



2023 Legislative Impact

Omnibus Transportation Bill and the Transportation Policy Plan



Major Transportation Funding and Policy Changes



Today's Topics

- Funding changes that are systemic in nature
- Policy changes
- Over \$350 million in a variety of metro area specific projects funded

Funding

³/₄-cent Metro Area Sales Tax

- 83% to Met Council
 - 95% to transit
 - 5% to TAB for Active Transportation
- 17% to Metro Counties; uses dictated in “Transportation Advancement Account”

Statewide Funding

- Base increases for MnDOT across funding categories including highways, Corridors of Commerce, Active Transportation, IIJA match
- Gas tax indexed to inflation
- Registration fee increases
- MVST increased (coupled w/ formula shift from Metro to Greater MN)
- Shift portion of sales tax on car parts and repairs to “Transportation Advancement Account”

Delivery Fee

- \$0.50 for every package over \$100 in value, with some exemptions
- Revenues into the “Transportation Advancement Account”

Funding #2

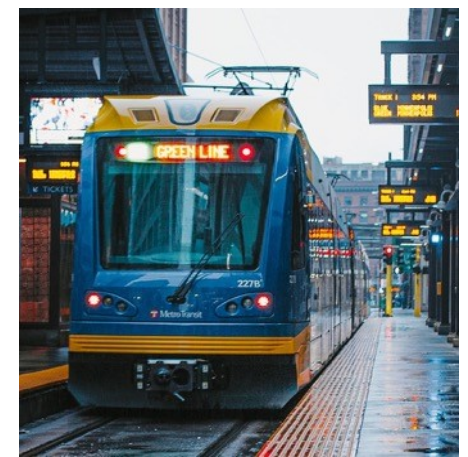
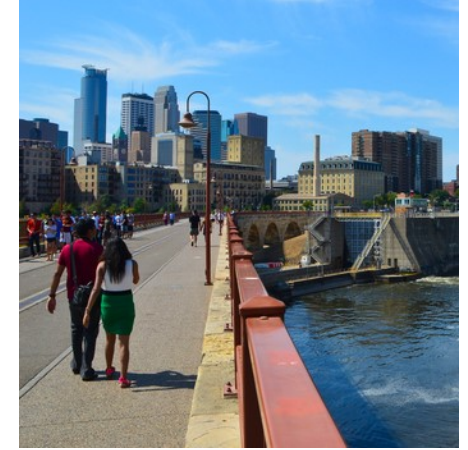
Transportation Advancement Account

Distributed as follows:

- 36% to Metropolitan Counties
- 10% to CSAH formula
- 15% to larger cities assistance
- 27% to small cities assistance
- 11% to town roads

Metropolitan Counties use:

- 41.5% for active transportation and transportation corridor studies
- 41.5% for repair, preserve, rehabilitate or replace/reconstruct without adding traffic capacity
- 17% to any of these options:
 - Transit purposes
 - Complete streets projects
 - Mitigation activities under new GHG transportation impact law
- Must supplement not supplant existing revenues



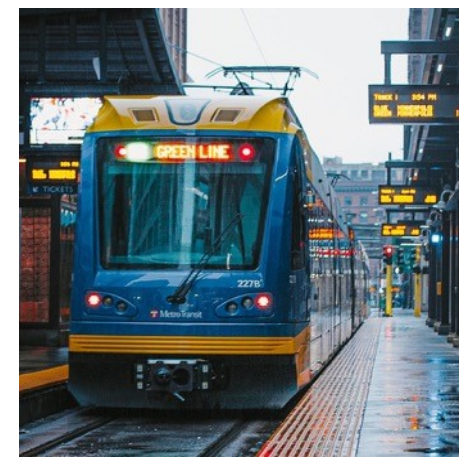
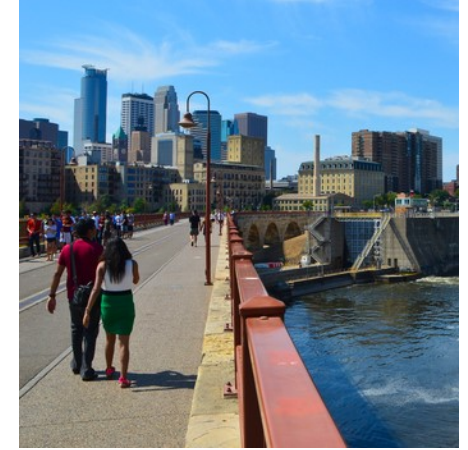
Policy

Safety Policies

- Established an Advisory Council on Traffic Safety
- Established a Safe Road Zones designation
- Speed safety cameras report required
- New data reporting requirements established for Department of Public Safety

Climate Policies

- Established a Greenhouse Gas Emissions (GHG) Impact Mitigation Working Group
- Transportation GHG Impact Assessment for trunk highway expansions
- Requirement for MnDOT to establish GHG emissions reduction targets
- Requirement for Met Council to include climate mitigation and adaption in Regional Development Guide, including how comp plans must address the topic
- Requires MnDOT to create an electric vehicle infrastructure program and reports



