Today’s Topics and Goals

Provide high level summary of transportation funding information and context

- 2023 state tax changes
- Annual estimated revenue and spending estimates and 2025-2050 26-year total estimates as will be in the Transportation Policy Plan update
- High level comparisons of revenue and spending across purposes and agencies
- Provide context on available regional transportation funding and allow for consideration of where and how it might best be used
Highlights

Transportation Funding is Complicated!

- Many transportation funding sources with different rules
  - Constitutional or statutory formulas
  - Most dedicated to specific purposes with limited flexibility
- Recent legislative changes improve stability and open opportunities
- Increased funding across the board, but not evenly distributed
Transportation Revenue Changes

2023 State transportation legislation provided historic transportation revenue increases

• New ¾ cent regional transportation sales and use tax for:
  • Regional Transit
  • Active Transportation (bicycle and pedestrian)
  • Metro counties transportation

• Indexed/increased gas tax and increased vehicle registration tax for highways (highway user tax distribution fund)

• Statutory dedication of sales tax on auto parts to:
  • MnDOT, counties and cities through the highway user fund and
  • Local governments through the new Transportation Advancement Account

• New state delivery fee to Transportation Advancement Account
Transportation Revenue Changes

Major federal funding increases in 2021 Infrastructure Investment and Jobs Act (IIJA)

- Increases to federal annual formula funding programs:
  - MnDOT formula funding increases (NHPP, STPBG, bridge, HSIP)
  - Transit formula funding increases (5307, 5339)
  - Region/local formula funds (STPBG, new carbon funding)

- Many competitive funding programs covering new project types:
  - Safety programs
  - Carbon reduction and resilience
  - Reconnecting communities
  - Electric vehicle and charging infrastructure
Revenue & Spending Categories

Regional transportation revenues and spending can be described in three general categories:

- MnDOT Metro District
- Regional Transit
- Local Governments (metro counties, cities, townships)

Regionally Allocated Revenues

Some revenues are available for the Met Council and TAB to allocate to all three categories.

- Regional federal revenues available for all modes
- New regional sales tax for active transportation
### Purposes & Modes

**MnDOT Metro District**
- Primarily for **state highway** capital and operations
- Some transit, bike, and pedestrian spending as part of highway projects, but not usually stand-alone

**Regional Transit**
- Includes capital and operations for **all regional transit providers operating and capital**
- Some bike and pedestrian spending as part of transit projects, but not usually as stand-alone projects

**Local Governments**
- Includes capital and operating for local **roadways and bicycle and pedestrian facilities**, both stand-alone and with roadway projects
- Counties also provide some **revenue for state highways and dedicated transitway capital**
## Total Regional Transportation Revenues

<table>
<thead>
<tr>
<th>Category</th>
<th>CY 2025 (millions)</th>
<th>2025 % of Total</th>
<th>2025-2050 Total (billions)</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT Metro State Highways (CY2028)</td>
<td>$840</td>
<td>17%</td>
<td>$32.7</td>
<td>19%</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>$1,700</td>
<td>36%</td>
<td>$55.2</td>
<td>32%</td>
</tr>
<tr>
<td>Local Government Transportation</td>
<td>$2,100</td>
<td>44%</td>
<td>$79.6</td>
<td>47%</td>
</tr>
<tr>
<td>Regionally Allocated Revenues</td>
<td>$150</td>
<td>3%</td>
<td>$4.0</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Regional Transportation</strong></td>
<td><strong>$4.8B</strong></td>
<td><strong>100%</strong></td>
<td><strong>$171 B</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

2025-2050 % of Total:
- State Highways: Highway User Taxes, 14%
- State Highways: Federal, 5%
- Transit: Sales Tax, 10%
- Transit: Motor Vehicle Sales Tax, 8%
- Transit: Federal, Match, Fares, Property Tax, Other, 10%
- Regional: Federal Formula & Sales Tax, 2%
- Local: Federal, 1%
- Local: Transportation Advancement Account, 4%
- Local: County Sales & Wheelage Tax, 8%
- Local: State Aid, 11%
- Local: Property Tax & Other, 22%
Regional Revenue and Spending Key Takeaways

