

# Understanding the History, Evolution, and Effectiveness of Transit System Governance in the Twin Cities



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The contents of this report represent the views of the authors, and do not necessarily reflect those of RCP, CURA, the Regents of the University of Minnesota, or SouthWest Transit.



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# **Understanding the History and Evolution of Transit System Governance in the Twin Cities Region and Assessing the Effectiveness of Transit System Governance Policy and Planning in the Twin Cities Region**

## **Introduction**

The goal of this project between the University of Minnesota's Resilient Communities Project (RCP) and SouthWest Transit is to understand the legislative history of the evolution of transit system and to assess the effectiveness of the transit system governance policy and planning in the Twin Cities region.

This report addresses the following questions

- 1) What is the history of the suburban transit providers and what were the intended goals?
- 2) How has the funding evolved for the Suburban Transit providers?
- 3) Has the pandemic impacted the future goals of the Suburban Transit Providers?
- 4) What are the recommendations suggested?

## **Legislative History of Suburban Transit Providers**

The current structure of the Twin Cities (TC) metro area's transit agencies is primarily influenced by legislative developments and the shifting spatial development patterns of the late twentieth century. "Over the past 40 years," the 2020 Metropolitan Council Blue Ribbon report states, "transit governance in the region has alternated between periods of fragmentation and consolidation," based on shifting living patterns, political will from legislators, and funding practices. Indeed, these shifting developments require an historical approach to governance analysis. As such, our report begins with an overview of the developments in governance starting in 1967, fourteen years before the suburban transit reforms enacted by the Minnesota Legislature in the 1980s, as we feel contextualizing the subsequent reforms is crucial. That section provides an overview of the transit agencies established in 1967, those existing at the time of the 1981 suburban transit legislation's passage, and the evolution of the agencies in the following decades.

## **Establishment of Metropolitan Council and Metropolitan Transit Commission**

In 1967, the Minnesota Legislature established the Metropolitan Council and Metropolitan Transit Commission to oversee transit planning and governance across the region. The Council

was tasked with overseeing large-scale regional planning and development, and its purview extended beyond transit to include parks, airports, and waste-water treatment. The Commission's charge was narrower, focusing solely on transit planning and service throughout the region. According to the 1967 law, the Commission's primary responsibility was to "make recommendations and suggestions to improve public transit systems...operating in the transit area and strengthen the operation by assisting the operators in experimenting with new services, extending routes, adjusting fares, and other appropriate expedients" (Laws of Minnesota 1967). A version of the Commission still exists today, under its better-known name, "Metro Transit."

### **Establishment of Transportation Advisory Board**

In 1974, the Transportation Advisory Board was established to satisfy the 'elected official' component of a metropolitan planning organization. (PED, 2011). TAB is made of a variety of 33 officials: local elected, transportation mode representatives, appointed citizens, and various state officials (PED, 2011). The board is responsible for allocating federal funds to transit programs and local governments and reviewing Metropolitan Council directives, but also develops short term transit improvement plans for the region

### **Formation of Regional County Rail Authority**

In 1980, regional county rail authorities were formed to plan and implement rail transit, including commuter rail and light-rail transit (LRT) systems. The following year, the authority of the Council and Commission—the two primary regional transit providers at the time of the suburban transit legislation—was diminished further by new legislation authorizing suburban transit providers.

### **Creation of Metropolitan Transit Service Demonstration Program**

The 1981 suburban transit legislation saw the creation of the "Metropolitan Transit Service Demonstration Program," which permitted municipalities in the seven-county Twin Cities region seeking independence from oversight of the Council and Commission to create, oversee, and manage their commuter transit networks. Citing the need to remain close to the needs of local suburban residents, the newly formed agencies reflected broader attention to and concern over taxation on the part of middle-class residents. The twelve opt-out communities surrounding the Twin Cities established six independent transit service providers to meet their population's

transportation needs. The 1981 suburban transit legislation that allowed communities to “opt out” of the established regional transit services was a landmark law that fundamentally changed the scope of how public transit would operate in the coming decades. The newly established providers were SouthWest Transit (SWT), Minnesota Valley Transit Authority (MVTA), Shakopee Transit, Prior Lake Transit, Maple Grove Transit, and Plymouth Metro Link. SWT was responsible for the Chanhassen, Chaska, and Eden Prairie communities. MVTA served Apple Valley, Burnsville, Eagan, Rosemount, and Savage. Shakopee Transit, Prior Lake Transit, and Maple Grove Transit were smaller in scope and accountable for their respective cities. One significant difference between these providers was how they were formed.