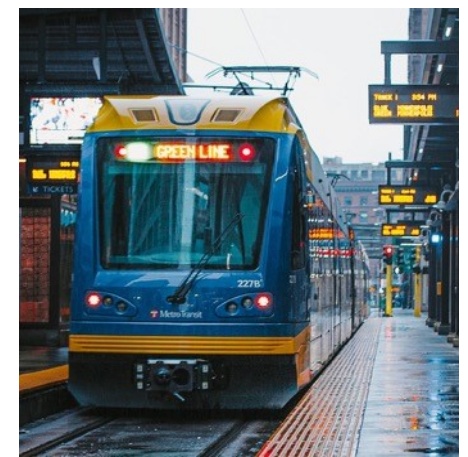
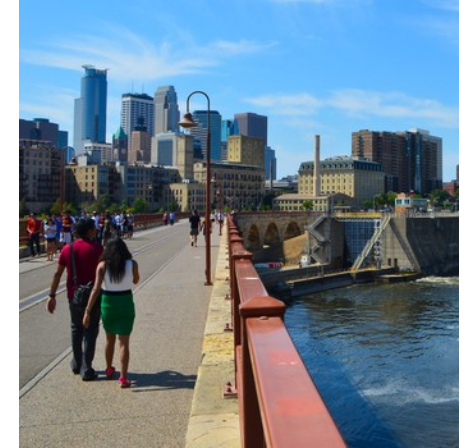
Policy #2

Transit Policies

- County-share of guideway or busway operating costs shift to Met Council sales tax proceeds
- Capital maintenance costs for guideways or busways also must be paid for by the Met Council
- Various other transitway development policies, including specifics for Green Line Extension and Blue Line Extension

Transit operating policies

- Transit code of conduct requirement
- Transit rider investment program and transit service intervention project
- Transit cleaning and repair standards
- Transit fare elimination pilot program
- Metro Mobility enhancement pilot



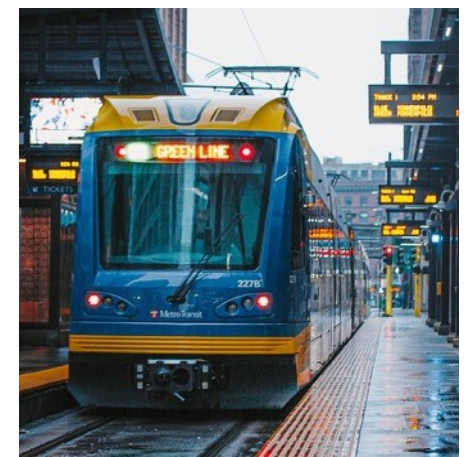
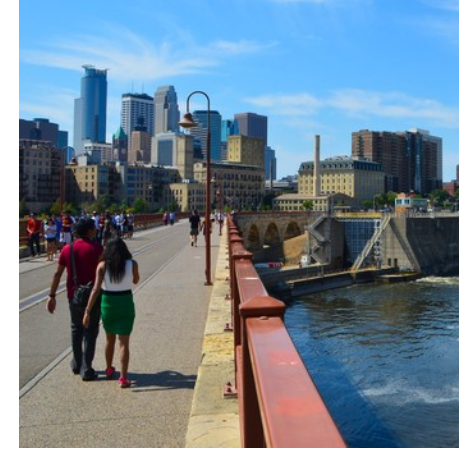
Policy #3

Active Transportation

- Active transportation account established with requirements for MnDOT
- Midtown greenway extension study required for Met Council
- Active Transportation Advisory Committee established
- Various training and guidelines, including required active transportation training for schools

Corridors of Commerce

- Regional balance process established
 - 25% to 27.5% within or adjacent to 494/694 loop
 - 35% to 37.5% in the rest of the greater metropolitan area
 - 35% to 40% in the rest of the state
- Selection process established
 - Met Council – No more than 4 projects consulted with TAB
 - Each county – No more than 2 projects



Policy #4

Metropolitan Governance Task Force

- The task force must study and evaluate options to reform and reconstitute governance of the Metropolitan Council. The study must include an analysis of the costs and benefits of:
 - (1) direct election of members to the Metropolitan Council;
 - (2) a combination of directly elected and appointed members to the Metropolitan Council;
 - (3) a council of governments which would replace the current Metropolitan Council;
 - (4) reapportioning responsibilities of the Metropolitan Council to state agencies and local units of government;
 - (5) adoption of a home rule charter for governance of the Metropolitan Council; and
 - (6) any other regional governance approaches that are viable alternatives to the current structure of the Metropolitan Council.
- Appointments by July 15, 2023 with report due Feb 1, 2024

Questions for Discussion

How will this relate to the 2050 Transportation Policy Plan?

- Council staff will highlight areas where this impacts 2050 TPP goals, objectives, policies, or actions as they come forward
- What legislative initiatives do you want to know more about?
- What kind of analysis of revenues would be helpful?
- Any other information that would be helpful?



Thank You

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