Key Takeaways

- Local government transportation revenue and spending is almost half of all regional transportation at 47%.
- Local property taxes and fees are largest single source of revenue for regional transportation at 22%.
- Highway user taxes (for MnDOT and local state aid) together are 25% of revenues but represent multiple taxes, ie gas tax, registration tax, MVST.
- Regional transportation revenues are 2-3% of total.
Vast majority of transportation revenues cannot be moved from one transportation purpose to another

- Most flexible funds are the regionally allocated federal revenues (2-3% of all regional transportation revenues)
- 2023 legislative funding actions and new revenue sources largely continued the practice of dedicating transportation revenues among modes and purposes
  - New Transportation Advancement Account offers some flexibility for local governments, though metro counties spending is identified among specific purposes
  - New regional sales tax revenues specified for transit, active transportation, metro counties transportation has some flexibility
MnDOT Metro District Revenue and Spending
2023 State Highway Revenue Changes

• State highway and Metro District revenue estimates developed by MnDOT and used for MN State Highway Investment Plan (MnSHIP) include 2023 increases

• State Highway User Tax Fund (HUTDF) 2023 revenue changes:  
  • Gas tax indexed to construction costs beginning 2024, maximum 3% increase, current 28.5 cents per gallon to 31.8 effective Jan. 2025  
  • Vehicle registration tax rate increase, depreciation schedule change, electric vehicle $75 annual registration surcharge  
  • Motor vehicle sales tax (MVST) rate increase from 6.5% to 6.875%  
  • Statutory auto parts sales tax transfer 43.5% to highway user fund ($126M in 2025) continued statutory dedication

• 2023 state tax increases resulted in a 17% increase for MnDOT capital spending over previous planning estimates
# MnDOT Metro District Revenue & Spending

## Revenue ($ in millions) | CY 2028 | 2030 % of Total | 2025-2050 Total | % of Total
--- | --- | --- | --- | ---
Highway User Taxes | $610 | 73% | $23,855 | 73%
Federal | $230 | 27% | $8,823 | 27%
Subtotal | $840M | 100% | $32.7B | 100%

## Spending ($ in millions) | CY 2028 | 2028 % of Total | 2025-2050 Total | % of Total
--- | --- | --- | --- | ---
State Road Construction | $610 | 74% | $24,461 | 75%
State Road Operations | $230 | 26% | $8,217 | 25%
Subtotal Metro State Highways | $840 | 100% | $32.7B | 100%
Key Takeaways

• MnDOT distributes revenue to districts for two primary purposes: capital (75%) and planning/operations/maintenance (25%)

• Metro District share of MnDOT total revenues:
  • Over past decade capital/construction share declined from 42.6% to roughly 37-38% of total
  • New district target distribution formula will provide Metro District 43.5% of total beginning 2028
  • District planning, operations and maintenance (POM) funding share is 26% of total statewide

• Additional competitive opportunities for project funding
  • State programs such as Corridors of Commerce
  • Federal competitive programs such as RAISE and bridge program
Regional Transit Revenue and Spending
2023 Transit Revenue Changes

• MVST rate increase from 6.5% to 6.875%, offset by decrease in metro share from 36% to 34.3%; overall change ≈ neutral
  • Regional transit MVST $368M in 2025; $14.3B 2025-2050
• 2023 Legislature authorized new funding source: 3/4-cent Metro Area Transportation Sales and Use Tax for regional transit, active transportation and metro counties transportation purposes
  • Council receives 83% of revenues distributed 95% to transit purposes and 5% to TAB for Active Transportation
  • Transit regional sales tax revenues estimate $450M in 2025, $17.3B 2025-2050
  • Sales tax legislation specified 13 required investment areas
• Metro counties no longer responsible for 50% share of transitway operations shifts costs to Council; $45M shift in 2025, $3.5B 2025-2050
## Regional Transit Revenue