### **History of Regional Transit Board**

In 1984, the Legislature created the Regional Transit Board to do short- and mid-range transit planning, contract for transit services, and review and approve transit budgets. The Legislature wanted the RTB to control rising transit costs, respond to growing suburban transit needs, improve oversight of the Metropolitan Transit Commission (MTC), and more closely integrate transit into the region's highway planning. (from Office of the Legislative Auditor, Program Evaluation Division, "Regional Transit Planning: Summary", March 1992)

(RTB) was granted all of the powers of the Metropolitan Transit Commission (MTC), which it superseded for transit planning and oversight functions. The RTB's membership consisted of 14 people elected by the Metropolitan Council of the Twin Cities Area, and one chairman appointed by the governor. Among its first assignments, the RTB was required to develop a transit service implementation plan to carry out the Metropolitan Council's transit policy plan. In 1985, the RTB's membership was reduced to nine members [Laws 1985 1Sp10 s94 d4].

In 1987, the RTB's purpose was redefined to cover the following: 1) to foster effective delivery of existing transit services and encourage innovation in transit service; 2) to prepare implementation and financial plans for the metropolitan transit system; 3) to set policies and standards for implementing the transit policies and programs of the state and the transit policies of the Metropolitan Council in the metropolitan area; 4) to conduct transit research and evaluation; and 5) to administer state and metropolitan transit subsidies [Laws 1987 c278 s11

d1a]. Two years later, increasing transit services to suburban areas and working cooperatively to coordinate all transit modes and increase the availability of transit services were added to its duties [Laws 1989 c339 s7 d1a].

As overseer of light rail transit, the RTB was ordered to prepare regional coordination, development, and financial plans [Laws 1989 c339 s12 d1-3]. The Legislature created the Joint Light Rail Transit Advisory Committee to aid the RTB in planning and coordinating light rail facilities and activities [Laws 1989 c339 s13 d1] and the Light Rail Transit Joint Powers Board to implement light rail design and construction [Laws 1991 c298 art7 s8].

The RTB was also charged with providing services to all metropolitan area residents. In 1991, the Paratransit Advisory Committee was created to aid the RTB through investigation of transit accessibility for the handicapped and elderly [Laws 1991 c298 art7 s9 d1].

In 1994, the RTB, as well as the MTC, was abolished and all its duties, responsibilities, property, interests, and obligations were transferred to the Metropolitan Council, to be assumed by the Council's newly created Transportation Division [Laws 1994 c628 art2 s4 d1].

(from Minnesota Historical Society Library Finding Aids Web page for "Regional Transit Board: An Inventory of Its Records at the Minnesota Historical Society")

### **Metropolitan Reorganization Act**

In 1994, the coalition passed the Metropolitan Reorganization Act, which placed all regional sewer, transit, and land use planning under the operational authority of the Metropolitan Council of the Twin Cities.

In 1994, to consolidate transit agencies, the Minnesota Legislature passed the Metropolitan Reorganization Act, which broadened the Council's purview by abolishing the Commission and the Regional Transportation Board, vesting their responsibilities in the Council. Except for suburban agencies, all transit services fell under the Council's jurisdiction. As a result, the Council became more obligated to the governor, who was granted the power to nominate and remove Council members at his pleasure. Until 1994, these members' terms were staggered,

which allowed the Met Council some distance from political developments in the executive branch. Under this new law, the governor's influence grew considerably.

