

# Citizens League Transit Study Committee

December 15, 2016

# Top Problem Statements

1. There is unpredictability in the state level of transit finance. (74% strongly agree, 21% somewhat agree)
2. There is a structural funding shortfall for transit system expansion and maintenance. (63% strongly agree, 21% somewhat agree)
3. There is too much complexity and lack of transparency in transit decision-making and financing. (42% strongly agree, 32% somewhat agree)

# Others From Members

- A. *Need to connect problem statements to funding solutions, ensure equity integration in design and impact.*
- B. *There is a lack of funding to address last-mile connections to transitways, biking, and walking connections.*
- C. *Structural budget shortfalls is the result of state's unreliability as a funding partner for regional transit.*

# Top Smaller Dollar Funding Scenarios

1. Met Council to increase its fare box recovery to hit efficiency targets. (56% strongly support, 33% minimally support)
2. Consider developer fees, transit-oriented dev tax increment financing, special assessment, capture portion of increased property taxes, etc. (26% strongly support, 57% minimally support)
3. Increase the transit taxing district. (22% strongly support, 61% minimally support)

# Others from members

- A. *I support the possibility of a far box increase but not if it is paired with a requirement that Metro Transit meet a certain recovery rate.*
- B. *I strongly disagree with characterizing the far box and benefit-related fees as “smaller \$ options.” As to the transit taxing district, I would support adjusting it to fit the area served.*

# Top Larger Dollar Funding Scenarios

1. State funds Metro Mobility through a line item in the base General Fund appropriation for Met Council.  
(56% strongly support, 39% minimally support)
2. Two Tiers of Sales Tax. Create two tiers of taxation in the metro area. Cities want more, pay more, etc.  
(33% strongly support, 44% minimally support)
3. State authorizes a legislatively determined metro sales tax (ranging from ¼ to 1 cent). Revenue to Met Council. (33% strongly support, 22% minimally support)

# Top Larger Funding Scenarios Cont'd

4. State dedicates a portion of General Fund surplus to transit for operations. (29% strongly support, 41% minimally support)
5. State imposes a legislatively determined metro sales tax (ranging from ¼ to 1 cent). Revenue to Met Council. County commissioners cannot deny tax. (22% strongly support, 33% minimally support)

# Top Larger Funding Scenarios Cont'd

6. State dedicates transportation-related General Fund revenue (e.g., motor vehicles lease sales tax, rental tax) to transit, with no reduction in General Fund base appropriation for transit. (18% strongly support, 53% minimally support)
7. State imposes a legislatively determined metro sales tax (ranging from  $\frac{1}{4}$  to 1 cent) with guaranteed allocation to Met Council for operations and a guaranteed allocation to CTIB for capital. Remainder allocated per “joint certification” process. (6% strongly support, 60% minimally support)



# Others From Members

- A. *I see 6, 7, and 18 as complementing one another. My highest support is for 18.*
- B. *Former CTIB counties maintain ability to impose up to 1/2% sales tax for transportation purposes and state imposes 1/4-1/2% metro sales tax for non-LRT purposes, including bus operations and bus expansion.*

# Do you like winter?



# Assumption #1 (Aspirational)

Without having to consider the future of CTIB and/or other legislative activities, what is the best way to fund transit in the metropolitan region?

# Met Council to increase its fare box recovery to hit efficiency targets.

40% 1. Strongly support

45% 2. Minimally support

15% 3. Absolutely no support

Consider developer fees, transit-oriented dev tax increment financing, special assessment, etc.

- 32% 1. Strongly support
- 58% 2. Minimally support
- 11% 3. Absolutely no support

# Increase the transit taxing district.

- 30% 1. Strongly support
- 50% 2. Minimally support
- 20% 3. Absolutely no support

# State funds Metro Mobility through a line item in the base General Fund appropriation for Met Council.

- 74% 1. Strongly support
- 21% 2. Minimally support
- 5% 3. Absolutely no support

Two Tiers of Sales Tax. Create two tiers of taxation in the metro area. Those who want more, pay more, etc.

37% 1. Strongly support

32% 2. Minimally support

32% 3. Absolutely no support



State authorizes a legislatively determined metro sales tax (ranging from ¼ to 1 cent). Revenue to Met Council.

