



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.

[2021 LEGISLATIVE AGENDA](#)

The MPTA Board of Directors adopted the Legislative Agenda on January 28, 2021

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: Create a definition of a volunteer driver in statute to clarify they are not for-hire” carriers. Create an income tax subtraction for volunteer drivers to minimize the tax consequences they now face due to receiving mileage reimbursement in excess of the federal charitable rate of 14 cents per mile creating a financial burden.
- Volunteer Driver Reimbursement – change the federal charitable mileage reimbursement rate (now 14 cents) to be the same as the IRS annually approved business rate by authorizing the IRS to set the charitable rate at the same time they set the business mileage rate.
- Monitor the 5-Year Transit Systems Plan updates 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 opportunities to reduce or eliminate the local match requirement for Greater Minnesota systems to allow less burdensome access to operating and capital funding.

[FUNDING](#)

Greater Minnesota Transit Funding Gap is \$20-\$30 million per year over the next 20 years.

Metropolitan Area Transit Funding Gap is \$300-500 million per year over the next 20 years (Transportation Policy Plan)

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. Estimates for build out are hundreds of billions.
- Support increase of metro sales tax of at least ½ cent.
- Increase MVST for suburban transit from 3.75%-4.5% (increase of \$6 million).
- Increase MVST rate to 6.875%. This matches the rate of the general sales tax. 40% of increased revenues will be deposited into the Transit Assistance Account. Greater MN could receive \$2 million/Metro Transit \$18 million.
- Increase leased vehicle revenue for Greater Minnesota transit (from 38% to 40% increase of \$1.8 million)
- Dedicate \$10 million per year from the currently dedicated (HUDTF) rental vehicle sales tax of 9.2% for Greater Minnesota Transit or 30%-70% split with MAOSC. (GM \$7.2 million)
- Support funding mechanisms that will 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.
- *Support expansion of the metropolitan area transit taxing district only if there is an increase in funding for bus operations. The taxing district revenue is only for capital and communities will have expectation for service that otherwise can't be met without a loss of service somewhere else.*