### **Establishment of Suburban Transit Association**

The Suburban Transit Association (STA) was established in 1995. It was founded to bring together 11 suburban communities in the Twin Cities Metropolitan for providing public transportation for the suburban region through a variety of programs that includes flex routes, reverse commute services, local service between communities and regional transit centers, dial-a-ride services, and transportation services to include the elderly and disabled. It was formed as an advocacy group intended to lobby for suburban transit agencies' interests to support and advocate for higher levels of financial support for regional transit bonds, the funding of suburban transit facilities, and options to maintain transit revenues in the communities they serve. Working alongside suburban agencies, legislators, and other related interest groups, the STA strives for an inclusive and collaborative planning process that integrates the needs and interests in the Twin Cities region.

The STA providers are funded through shares of motor vehicle sales taxes, regional transit bonds and passenger fares. STA providers include

- Minnesota Valley Transit Authority (MVTA)
- Maple Grove Transit (MGT)
- Plymouth Metrolink
- SouthWest Transit.

Minnesota Valley Transit Authority (MVTA) is a suburban transit network formed in 1990 that serves Apple Valley, Burnsville, Eagan, Rosemount, Savage, Prior Lake, and Shakopee, all located approximately 15 miles south of the Twin Cities. MVTA is governed by the MVTA Board, which consists of appointed representatives from each of the seven suburbs listed previously, and representatives from Scott County and Dakota County. Prior Lake withdrew from MVTA in 2002 to begin their own local transit services but rejoined in 2014.

Maple Grove Transit (MGT) was formed in June 1990. The City of Maple Grove's Transit Administrator manages oversight, transit planning, facility management, administration,

customer service, and marketing. MGT's Express Service offers five commuter routes to downtown Minneapolis and five park-and-ride lots, a route to the University of Minnesota, and two local routes within Maple Grove. MGT also offers a My Ride service, a shared-ride system that can be reserved and utilized within Maple Grove city limits.

Plymouth Metrolink was established in 1984 to serve the city of Plymouth, offering express and return routes to and from downtown Minneapolis, a Dial-A-Ride service operating within Plymouth city limits, and a Guaranteed Ride Home Program with free bus or cab fare for emergency rides home. Prior to its formation in 1984, Plymouth Metrolink was operated by a privately-owned provider, Medicine Lake Lines.

SouthWest Transit was established in 1986 to serve Chaska, Chanhassen, and Eden Prairie. SouthWest offers commuter routes to and from downtown Minneapolis, the University of Minnesota, Normandale Community College, and Best Buy Headquarters, and includes three park-and-ride facilities. Seasonal services offered by SouthWest include express routes to and from the Minnesota State Fair, and sporting events for the Twins, Vikings, and Gophers.

### **Introduction of Counties Transportation Improvement Board**

In 2008, Minnesota legislators enacted policies that partially reversed the 1994 consolidation. By introducing the Counties Transportation Improvement Board (CTIB), legislators granted individual counties greater authority in funding and overseeing financial contributions to the transportation agencies serving their communities. The first two decades of the twenty-first century have seen various changes to the region's suburban transit providers, chief among these 9 being the growth of the MVRTA because of a merger with Shakopee Transit and Prior Lake Transit providers in 2013–2014 (Fiecke 2013). Anticipating budgetary shortfalls in the coming years, the agencies sought this reorganization to “give the area greater negotiating power for transit dollars, provide a more efficient use of resources and improve connections to other cities” (Owings 2018). This merger marked a silent milestone in the evolution of the region's suburban transit. Whereas the 1981 Legislation permitted individual municipalities to form their own transit networks, the 2013–2014 merger created suburban regional authorities. As suburbs grow more densely populated and as the climate emergency forces planners and policymakers to make innovative policy choices, this merger may serve as a model for other suburban providers.

## **Development of County level Transit taxes**

In 2016-2017 a series of events led to the formal vote by members of the CTIB to dissolve the board effective September 2017.[2][3] Individual counties then developed county level transit taxes to replace funding streams that had been allocated by the CTIB.

From 2008 through 2017, the Counties Transit Improvement Board (CTIB) provided funding for up to 30% of a transitway's capital costs and 50% of the net costs of operating the light rail and Northstar commuter rail system. In 2017, the five CTIB counties determined that it would be more advantageous to disband the Board and for each county to levy its own transportation sales tax. This action went into effect on June 30, 2017, and the individual counties each implemented a county transportation sales tax starting October 1, 2017. The expectation going forward is that the county sales tax revenues will be used to cover CTIB's former 30% share of transitway capital costs and 50% share of operating costs, and the 10% share of transitway capital costs formerly assumed to be provided through state bonds.