- 10% 1. Strongly support
- 35% 2. Minimally support
- 55% 3. Absolutely no support

# State dedicates a portion of General Fund surplus to transit for operations.

- 45% 1. Strongly support
- 25% 2. Minimally support
- 30% 3. Absolutely no support

State imposes a legislatively determined metro sales tax (ranging from ¼ to 1 cent). Revenue to Met Council. County commissioners cannot deny tax.

- 45% 1. Strongly support
- 30% 2. Minimally support
- 25% 3. Absolutely no support

State dedicates transportation-related General Fund revenue (e.g., motor vehicles lease sales tax, rental tax) to transit, with no reduction in General Fund base appropriation for transit.

- 45% 1. Strongly support
- 30% 2. Minimally support
- 25% 3. Absolutely no support

State imposes a legislatively determined metro sales tax (ranging from ¼ to 1 cent) with guaranteed allocation to Met Council for operations and a guaranteed allocation to CTIB for capital. Remainder allocated per “joint certification” process.

- 40% 1. Strongly support
- 15% 2. Minimally support
- 45% 3. Absolutely no support

Former CTIB counties maintain ability to impose up to 1/2% sales tax for transportation purposes and state imposes 1/4-1/2% metro sales tax for non-LRT purposes, including bus operations/expansion.

35% 1. Strongly support

45% 2. Minimally support

20% 3. Absolutely no support

# Assumption #2 (Political reality)

Given the likelihood that CTIB will disband and no new state authorized/imposed sales tax, how would you fund transit activities?

# Met Council to increase its fare box recovery to hit efficiency targets.

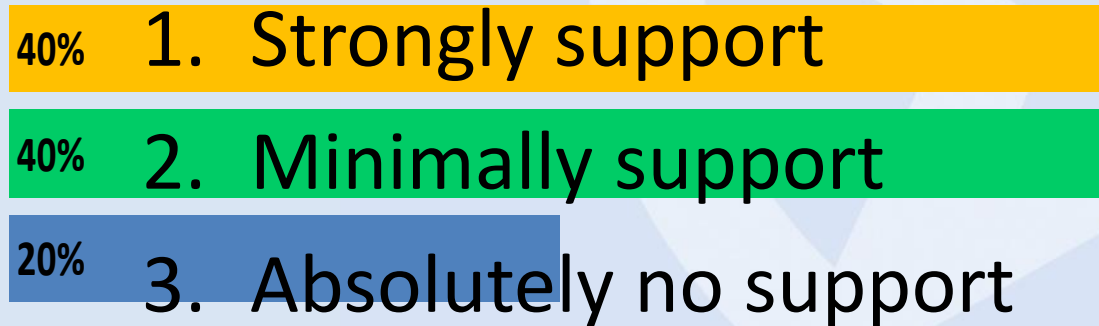
- 45% 1. Strongly support
- 50% 2. Minimally support
- 5% 3. Absolutely no support



Consider developer fees, transit-oriented dev tax increment financing, special assessment, etc.

- 50% 1. Strongly support
- 40% 2. Minimally support
- 10% 3. Absolutely no support

# Increase the transit taxing district.



# State funds Metro Mobility through a line item in the base General Fund appropriation for Met Council.

- 70% 1. Strongly support
- 30% 2. Minimally support
- 0% 3. Absolutely no support

Two Tiers of Sales Tax. Create two tiers of taxation in the metro area. Those who want more, pay more, etc.

45% 1. Strongly support

30% 2. Minimally support

25% 3. Absolutely no support

# State dedicates a portion of General Fund surplus to transit for operations.

- 45% 1. Strongly support
- 20% 2. Minimally support
- 35% 3. Absolutely no support

State dedicates transportation-related General Fund revenue (e.g., motor vehicles lease sales tax, rental tax) to transit, with no reduction in General Fund base appropriation for transit.

- 42% 1. Strongly support
- 21% 2. Minimally support
- 37% 3. Absolutely no support

Former CTIB counties maintain ability to impose up to 1/2% sales tax for transportation purposes and state imposes 1/4-1/2% metro sales tax for non-LRT purposes, including bus operations/expansion.

20% 1. Strongly support

60% 2. Minimally support

20% 3. Absolutely no support



# Group Discussion