

2020 Minnesota Public Transit Association

MPTA - Connecting People to Places

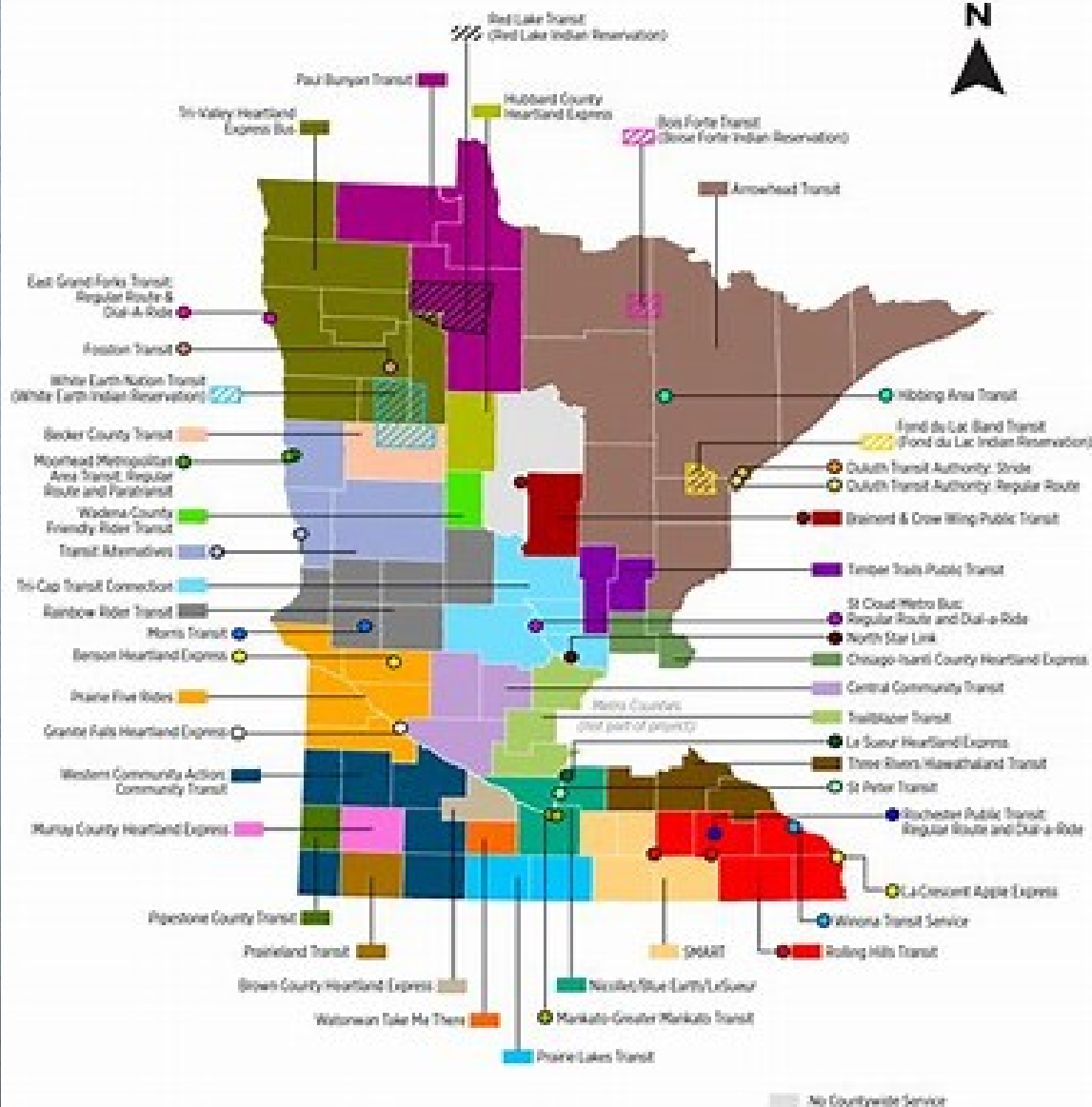
Transit Funding 2020

What are the Options?