## **Funding History of Suburban Transit Providers**

### **Twin Cities Transit Funding and Agency History from 1967 to 2001**

In 1967, the Metropolitan Transit Commission (MTC) was created by the Minnesota State Legislature, representing the first-time public transit was funded in the Twin Cities region. In 1970, the MTC purchased Twin Cities Lines and the 71-bus fleet that was currently providing service by utilizing federal grant dollars. From 1967 to 1994, the MTC stood alone as the sole public transit provider for the Twin Cities area and functioned as its own agency, as opposed to today's Metropolitan Council's Metro Transit service. Leading up to the creation of the MTC, the fate had long been sealed for Twin Cities Lines to fail after years of decreasing ridership caused by the dismantling of the streetcar network beginning in the mid-1950s and rapid suburbanization occurring in the post-war era. A transit strike during the holiday season of 1969 was in part "to force public acquisition of the failing bus company" (Dornfield, 2019). Ridership had been plummeting for years, from 201 million rides in 1946 to just 60 million rides in 1964 (Citizen's League, 1965). The forces pushing against the viability of privately operated mass transit were present in nearly every American city and resulted in the passage of the 1964 Urban Mass Transit Act. With this bill, \$375 million (\$3.4 billion in today's dollars) was authorized in

grants, two-thirds of which was earmarked for the cost of “acquisition, construction, and improvement of transit facilities” (ibid). With this new money and momentum building for a new public transit agency, the MTC was created by the Minnesota State Legislature.

In the 1970s, a major concern was the rapid growth of the MTC and the fact that they were quickly swallowing several private bus companies. Seven suburban lines existed at this time. The MTC purchased and took over Twin Cities Lines, Inc. in 1970, North Hennepin Transit Co. in 1971, Dickenson Lines in 1973, and Bloomington Bus Company in 1974. The MTC was providing considerable subsidies to the private bus operators out of wheelage tax revenue, but most were unable to afford the upkeep. The suburban lines were arguing that the competition was unfair, as the MTC controls their fares and routes, while still taking most of their property and wheelage tax revenue, as well as additional government funding. The MTC established a maximum fare of \$0.50 for their buses in 1974 (Gelfand, 1974), which was much lower than what most private operators could afford to offer. The MTC also purchased nearly 300 new buses in 1974 (Wascoe, Jr., 1974), expanding their fleet to more than 1,000. This new purchase was funded by raising property taxes in the seven surrounding counties. This further contributed to the suburban service dispute, with suburban communities arguing that they received little service from the MTC, while still contributing to the majority of the MTC’s property tax revenue. Some communities that paid property tax to the MTC received no transit services at all. Furthermore, buses running long distances to reach suburban communities also contributed to the MTC’s growing operating deficit, which was expected to reach \$14.5 million annually by 1975 (ibid), a value equivalent to \$81.3 million today.

When the “opt-out” legislation was introduced in 1981, debates between the suburbs and the MTC surged. As of 1983, the city of Plymouth was the only suburb to actually apply for the “opt-out” program, but Prior Lake, Savage, and Shakopee were all showing interest (Foley, 1983). The legislation allows 27 communities in the Twin Cities area the option to cease their property tax contribution to the MTC, instead using it to establish their own transit systems. Suburbs wanted the flexibility of creating their own, personalized bus systems, but the MTC was estimated to lose approximately \$5.3 million per year if all 27 communities opted out (ibid), equal to about \$15 million today. A discrepancy in the language of the law created confusion for all parties as well. The MTC understood that if a community chose to opt out, they would lose

their property tax contribution. However, the MTC thought that the balances produced by establishing a new transit system would be given to the MTC. By 1973, they had attempted to amend the legislation to say as such and asked the Minnesota Department of Transportation to delay the review of Plymouth's "opt-out" application until the legislation could be finalized.

