, Association of Minnesota Counties
Lee Nelson, Upper River Service, Inc.
Michael O’Neal, Augsburg College
Jennifer O’Rourke, League of Minnesota Cities
Jerolyn Pofahl, Minnesota Senior Federation
Jack Rossbach
Tom Scott, Center for Urban and Regional Affairs
Dan Sellers, South High School student
Zehha Shannon
Gary Smith, Rochester Area Economic Development,
Inc.
Alan Steger, Federal Highway Administration
David Strom, Taxpayers League of Minnesota
Kathy Swanson, Office of Traffic Safety
Roy Terwilliger, Minnesota State Senate
Barb Thoman, Transit for Livable Communities
Claire Thompson-Vieira, South High School student
Jona Turner, 3M Traffic Control Materials Division
Daron Van Helden, Public and Government Affairs
Katie Walker, Hennepin County
Teresa Wernecke, Downtown Minneapolis TMA
Sara Wolff
Lyle Wray, Citizens League
Andy Young, South High School student

Are We There Yet?

A new exhibit at the Minnesota History Center, opening January 2004

Throughout Minnesota's history, transportation has continuously shaped our lives and permanently reordered the state's landscape. A new exhibit that asks the age-old question: "Are we there yet?" and invites visitors to experience the sights, sounds, smells, and textures of travel for work and for play.


For more information, contact Lois Sofia Gregory at the Minnesota History Center at (651) 297-7706.

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