

1.1 A bill for an act

1.2 relating to transportation; increasing transit ridership; requiring the Metropolitan
1.3 Council and greater Minnesota transit systems to reduce transit fares to 25 cents;
1.4 appropriating money.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. **LEGISLATIVE FINDINGS AND PURPOSE.**

1.7 (a) The legislature finds it to be in the public interest to address traffic congestion and
1.8 reduce harmful vehicle emissions by significantly increasing transit ridership. Increasing
1.9 transit ridership is the most cost-effective means to address environmental and traffic
1.10 congestion problems. Studies show that increasing transit fares decreases ridership, and
1.11 decreasing fares increases ridership.

1.12 (b) Passenger fares currently cover less than 25 percent of all transit costs.
1.13 Consequently, fare reductions, with resulting ridership increase, would reduce the
1.14 per-passenger public subsidy.

1.15 (c) The significant ridership increase resulting from 25-cent fares would necessitate
1.16 the addition of transit routes and more frequent service, thereby making transit a viable
1.17 option for an increased number of people, further increasing ridership.

1.18 (d) Reducing transit fares to 25 cents per ride would increase transit ridership more
1.19 effectively than any other transit improvement.

1.20 Sec. 2. **REGULAR ROUTE TRANSIT FARES.**

1.21 (a) Notwithstanding Minnesota Statutes, section 473.408, the Metropolitan Council
1.22 shall establish and enforce a fare of 25 cents for regular route transit in the metropolitan
1.23 area.

2.1 (b) Notwithstanding Minnesota Statutes, section 174.24, the commissioner of
2.2 transportation shall require each greater Minnesota urbanized area service system that
2.3 receives financial assistance under a public transit participation program to establish and
2.4 enforce a fare of 25 cents for regular route transit.

2.5 Sec. 3. **APPROPRIATION.**

2.6 (a) \$..... is appropriated in fiscal years 2010 and 2011 to the Metropolitan Council
2.7 from the general fund for metropolitan transit to replace revenue lost by lower fares.

2.8 (b) \$..... is appropriated in fiscal years 2010 and 2011 to the Metropolitan Council
2.9 for metropolitan transit to fund additional routes and more frequent service required to
2.10 provide transit service necessitated by increased ridership.

2.11 Sec. 4. **APPROPRIATION.**

2.12 (a) \$..... is appropriated in fiscal years 2010 and 2011 to the commissioner of
2.13 transportation from the general fund for greater Minnesota transit. The appropriations are
2.14 for assistance to transit systems described in section 2, paragraph (b), to replace revenues
2.15 lost by lower fares.

2.16 (b) \$..... is appropriated in fiscal years 2010 and 2011 to the commissioner of
2.17 transportation from the general fund for greater Minnesota transit. The appropriations are
2.18 for assistance to transit systems described in section 2, paragraph (b), for funding of
2.19 additional routes and more frequent service necessitated by increased ridership.

2.20 (c) The appropriations in this section are in addition to assistance provided by, and
2.21 not subject to the limitations of, the public transit participation program.