Both the MTC and suburban communities wanted a tax restructuring. A tiered tax system was proposed by Senator Steven Novak in 1983, where each community would pay transit taxes varying by the level of service, they received from the MTC (Foley, 1983). The tiered service separated the 27 communities into three rings surrounding the city center, with each ring moving outward contributing property tax at a lower rate. By 1984, Plymouth and Shakopee had opted out, with seven other communities expected to follow by the 1985 cutoff date.

In 1984, the Regional Transit Board (RTB) was established by the State to assume responsibility for transit planning and oversight in the metropolitan area, which had previously been under the jurisdiction of the MTC (Minnesota Legislature, 2011). The RTB was to consist of 15 members, while the MTC was reduced to a three-member bus operations board that focused on central city bus service. The goal of the RTB was to oversee transit operations and control rising costs, integrate transit into highway planning and infrastructure, and to work with the suburban communities in response to growing transit needs. In 1984, the RTB cut taxes for 41 suburban communities, which the Legislature required to be completed by 1986. The RTB was also tasked with decisions regarding the implementation of light-rail transit services in the Twin Cities and assumed responsibility for elderly and handicapped transit services in 1986.

By the 1990s, ridership grew drastically for Shakopee, Plymouth, Maple Grove (est. 1990), and SouthWest Metro (est. 1986) following their establishment from the "opt-out" legislation (Adams, 1991). SouthWest in particular had grown in ridership by 100% since its establishment. Each community that opted out was able to provide more personalized service using the tax revenue that would have otherwise been given to the MTC. Meanwhile, MTC ridership was steadily declining, having lost 1 million riders in the past decade. Ridership had reached a 20-year low in 1992, at 65.2 million (Blake, 1992). In 1992, they established a goal to end the year with at least one month's ridership higher than the same month of the previous year. State funding for the MTC had increased by only 8% since 1984, whereas other state departments had increased funding by 30-50% (ibid). By 1994, the MTC and the RTB became the Met Council

Transit Operations (MCTO), which assumed all responsibilities of both groups. Ridership was declining, the newly formed MCTO was still increasing fares and cutting services and receiving little federal and state funding. There was some talk of forcing the “opt-out” communities back into the core MCTO system so they could again receive the property tax base, but this notion never came to fruition. Though the “opt-out” system proved to be successful in the communities individually, adding more would continue to weaken the MCTO core system.

### **Analysis of Transit Funding Evolution from 2001 to Today**

In 2001, the Minnesota State Legislature passed a major tax reform bill that restructured how property was taxed and aimed to make “property tax a purely local tax” (Wright County Assessor’s Office). This change also affected transit funding by shifting the primary funding source from property tax to motor vehicle sales tax. At the time of this tax reform, 20.5% of motor vehicle sales tax was apportioned for transit service in the state, but shortly thereafter in 2002 this amount was increased to 21.5%. Then, in 2006 a ballot question was raised to update the funding the funding apportionment of motor vehicle sales tax; “Shall the Minnesota Constitution be amended to dedicate revenue from a tax on the sale of new and used motor vehicles over a five-year period, so that after June 30, 2011, all of the revenue is dedicated at least 40 percent for public transit assistance and not more than 60 percent for highway purposes?” The amendment was agreed to by 60.5% of voters (Ballotopedia).

The bulk of the current transit funding formula is sourced from the Motor Vehicle Sales Tax (MVST) and additional revenues come from state and federal sources. The funding formula is set and defined by the Minnesota Constitution, Article 14, Section 13, which states that: “The revenue... must be allocated for the following transportation purposes: not more than 60 percent must be deposited in the highway user tax distribution fund, and not less than 40 percent must be deposited in a fund dedicated solely to public transit assistance as defined by law.” Currently, as of 2012, 36% of the MVST revenue has been allocated to Metropolitan area transit and 4% goes to Greater Minnesota Transit. Other revenues supplement the smaller portion of budgets for Metro Transit and the suburban transit providers. Metro Transit receives funds from the Counties Transit Improvement Board (CTIB) and Federal Grants, notably CMAQ (Congestion Mitigation and Air Quality Improvement), a Federal Highway Administration Program. Others include: passenger fares, federal grants, state grants, and contracted services. Specifically, in 2020, Metro

Transit’s total revenue was \$451.9 million: 43% from MVST, 32.4% from federal grants/ CMAQ, 9.3% fares, 7.6% from the CTIB, 5.6% from the state general fund, and 2.1% from local funding partners/ “other”. Metro Transit’s 2020 expenses (including a planned use of reserves) sat at \$473.4 million: 70.7% going to salaries, 10% to fuel, materials, and supplies, 9.9% to utilities and other expenses, and 9.3% to central support (Metro Transit, 2020).