<table>
<thead>
<tr>
<th>Revenue ($ in millions)</th>
<th>CY 2025</th>
<th>2025 % of Total</th>
<th>2025-2050 Total</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Sales Tax</td>
<td>$449</td>
<td>27%</td>
<td>$17,310</td>
<td>31%</td>
</tr>
<tr>
<td>Motor Vehicle Sales Tax</td>
<td>$368</td>
<td>22%</td>
<td>$14,319</td>
<td>26%</td>
</tr>
<tr>
<td>State General Fund &amp; Bonds</td>
<td>$163</td>
<td>10%</td>
<td>$7,051</td>
<td>13%</td>
</tr>
<tr>
<td>Fares</td>
<td>$82</td>
<td>5%</td>
<td>$4,302</td>
<td>8%</td>
</tr>
<tr>
<td>Federal Formula</td>
<td>$198</td>
<td>12%</td>
<td>$5,490</td>
<td>10%</td>
</tr>
<tr>
<td>Federal CIG (New Starts)</td>
<td>$100</td>
<td>6%</td>
<td>$1,666</td>
<td>3%</td>
</tr>
<tr>
<td>County Sales Tax &amp; RRA (for CIG projects)</td>
<td>$244</td>
<td>15%</td>
<td>$1,750</td>
<td>3%</td>
</tr>
<tr>
<td>Regional Transit Capital Property Tax &amp; Other</td>
<td>$63</td>
<td>4%</td>
<td>$2,458</td>
<td>4%</td>
</tr>
<tr>
<td>Fund balance &amp; interest earned</td>
<td>$0</td>
<td>0%</td>
<td>$842</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$1,667</strong></td>
<td><strong>100%</strong></td>
<td><strong>$55.2B</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Regional Transit Revenue

Key Takeaways

• Total transit revenues are almost $1.7B in 2025; $55B 2025-2050

• New regional sales tax for transit and MVST are largest revenue sources for transit
  • Sales tax contributes 27% in 2025, 31% 2025-2050
  • MVST contributes 22% in 2025, 26% 2025-2050

• State general fund for Metro Mobility statutory obligation beginning 2026; estimated at 12% of total transit revenues 2025-2050

• Fare revenues grow over time 5% of total in 2025, 8% of total 2025-2050

• Federal CIG and county revenues at 6% of total for dedicated transitway capital (Green Ext, Gold, Blue Ext, Purple, Riverview)
# Regional Transit Spending

<table>
<thead>
<tr>
<th>Spending</th>
<th>CY 2025 (millions)</th>
<th>2025 % of Total</th>
<th>2025-2050 (billions)</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Operating</td>
<td>$684</td>
<td>41%</td>
<td>$28.7</td>
<td>52%</td>
</tr>
<tr>
<td>Bus Capital</td>
<td>$250</td>
<td>15%</td>
<td>$6.2</td>
<td>11%</td>
</tr>
<tr>
<td>Current Transitways Operating</td>
<td>$143</td>
<td>9%</td>
<td>$5.2</td>
<td>9%</td>
</tr>
<tr>
<td>Current Transitways Capital</td>
<td>$21</td>
<td>7%</td>
<td>$3.4</td>
<td>6%</td>
</tr>
<tr>
<td>Expansion Transitways Operating</td>
<td>-</td>
<td>-</td>
<td>$6.6</td>
<td>12%</td>
</tr>
<tr>
<td>Expansion Transitways Capital</td>
<td>$447</td>
<td>21%</td>
<td>$3.7</td>
<td>7%</td>
</tr>
<tr>
<td>Remaining Transit Opportunity Funds</td>
<td>$122</td>
<td>7%</td>
<td>$1.5</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Subtotal Regional Transit</strong></td>
<td><strong>$1.7B</strong></td>
<td><strong>100%</strong></td>
<td><strong>$55.2B</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Regional Transit Spending

**Key Takeaways**

- Regular route bus, including arterial BRT, requires over 63% of all spending
  - 52% for bus operations
  - 11% bus capital/asset management
- Current and new dedicated transitway operations at 21% of total spending 2025-2050
- Existing transitway capital asset management requires 6% of total spending, includes $1.7B for replacement and rehabilitation of rail vehicles
- Dedicated transitway expansion capital at 7% of total spending (assumes Gold Line, Green Line Ext, Blue Line Ext, Purple Line and Riverview)
- Approximately $1.5B in unallocated regional sales tax funds remain for allocation 2025-2025
How is the regional transit sales tax being used?

