

Budget for One Minnesota



INVESTING IN TRANSIT

Transit in the Twin Cities metro area is at a crossroads. The region's population is both growing and aging, increasing the demand for transit in the coming years. Metro Mobility services for the elderly and disabled have seen a steady increase of 5 to 8 percent annually, and that growth is expected to continue. Meanwhile, transit funding faces a growing deficit-- \$250 million deficit over the next decade just for regular route bus service that everyday Minnesotans depend on to get where they need to go. Metro Mobility's growth has completely used up the state appropriation meant to fund both it and regular transit service. Simply put, the funding is not adequate to maintain our current level of service, let alone expand it to meet our region's growing needs.

To address this issue Governor Walz proposes a diversified, sustainable funding package to continue to operate regional transit and Metro Mobility while those services are expanded and improved to meet growing demand over the next ten years:

- Removing Metro Mobility funding from the Council's transit package, with its own allocation to support the continued operation of this important, mandated program. (\$241 million)
- An 1/8-cent sales tax in the seven-county metropolitan area to maintain and expand the regional bus and transitway system. (approximately \$770 million)
- An increase in the Motor Vehicle Sales Tax rate from 6.5% to 6.875%. (\$205 million)
- \$20 million in general obligation bonds, with a goal of totaling \$230 million in bonding over the next 10 years
- Continued financial support from the county transit sales tax collections in the region (replaces \$700 million in previous state obligations)

This is a generational investment that will enhance community prosperity by making transit more available to potential riders. Making significant investments in bus rapid transit (BRT) and enhanced local bus service will give another 500,000 people access to a 30-minute transit commute to their jobs.

DEDICATED FUNDING FOR METRO MOBILITY



Create a dedicated General Fund appropriation for Metro Mobility

Governor Walz proposes \$36.5 million in FY 20-21 to maintain Metro Mobility services without going to deficit, and establishing a separate budget line for this state and federally mandated Metro Mobility service. By moving Metro Mobility to its own budget line and giving it its own allocation, it will no longer compete with the bus system, allowing Metro Transit to prioritize service for people with disabilities.

ENHANCING BUS SERVICE



Enhance Bus Service Across the Metro

Governor Walz' budget will add 10 new bus rapid transit (BRT) lines in the next decade – the largest increase in bus service over the past 30 years. This expansion will result in a 40 percent increase in service on the region's busiest routes, and an estimated 30 to 40 percent increase in regional transit ridership. Furthermore, the Governor's budget proposes the addition of 220 electric buses to the fleet, shifting from diesel to renewable energy. The Metropolitan Council's goal is to power Metro Transit and all its operations with renewable energy by the year 2040. Electrifying the bus fleet reduces harmful emissions that threaten the state's health and environment.