The funding percentages of motor vehicle sales tax for transit in the Twin Cities region has grown over the past two decades and, commensurately, real dollar amounts have as well. From 2003, the year in which motor vehicle sales tax as the primary funding mechanism for transit had fully phased in, to today, transit funding from motor vehicle sales tax has increased 5% per year on average. Discouragingly, for 7 out of 17 fiscal years, the percentage increase over the previous year did not beat inflation. However, 5 out of those 7 years, where the funding increase year over year did not beat inflation, were prior to the 2006 Minnesota State Constitutional Amendment, which increased the portion of motor vehicle sales tax to a level that allowed increases to beat inflation. In general, total transit funding from motor vehicle sales tax has greatly expanded from \$124 million in 2003 to \$324 million in 2020. However, suburban transit funding allocation has barely increased from \$21 million in 2003 to \$35 million in 2020, as is shown in Figure 1.

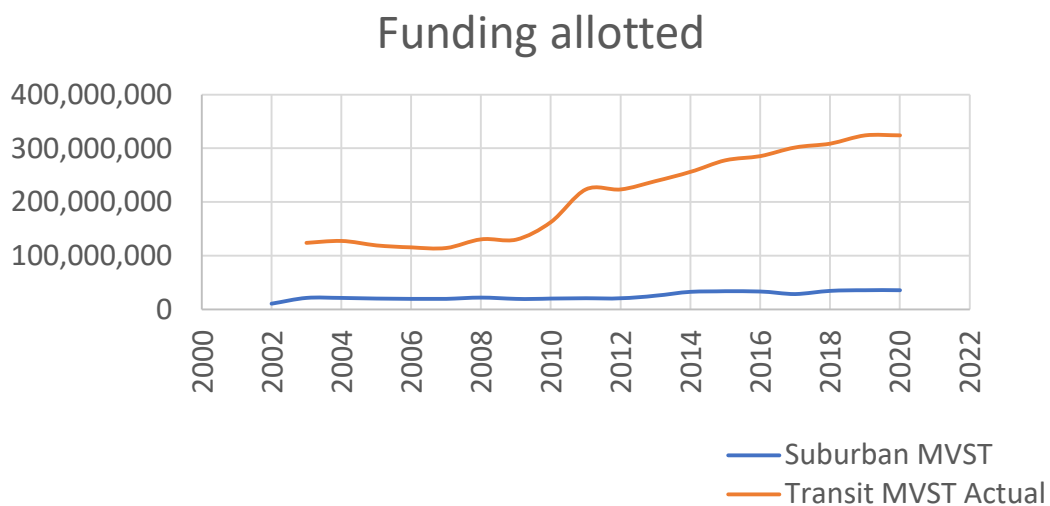


Figure 1 Funding Allotted to Transit and Suburban transit by MVST

It is understandable why this figure would be distressing to suburban transit providers: overall transit allocated MVST has increased significantly over this time, but there has been no commensurate boost in funding for suburban transit providers. Over the period between 2003 and 2020, suburban transit providers have lamented a shrinking share of overall transit funding in the region. Beginning in 2003, suburban transit providers (“opt-outs”) received \$21.5 million from motor vehicle sales tax (MVST), representing a 17.6% share of the overall transit portion of MVST, as shown in Figure 2. This share represents the largest share that has been sent to suburban transit providers over the past 17 years.

