



Minnesota Public Transit Association
525 Park Street, Suite 240
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Founded in 1975 the Minnesota Public Transit Association (MPTA) is the only statewide coalition of transit systems and transit advocates. MPTA speaks out for transit systems and transit riders across the State of Minnesota. MPTA advocates for high-quality transit service that is accessible and available to everyone. Our mission is to support transportation alternatives that improve the quality of life for people in communities large and small, urban, suburban and rural.

2011 LEGISLATIVE AGENDA

The MPTA Board of Directors adopted the 2011 Legislative Agenda on January 27, 2011.

The efficient movement of people and freight is the key to maintaining our economic competitiveness. Minnesota must support a comprehensive, multimodal transportation system that recognizes the importance of transit. Sufficient dedicated, stable and long-term resources for public transit systems throughout the state are needed. MPTA supports comprehensive statewide public transit that considers the proper transit modes for geographic areas to improve access and mobility for all citizens; including regular route bus service, dial-a-ride and paratransit bus service, bus rapid transit, bus ways, light rail transit, commuter rail, and high speed rail. We support HOV lanes and bus shoulders to provide public transit riders an advantage in congested corridors.

CAPITAL INVESTMENTS

AMOUNTS

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| Metropolitan Area Regional Bonding - - \$35 million | |
| • Encourage the Metropolitan Council to fully exercise their authority for sale of bonds authorized by the legislature for transit facilities and buses. | \$35.0 million |
| Greater Minnesota Transit Facilities - \$ 26.74 million | |
| • Greater Mankato Transit System: Bus Garage, Maintenance Facility Updates. | \$ 5.2 million |
| • Rochester Public Transit - New Transit Garage, Phase IV | \$12.4 million |
| • Northfield Transit - New Transit Station / Park & Ride | \$520,000 |
| • Rainbow Rider, Alexandria, MN - Transit Facility | \$500,000 |
| • Duluth Transit Authority - Multi-Modal Transit Terminal | \$20 million |
| • Stewartville Heartland Express - New Park & Ride | \$220,000 |
| • St. Cloud Operations Center Addition & Improvements | \$ 1.2 million |
| Twin Cities Metropolitan Area Transit - \$52.60 million | |
| • Cedar Avenue Bus Rapid Transit | \$8.4 million |
| • Northstar Commuter Rail - Ramsey Station | \$4.0 million |
| • Red Rock Transitway – Newport Transit Center | \$500,000 |
| • Southwest Light Rail Transit | \$5.0 million |
| • Gateway - (I-94 East) Transitway Corridor | \$1.0 million |
| • Northern Lights Express – Passenger Rail Connecting TC & Duluth | \$5.0 million |
| • Minneapolis Transportation Interchange – LRT Improvements | \$20.0 million |
| • Robert Street Bus Overlay Facility | \$200,000 |
| • St. Paul Union Depot | \$8.5 million |

FUNDING

- Support transit funding that is adequate, stable and predictable.
- Support a level of funding for both Greater Minnesota Transit and Metropolitan Area Transit that maintains at least the current level of bus services.
- Oppose reductions in general fund appropriations to transit.
- Support dedication of 100% of leased vehicle sales tax revenue for transportation.
- Support maintaining the MVST revenue split between the Metropolitan Area Transit and Greater Minnesota Transit at current 36% - 4%.

POLICY

- Support separate line items in the budget for bus operations and rail operations.
- Encourage the metropolitan Council to fully exercise the sale of bonds authorized by the legislature.
- Support expansion of the transit taxing district with increased funding for operations.
- Support funding for the implementation of Transit Improvement Areas. Tax Increment Financing (TIF) for Transit Oriented Development (TOD) bills from last year financed improvements and non-operating costs related to rail and bus rapid transit lines. District would have a 25 year duration limit and the tax increments could have been spent on public and private costs related to transit.

GOVERNANCE

- Monitor legislative proposals modifying or creating new models for metropolitan or greater Minnesota transit planning or service delivery.
- Support Suburban Transit providers' initiatives to hold titles to current and future bus fleets.

FEDERAL

- Support Minnesota Transit Requests for Federal Reauthorization.
- Continue federal funding to expand the use and placement of additional bus-only shoulders.
- Provide federal support for supplemental capital needs that are essential to providing Metropolitan Area Transit and Greater Minnesota rural transit service, such as transit facilities, radio communications systems, and upgraded computer systems. Specific projects have been identified above for both Metropolitan Area and Greater Minnesota.

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