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State of Minnesota
HOUSE OF REPRESENTATIVES

EIGHTY-EIGHTH SESSION

H. F. No. 1609

03/18/2013 Authored by Loeffler; Hausman; Bernardy; Dehn, R.; Fischer and others
The bill was read for the first time and referred to the Committee on Transportation Policy

1.1 A bill for an act
1.2 relating to transportation; mass transit finance; providing for equitable transit
1.3 fares; establishing requirements for bus and bus shelter policies; amending
1.4 Minnesota Statutes 2012, sections 473.391, by adding subdivisions; 473.408, by
1.5 adding a subdivision.

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

1.7 Section 1. Minnesota Statutes 2012, section 473.391, is amended by adding a
1.8 subdivision to read:

1.9 Subd. 3. **Bus shelter policies.** The council's policies regarding basic corner bus
1.10 shelters shall be identical for urban and suburban areas.

1.11 Sec. 2. Minnesota Statutes 2012, section 473.391, is amended by adding a subdivision
1.12 to read:

1.13 Subd. 4. **Buses; route assignment policies.** The council's policies regarding
1.14 assignment of buses shall give all routes equal access to newer buses with more
1.15 customer-friendly designs.

1.16 Sec. 3. Minnesota Statutes 2012, section 473.408, is amended by adding a subdivision
1.17 to read:

1.18 Subd. 11. **Equitable transit fares.** (a) The council shall recognize in its fares the
1.19 different levels of service, amenities, and operating and capital costs of different transit
1.20 routes. The fare system shall reflect the following:

1.21 (1) low quality routes, which are routes where most users walk to transit service,
1.22 stops or stations have limited or no shelter from the elements, and there is no express
1.23 service or stops along that portion of the route are limited;

2.1 (2) medium quality routes, which are routes having express bus service, an area with
2.2 unlimited access to a limited stop route, or open park-and-ride lots; and

2.3 (3) high quality routes, which are routes that use commuter rail, light rail, or bus
2.4 rapid transit, or that have door-to-door service, covered parking ramps, or covered and
2.5 heated waiting areas at park-and-ride locations.

2.6 (b) For each route type, the council shall calculate the average per-ride cost using all
2.7 operating costs, including the state and local share of capital costs for land acquisition
2.8 and construction costs amortized over 30 years, as the basis for the calculation. Target
2.9 equitable fares shall then be established so that the fare for each route type is proportional
2.10 to the route type's total costs.

2.11 (c) If the calculation under paragraph (b) designates a route for a fare decrease, the
2.12 reduction must be implemented by January 1, 2014. If the calculation under paragraph
2.13 (b) designates a route for a fare increase, the increase may be phased in over a period of
2.14 three years, beginning on January 1, 2014.

2.15 (d) The costs incurred to implement this subdivision shall be paid from the council's
2.16 transit planning and operating costs.

2.17 Sec. 4. **EFFECTIVE DATE.**

2.18 Sections 1 and 3 are effective the day following final enactment. Section 2 is
2.19 effective July 1, 2013.