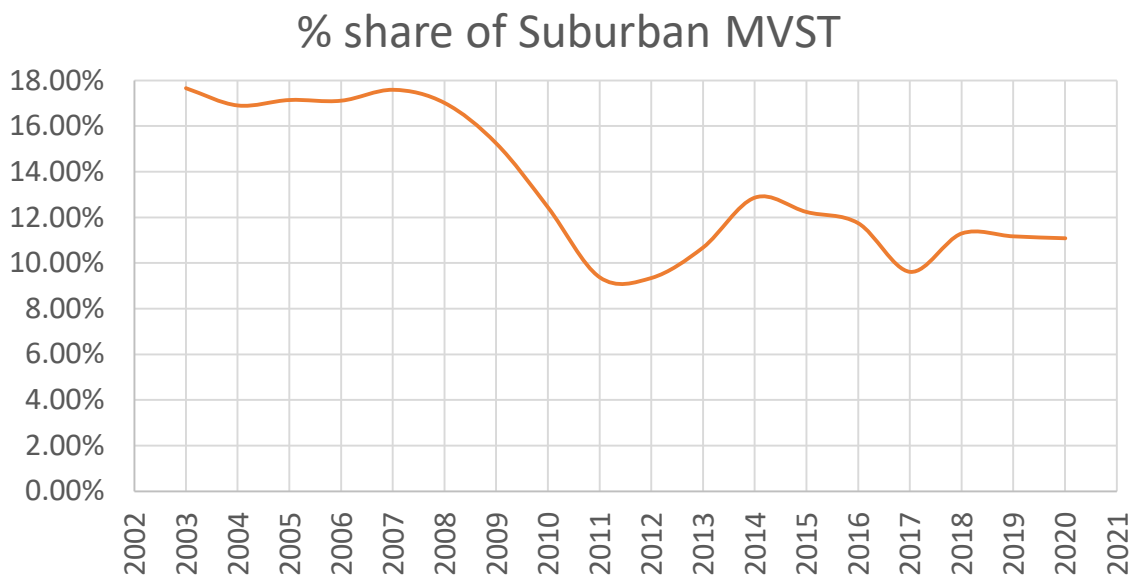


Figure 2 Percentage share of MVST allotted to Suburban transit

### Funding Share in 2020

In 2020, Metro Transit’s total revenue was \$451.9 million

Metro Transit receives funds from the

- Counties Transit Improvement Board level transit taxes
- Federal Grants, notably CMAQ (Congestion Mitigation and Air Quality Improvement), a Federal Highway Administration Program
- Passenger fares

- MVST
- State grants
- Contracted services.

The percentage of share of the funds are represented in the figure 3.

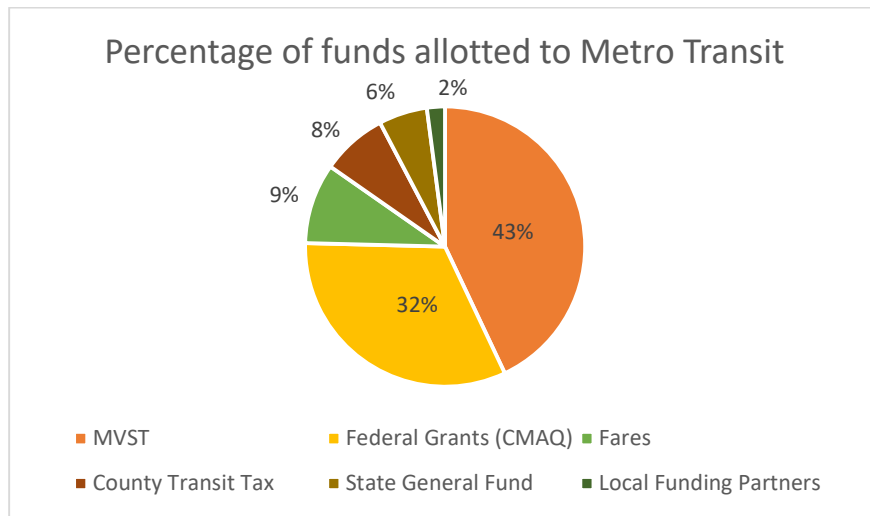


Figure 3 Percentage of funds allotted to Metro Transit

### **Impact of Pandemic**

Congress passed the CARES Act, which provided 3.83% (\$17.3 million) in emergency funding for COVID-19 impact. The CARES Act Funding did not require any local match. However, a representative from MVTA quoted that “despite the CARES Act, the funding was not sufficient to compensate the 9% loss in ridership. Also, the funding was made available only the following year.”

