

Draft Transit Funding Scenarios
(For discussion purposes only)

For discussion: Should transit projects funded under any of the draft funding scenarios below be consistent with the Met Council's Transportation Policy Plan?

1. No change, maintain current funding structure
2. Preserve current CTIB 1/4 cent and ...
3. Seek larger state allocation
4. Increase transit fares
5. State imposes 7-county sales tax
 - A. State imposes 1/2 cent or full cent 7-county sales tax and provides it to Met Council
 - B. State imposes 1/2 cent or full cent 7-county sales tax and provides it to CTIB
 - C. State imposes 1/2 cent or full cent 7-county sales tax with 1/4 to CTIB or counties for capital and 1/4 to Met Council for operating.
 - D. State imposes 1/2 cent or full cent 7-county sales tax and provides it to county boards for transportation/transit
 - E. State imposes 1/2 cent or full cent 7-county sales tax for regional transit (either through CTIB or County Rail Authority)
6. Seven counties vote via referendum to increase 1/2 cent or full cent 7-county sales tax
7. State provides increased taxing authority to the Met Council for transportation/transit
8. State share of capital funding would fluctuate based on modes (example: LRT or BRT)
9. Developer fees
10. Transit-oriented development tax increment financing
11. State local government aid (LGA) payments for transit
12. Special assessments on businesses with close proximity to transitways
13. State increases levy authority for regional rail authorities
14. State allows separate additional county levy authority for transit
15. Fiscal disparities pool

16. Statewide increase in sales tax with dedication to transit
17. Change Municipal State-Aid Street System (MSAS) formula to allow local governments flexibility on use (transit and transportation)
18. State allows for increase in the scope and parameters of special assessment districts.
19. Give CTIB counties same authority as non-CTIB counties. (CTIB counties could levy an additional 1/4 cent to fund list of projects, either road or transit.)
20. Dedicate (either by law or amendment) current auto related sales tax to Highway User Distribution Fund and balance revenues to transit by changing the 60/40 split of the MVST.
21. Dedicate current sales tax on auto related sales to MVST fund which would go 60% to roads and 40% to transit.
22. State fulfills its obligation to pay operating costs through general fund appropriation as was negotiated in the last major LGA reform.
23. Capture portion of increased property tax as a result of economic development in rail corridors and dedicate the money to transit investments.
24. Hybrid of these depending on modes or purpose (capital versus operating)
25. Additional ideas...