



**Minnesota Public Transit Association**  
**525 Park Street, Suite 240**  
**St. Paul, MN 55103-2186**

**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.**

**2012 LEGISLATIVE AGENDA**

*The MPTA Board of Directors adopted the 2012 Legislative Agenda on January 26, 2012.*

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**

**Metropolitan Area Regional Bonding**

**\$ 35.0 million**

- These funds will be used for facilities and bus replacement.

**Greater Minnesota Transit Facilities**

**\$10 million**

- Greater Mankato Transit System: Bus Garage, Maintenance Facility Updates.
- Duluth Transit Authority - Multi-Modal Transit Terminal
- St. Cloud Office and Training Center
- St. Cloud Operations Center Vehicle Storage Addition

**Twin Cities Metropolitan Area Transitways**

**\$35.25 million**

- Southwest Light Rail Transit
- I-35W Bus Rapid Transit
- Gateway - (I-94 East) Transitway Corridor
- Bottineau Transitway

**Other Projects**

**\$43.0 million**

- Minneapolis Interchange Project
- Northern Lights Express
- Phase II – Maple Grove Parkway Station Expansion

## FUNDING

- Secure general fund appropriation to reimburse greater Minnesota transit operators for the free transportation required by statute for Veterans. This is a great program; however in the Metro area there is a general fund appropriation for program costs while in Greater Minnesota the cost must be paid for by local providers.
- 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 unless the funds are backfilled.
- Support dedication of 100% of leased vehicle sales tax revenue for transportation and support removal of “Angel Investment Credit” funding from leased vehicle sales tax revenue.
- Support maintaining the MVST revenue split between the Metropolitan Area Transit and Greater Minnesota Transit at current 36% - 4%.

## POLICY

- Allow flexibility in payments of state funds to greater Minnesota transit systems. Current law is prescriptive to use and timing of the Greater Minnesota Transit and General Fund source payments.
- Create more transparency in funding. Establish separate budget lines for bus operations and rail operations. Goal is to assure necessary funding is made available for all modes of transit; and to assure no loss of bus service while implementing the new rail projects.
- Review MVST tax exemptions provided in MS279B.03 for transfer of vehicles.
- Amend M.S. 169.685 and 169.866 regarding use of seatbelts. Current language requires a vehicle equipped with a seatbelt must be used by passengers or they will be fined; and for passengers under 16 the driver will be fined. Subdivision 1 vehicles include commercial vehicles. Subdivision 1a. should properly exempt transit buses from the commercial motor vehicle definitions.
- Support resolution of Department of Public Safety issue involving transportation of school children on public transit buses.
- 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.

## GOVERNANCE

- Monitor legislative proposals modifying or creating new models for Metropolitan or Greater Minnesota transit planning or service delivery.

## FEDERAL

- Support new six (6) year Federal Transportation Reauthorization.
- Support Minnesota transit project earmarks.
- 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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