**Takeaways**

- Majority of new sales tax allocated to bus operations (30%) and capital asset management (12%) deficits
- 25% allocated to previous county share of transitway operations (13% existing and 12% planned transitways)
- 8%, $1.5 B, in sales tax funds remain to be allocated 2025-2050
Local Government Transportation Revenue and Spending
New Transportation Advancement Account created to receive:

- New state retail delivery fee of 50 cents per retail delivery over $100
- Phased-in share of sales tax on auto parts revenues; phase-in begins 2024 at 3.5%, completes in 2033 at 56.5% of the proceeds
- Total statewide revenues to Transportation Advancement Account are approximately $79M in 2025; $280M in 2033 at full phase-in

Transportation Advancement Account is shared as follows:

- **36% to seven metro area counties** ($28M in 2025; $100M in 2033)
- 10% to all counties (metro county share approx. 22%; $1.7M in 2025)
- 15% to Large cities (metro cities share approx. 70%; $8M in 2025)
- 27% Small cities (assume 10% metro share; $2M in 2025)
- 11% to Town roads ( 3% metro share; $.3M in 2025)
- 1% to Dept. of Human Services for food delivery grants
2023 Local Government Changes Cont.

- 3/4-cent cent regional sales tax 17% to metro counties;
  - $97M in 2025; $3.7B 2025-2050
  - must be spent similar to TAA revenues
- Total to metro counties from TAA and regional sales tax:
  - $125M in 2025; $222M in 2033 at full phase-in
  - $6.5B 2025-2050
- Counties must use the revenues:
  - 41.5% for Active Transportation & Safety studies ($52M in 2025; $2.7B 2025-2050)
  - 41.5% for repair, maintenance or roadway replacement without adding capacity ($52M in 2025; $2.7B 2025-2050)
  - 17% for transit purposes, complete streets, or greenhouse gas mitigation ($21M in 2025; $1.1B 2025-2050)
Local Government cont.

- New revenue TAA and sales tax distributed among 7-counties 50% by population share and 50% by county roadway needs calculation

<table>
<thead>
<tr>
<th>CY 2024 TAA Est Distribution</th>
<th>Share at 50% pop -50% $ needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anoka</td>
<td>12.3%</td>
</tr>
<tr>
<td>Carver</td>
<td>6.5%</td>
</tr>
<tr>
<td>Dakota</td>
<td>15.2%</td>
</tr>
<tr>
<td>Hennepin</td>
<td>34.3%</td>
</tr>
<tr>
<td>Ramsey</td>
<td>17.5%</td>
</tr>
<tr>
<td>Scott</td>
<td>6.7%</td>
</tr>
<tr>
<td>Washington</td>
<td>7.7%</td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

- Counties no longer required to pay 50% of the net operating costs of current or new dedicated transitways
  - Shifts $45M in 2025, $3.5B 2025-2050 of county transportation sales tax revenues for other county transportation purposes
  - Spending shifted to the Council/Metro Transit using regional sales tax funds; requires 25% of sales tax 2025-2050
## Local Government Revenues

### Key Takeaways

- Property tax largest revenue source at 47%
- State-aid from gas tax, registration tax, MVST second largest source at 23%
- Metro counties have authorization for special transportation taxes
- Cities are more reliant on property tax for transportation funding

