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
3¼-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

Charles Carlson
MTS Director

Cole Hiniker
Senior Manager, Multimodal Planning