

Description	Weighted total	# 1st choice votes (weight =6)	# of 2nd choice votes (weight = 2)	# of 3rd Choice votes (weight = 2)	Total votes (1st, 2nd & 3rd)
9. State imposes a legislatively determined metro county sales tax (from 1/4 cent to 1 cent). Revenue to go to Met Council. County commissioners could not deny the tax.	36	6	0	0	6
12. State imposes a legislatively determined metro county sales tax (from 1/4 cent to 1 cent), with a guaranteed allocation to Met Council for operations and a guaranteed allocation to CTIB for capital. Remainder of funds would be allocated per "joint certification" process negotiated and approved by the Met Council and CTIB. The concept is a change from higher capital (more CTIB) and lower operating, to the opposite as the system is being built out so that it could become all operating and capital maintenance over time.	22	2	3	2	7
10. State imposes a legislatively determined metro county sales tax (from 1/4 cent to 1 cent), with ___ % to CTIB for capital and ___ % to Met Council for operating.	18	2	2	1	5
22. Met Council to increase its fare box recovery to hit efficiency targets.	16	1	3	2	6
23. Consider developer fees, transit-oriented development tax increment financing, special assessment on all properties within close proximity to transitways, capture portion of increased property tax as a result of economic development in rail corridors and dedicate money to transit investments, and state allows for the increase in the scope and parameters of special assessment districts.	14	1	1	3	5
19. State authorizes CTIB counties the same authority as all other counties. All counties will have ability to levy additional 1/4 cent to fund specific projects, either roads or transit.	14	1	0	4	5
15. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) via referendum by the vote of the people, with revenue going to Met Council.	10	1	2	0	3
11. State imposes a legislatively determined metro county sales tax (from 1/4 cent to 1 cent), with revenue to county boards for transit. Revenue would go directly to county boards. County boards would enter into joint powers agreements with each other and Met Council for transit. A proportional amount needs to go to Met Council for operations.	10	1	1	1	3
4. Dedicate (either by law or constitutional amendment) current auto-related sales tax revenues to MVST fund which would go 60% to roads and 40% to transit. Auto-related sales includes auto parts and some repairs.	8	1	1	0	2
1. Maintain current funding structure. For example, no changes would be made to the following: Metropolitan Council; CTIB, County Ral Authorities, County Boards.	6	1	0	0	1
13. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) via referendum by the vote of the people, with revenue going to counties.	6	1	0	0	1
24. State dedicates a portion of general fund surplus to transit.	6	0	2	1	3
20. Increase the transit taxing district.	6	0	2	1	3
6. State fulfills its obligation to pay transit operating costs through general fund appropriation. In the 2001 legislative session, it was determined that transit operating expenses would no longer be funded by general fund property tax revenues. As was negotiated in the last Local Government Aid (LGA) reforms, this option seeks state general funds to pay for transit operating costs.	2	0	1	0	1
14. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) via referendum by the vote of the people, with revenue going to CTIB.	2	0	0	1	1
3. Increase the allocation to transit from the motor vehicle sales tax (MVST) revenue. This scenario assumes MVST—the tax applied to the sale of new and used motor vehicles based on the purchase price—would stay at the same rate of 6.5 percent, but the allocation to transit would increase from the current 40 percent. As background, the constitutional amendment dedicating all MVST revenue to transportation purposes established a floor ("not less than 40 percent") for allocation to transit and a ceiling ("no more than 60 percent") for allocation to roads.	2	0	0	1	1
16. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) by the vote of county commissioners, with revenue going to counties.	2	0	0	1	1
21. Allocate funds from fiscal disparities pool. A common misconception is that the program takes money from "donor" cities and gives it to "receiver" cities. All cities pay into and all cities receive funds. For example, if a dollar amount was dedicated for transit out of the existing fiscal disparities pool, both receiving cities and donor cities would share the cut.	0	0	0	0	0
5. Dedicate an increase in the gas tax to the MVST fund and increase the MVST allocation to transit from the current 40%.	0	0	0	0	0
2. Increase statewide general sales tax and dedicate a portion to transit. This would be a new source of funding for transit.	0	0	0	0	0
7. State imposes a legislatively determined metro county sales tax (from 1/4 to 1 cent). Revenue to go to counties. County commissioners could not deny the tax.	0	0	0	0	0
8. State imposes a legislatively determined metro county sales tax (from 1/4 cent to 1 cent). Revenue to go to CTIB. County commissioners could not deny the tax.	0	0	0	0	0
17. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) by the vote of county commissioners, with revenue going to CTIB.	0	0	0	0	0
18. State authorizes metro counties to increase county sales tax (from 1/4 to 1 cent) by the vote of county commissioners, with revenue going to Met Council	0	0	0	0	0