### Revenue CY 2025

<table>
<thead>
<tr>
<th>Revenue</th>
<th>CY 2025 (millions)</th>
<th>2025 % of Total</th>
<th>2025-2050 (billions)</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Aid (CSAH &amp; MSA)</td>
<td>$494</td>
<td>24%</td>
<td>$18.6</td>
<td>23%</td>
</tr>
<tr>
<td>Property Tax &amp; Other local fees</td>
<td>$951</td>
<td>47%</td>
<td>$37.6</td>
<td>47%</td>
</tr>
<tr>
<td>County Transportation Sales Tax</td>
<td>$336</td>
<td>16%</td>
<td>$13.0</td>
<td>16%</td>
</tr>
<tr>
<td>County Wheelage Tax</td>
<td>$42</td>
<td>2%</td>
<td>$1.3</td>
<td>2%</td>
</tr>
<tr>
<td>Metro Counties 17% of Regional Sales Tax</td>
<td>$97</td>
<td>5%</td>
<td>$3.7</td>
<td>5%</td>
</tr>
<tr>
<td>Metro Share Transportation Advancement Account Taxes</td>
<td>$28</td>
<td>1%</td>
<td>$4.0</td>
<td>5%</td>
</tr>
<tr>
<td>Federal (includes Reg. Sol. thru 2029)</td>
<td>$106</td>
<td>5%</td>
<td>$1.6</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$2.06B</strong></td>
<td><strong>100%</strong></td>
<td><strong>$79.6B</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Key Takeaways

- Local government spending about two thirds capital, one third operating.
- Local government spending previously about:
  - two thirds cities 65%
  - one third by counties 35%
- New county revenues will shift spending shares in future to:
  - 60% cities
  - 40% counties
- Counties still to determine allocation of new revenues among allowable purposes.

<table>
<thead>
<tr>
<th>Spending</th>
<th>CY 2025 (millions)</th>
<th>2025 % of Total</th>
<th>2025-2050 (billions)</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Capital</td>
<td>$1,223</td>
<td>60%</td>
<td>$45.6</td>
<td>57%</td>
</tr>
<tr>
<td>Transportation Operating</td>
<td>$658</td>
<td>32%</td>
<td>$24.6</td>
<td>31%</td>
</tr>
<tr>
<td>Transfer for Regional Transitway Capital</td>
<td>$49</td>
<td>2%</td>
<td>$1.8</td>
<td>2%</td>
</tr>
<tr>
<td>New county TAA &amp; Regional Sales Tax spending TBD</td>
<td>$125</td>
<td>6%</td>
<td>$7.7</td>
<td>10%</td>
</tr>
<tr>
<td>Total Spending</td>
<td>$2.1B</td>
<td>100%</td>
<td>$79.6B</td>
<td>100%</td>
</tr>
</tbody>
</table>
Regionally Allocated Revenues
Regionally Allocated Funds

Regional Federal Funds

- Federal transportation law allocates some federal funds to Metropolitan Planning Organizations in large metro areas for allocation
  - Surface Transportation Block Grant (STBG) funds, including Transportation Alternatives funds
  - Congestion Mitigation Air Quality (CMAQ) funds
  - Carbon Reduction Program funds
  - $125M annually, almost $3B 2025-2050
- Regional Planning MOU specifies Council, TAB and MnDOT roles in allocation
- MOU to be revised to include CRP funds and results of Regional Solicitation Evaluation
Federal Funds cont.

- MnDOT also provides other federal funds to the Council and TAB for allocation
  - PROTECT funds for climate resiliency projects
  - Bridge funds for on and off-system bridges
  - Highway Safety Improvement Program (HSIP) funds
- Federal funds in our region are allocated through the Regional Solicitation to:
  - help implement the TPP’s goals and objectives through transportation investments
  - provide funds for regional and local priorities
  - help fund projects that do not have other adequate funding sources
Regional Sales Tax for Active Transportation

• New $.75 regional sales tax authorized in 2023 transportation legislation, 83% to Council and 5% of this share to TAB to allocate for Active Transportation purposes

• Approximately $24M annually and over $900M 2025-2050

• Working group established to bring options and recommendations to TAB on allocation of regional active transportation funds
### Summary of MnDOT Metro State Highways, Regional Transit, Local Government Transportation and Regionally Allocated Funds Spending

