



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.

2020 LEGISLATIVE AGENDA

The MPTA Board of Directors adopted the Legislative Agenda on January 30, 2020

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, 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 collaboration with OTAT on the transparent process for evaluating, ranking, selecting, and publishing information on financial awards for public transit in Greater Minnesota.
- Volunteer Drivers: Initiative to clarify state law to assure volunteer drivers are not for-hire carriers; provide insurance guidelines and a state income tax subtraction
- Volunteer Driver Reimbursement – change the federal mileage rate (now 14 cents) to be the same as the IRS business rate which is currently 57.5 cents.
- Monitor 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.
- Support efforts to make our metropolitan area transit system safer for our drivers and passengers.

FUNDING AND CAPITAL INVESTMENT

Capital investment:

- Support \$10 million for greater Minnesota transit facilities
- Support \$75 million for metropolitan area transit projects, **including** suburban transit facilities
- Support \$10 for safe routes to school

General fund appropriation:

- Support \$10 million general fund appropriation for greater Minnesota transit vehicles
- Support \$ 2 million general fund appropriation to suburban transit systems for regional facilities access, security, etc.

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.
- Increase general fund base of Metropolitan Area transit
- Increase MVST for suburban transit from 4.3% to 5%
- Increase leased vehicle revenue for Greater Minnesota transit (from 38% to 40%)
- Dedicate \$10 million per year from the currently dedicated rental vehicle sales tax of 9.2% for Greater Minnesota Transit.
- 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.
- 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 for transit.