### **Focus of Suburban Transit Providers on Sustainability**

Suburban Transit Providers have shifted focus on environmental sustainability in their long-term planning. There are studies that are being conducted to reduce waste-water usage, renewable energy sources and for buildings to become more energy efficient. There are also plans to include Suburban Transit Providers in the Metropolitan Council and Metro Transit’s zero emissions plan. “There are also plans to include EV charging stations in transit stations and talks are going on to set up a partnership with companies that use shared EVs to be parked in the

transit station” a representative from Maple Grove Transit added. Despite these measures, the representative also acknowledged that convincing people about EVs has still a very long way to go.

### **Effect of Pandemic**

The pandemic surely affected the transportation sector and suburban transit took the brunt. There were mixed impacts of the pandemic. This gave ample time for the Suburban Transit Providers to re-think about their goals for the near future. This also helped them to re-allocate local services and focus more on micro-transit to improve accessibility. This also led to the discussion of working closely with one another to provide East-West transit services in addition to radial services. But Suburban Transit Providers suffered huge losses due to loss of ridership and driver shortage. Representatives from MVTA, Plymouth Metrolink and Maple Grove Transit acknowledged the driver shortage problem to be serious which even led to the temporary cancellation of certain routes. Additionally, they also faced problems because of supply chain issues such as shortage of chassis for their fleet. Despite the Pandemic slowing down, ridership may not bounce back to normal according to the Representatives, due to the shift in working patterns and telecommuting which has gained popularity. All of them speculate changes in peak hours and peak days.

### **Recommendations**

#### **(1) Suburban Transit Synergies**

For better coverage and operation, coordinating with all suburban transit providers is essential in creating synergies with potential for merger. In addition to this, the transit providers could have more funding and flexibility to serve more desirable areas of the Twin Cities region which might lead to expansion of their transit services to communities that lack transit operations. By combining operations by creating synergies might also lower the carbon footprint of the commuters in those regions.

#### **(2) Funding**

A dedicated/reliable funding option is the current need for the Suburban Transit Providers. Restructuring of funding needs to be done based on service, coverage, and ridership. This might lead to modifications in the transitway policies.

### **(3) Modification of goals due to the Pandemic**

The Pandemic has redefined what is necessary for the Suburban Transit Providers. Changes in their operational model is essential as they need to cater to the transit-dependent population more. The goals should also become more equitable and sustainable. Also, on-demand transit became more popular during the Pandemic and might have substantial popularity in the near future.

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## APPENDIX

### 1) Funding Allotted to Transit and Suburban transit by MVST

Year	Transit MVST Actual	Suburban MVST
2002		11110890
2003	\$124,140,000.00	21922460
2004	\$127,672,000.00	21587470
2005	\$119,486,000.00	20492420
2006	\$115,631,000.00	19786330
2007	\$114,439,000.00	20135710
2008	\$130,739,000.00	22246900
2009	\$130,333,000.00	19866460
2010	\$162,777,000.00	20255780
2011	\$223,567,000.00	20970300
2012	\$223,567,000.00	20917440
2013	\$239,114,000.00	25557660
2014	\$256,109,000.00	32967100
2015	\$277,700,000.00	33976210
2016	\$285,665,000.00	33565260
2017	\$301,706,000.00	29026840
2018	\$308,923,000.00	34899960
2019	\$323,948,000.00	36196940
2020	\$324,009,000.00	35919420

### 2) Percentage share of MVST allotted to Suburban transit

Year	% Share
2003	17.66%
2004	16.91%
2005	17.15%
2006	17.11%
2007	17.60%
2008	17.02%
2009	15.24%
2010	12.44%
2011	9.38%
2012	9.36%
2013	10.69%
2014	12.87%
2015	12.23%
2016	11.75%
2017	9.62%
2018	11.30%

2019	11.17%
2020	11.09%




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