<table>
<thead>
<tr>
<th>Category</th>
<th>CY 2025</th>
<th>% of Total</th>
<th>Total</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Transportation Spending</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MnDOT Metro State Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Road Construction</td>
<td>524</td>
<td>74%</td>
<td>24,461</td>
<td>75%</td>
</tr>
<tr>
<td>State Road Operations</td>
<td>213</td>
<td>29%</td>
<td>8,217</td>
<td>25%</td>
</tr>
<tr>
<td><strong>Subtotal Metro State Highways</strong></td>
<td>737</td>
<td></td>
<td>32,679</td>
<td></td>
</tr>
<tr>
<td>Regional Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Operating</td>
<td>684</td>
<td>41%</td>
<td>28,846</td>
<td>52%</td>
</tr>
<tr>
<td>Bus Capital</td>
<td>250</td>
<td>15%</td>
<td>6,248</td>
<td>11%</td>
</tr>
<tr>
<td>Current Transitways Operating</td>
<td>143</td>
<td>9%</td>
<td>5,182</td>
<td>9%</td>
</tr>
<tr>
<td>Current Transitways Capital</td>
<td>468</td>
<td>28%</td>
<td>3,378</td>
<td>6%</td>
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<tr>
<td>Expansion Transitways Operating</td>
<td>-</td>
<td></td>
<td>6,581</td>
<td>12%</td>
</tr>
<tr>
<td>Expansion Transitways Capital</td>
<td>-</td>
<td></td>
<td>3,688</td>
<td>7%</td>
</tr>
<tr>
<td>Remaining Transit Opportunity Funds</td>
<td>122</td>
<td>7%</td>
<td>1,465</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Subtotal Regional Transit</strong></td>
<td>1,567</td>
<td>100%</td>
<td>55,188</td>
<td>100%</td>
</tr>
<tr>
<td>Local Government Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Capital</td>
<td>1,233</td>
<td>60%</td>
<td>45,622</td>
<td>57%</td>
</tr>
<tr>
<td>Transportation Operating</td>
<td>658</td>
<td>32%</td>
<td>24,566</td>
<td>31%</td>
</tr>
<tr>
<td>Transfer for Regional Transitway Capital</td>
<td>49</td>
<td>2%</td>
<td>1,750</td>
<td>2%</td>
</tr>
<tr>
<td>New County Opportunity Funds (F.A.A &amp; Tr. Sales Tax)</td>
<td>125</td>
<td>6%</td>
<td>7,666</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Subtotal Local Gov’t Transportation</strong></td>
<td>2,055</td>
<td>100%</td>
<td>79,633</td>
<td>100%</td>
</tr>
<tr>
<td>Regionally Allocated Funds</td>
<td>CY 2030</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Federal (all modes)</td>
<td>122</td>
<td>82%</td>
<td>3,119</td>
<td>77%</td>
</tr>
<tr>
<td>Regional Active Transportation</td>
<td>27</td>
<td>18%</td>
<td>911</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Subtotal Regional</strong></td>
<td>150</td>
<td>100%</td>
<td>4,030</td>
<td>100%</td>
</tr>
<tr>
<td><strong>TOTAL Regional Transportation Spending</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MnDOT Metro State Highways</td>
<td>807</td>
<td>17%</td>
<td>32,679</td>
<td>13%</td>
</tr>
<tr>
<td>Regional Transit</td>
<td>1,667</td>
<td>36%</td>
<td>55,188</td>
<td>32%</td>
</tr>
<tr>
<td>Local Government Transportation</td>
<td>2,055</td>
<td>44%</td>
<td>79,633</td>
<td>48%</td>
</tr>
<tr>
<td>Regionally Allocated Funds</td>
<td>150</td>
<td>3%</td>
<td>4,030</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Regional Spending</strong></td>
<td>4,678</td>
<td>100%</td>
<td>171,531</td>
<td>100%</td>
</tr>
</tbody>
</table>
Key Takeaways

• Region has significant increased revenues, from 2023 state legislation
• Regional transit, metro counties and MnDOT benefactors of new revenues
• New revenues provide opportunities for identifying new types of spending, new projects and/or investing more in existing programs
  • Regional transit funds still to allocate
  • Metro counties to determine spending for new revenue
• Collaboration among funding partners is important, develop shared investment priorities
Questions?

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