



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.

2019 LEGISLATIVE AGENDA

The MPTA Board of Directors adopted the Legislative Agenda on January 31, 2019

The efficient movement of people and freight is key to maintaining our economic competitiveness.

Minnesota must support a comprehensive, multimodal transportation system that provides sufficient dedicated, stable and long-term resources for public transit systems throughout the state.

(Public Transit systems do NOT receive any revenue from fuel taxes or motor vehicle registration fees.)

MPTA supports comprehensive statewide public transit that considers the proper transit modes for geographic areas to improve access and mobility for all citizens; with an emphasis on expanding bus service.

POLICY

- MnDOT Transit Grants Selection Process – continue working on a transparent process for evaluating, ranking, selecting, and publishing information on financial awards for public transit in Greater Minnesota.
- Continue to work on lower local share to meet operating and capital needs in Greater Minnesota.
- Volunteer Driver Definition – clarifying Mn Law to assure volunteer drivers receiving funding from the public transit participation program are not for-hire carriers; working with MCOTA and MnDOT for leadership on this.
- Volunteer Driver Reimbursement – change the federal mileage rate (now 14 cents) to be the same as the IRS business rate increased in January 2019 from 54.5 cents to 58 cents.
- Monitor creation of 5-Year Transit Systems Plans for each system in Greater Minnesota; these will guide future funding needs.
- Monitor legislative proposals modifying or creating new governance models for metropolitan area or Greater Minnesota transit planning or service delivery.
- Increase collaboration between MnDOT/Met Council and the bus providers on behalf of the riders allowing for more local decision making.

FUNDING AND CAPITAL INVESTMENT

Support transit funding that is adequate, stable and predictable. Support multi-modal funding package.

- Support a level of funding adequate to serve the entire metropolitan area, both for Metro Transit and Suburban Transit, to build out the bus systems over the next 15 years including operations, technology, vehicles and facilities.
 - Increase general fund base for Greater Minnesota transit by \$20 million for '20-'21 biennium
 - Increase general fund base of Metropolitan Area transit by \$250 million for '20-'21 biennium.
 - Maintain leased vehicle revenue
- Support expansion of the transit taxing district only if there is an increase funding for bus operations. The taxing district revenue is only for capitol and communities will have expectation for service that otherwise can't be met without a loss of service somewhere else.
- Suburban Transit Association \$6.0 million for service modernization and expansion.
- Reauthorize the statutory floor for the current RAMVST funding of .35% for Suburban Providers.
- Support Metropolitan Council 2-year bond authorization at increased level to replace old buses and purchase new buses to increase service
- Support funding mechanisms that include transit such as: creation of statewide sales tax, authorizing increase in county sales tax, allows cities to implement ½ cent local option sales tax, fee on Transportation Network Companies of 4% of fare.