Overview of Minnesota Transit

Systems and geographies

Transit Services



25 County & Multi-county

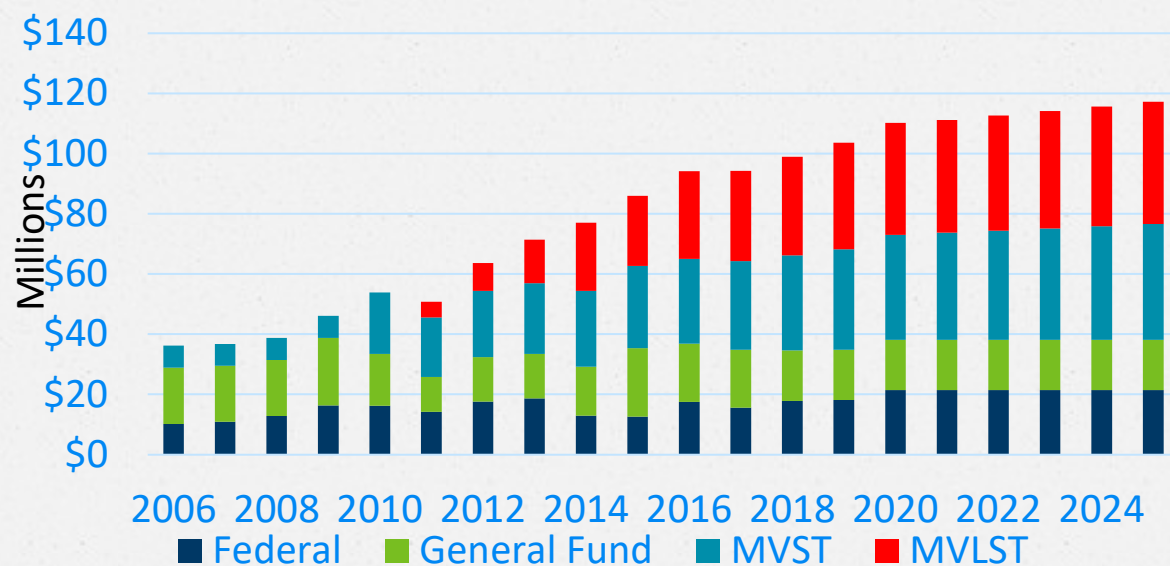
5 Small Urbans
(2,500 – 49,999 population)

7 Urbanized
(50,000 – 200,000 population)

6 Tribal systems

Program	Description
5303	Metropolitan Transportation Planning Program: Planning activities and technical assistance for public transit service
5304	Statewide Transportation Planning Program: Planning activities, technical studies & cooperative research for public transportation services
5307	Urbanized Area Formula Program: Operating and capital assistance for public transportation in urban areas (including Duluth, East Grand Forks, La Crescent, Mankato, Moorhead, Rochester, St. Cloud and metropolitan Twin Cities.
5311	Rural Transit Program: The Public Transit Participation Program provides financial assistance for public transit services. This grant program supports capital, planning and operations of transit systems in small and large urban areas and in rural areas outside of the seven-county Twin Cities metropolitan area.

Greater MN Public Transit Funding



www.Mndot.gov/transitinvestment

Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	\$40,193,000	\$4,419,000	\$4,601,600	\$27,153,100	\$4,019,300	10.0%
Elderly & Disabled	\$7,795,000	\$0.00	\$1,656,438	\$5,748,813	\$389,750	5.0%
Small Urban	\$1,841,000	\$337,610	\$283,798	\$1,035,493	\$184,100	10.0%
Rural	\$54,433,000	\$10,841,985	\$8,794,854	\$31,712,361	\$3,083,800	5.7%
Other Transit Services	\$913,000	\$0.00	\$182,600	\$639,100	\$91,300	10.0%
Total	\$105,175,000	\$15,598,595	\$15,519,289	\$66,288,866	\$7,768,250	7.4%

Table C-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	\$1,062,000	\$431,000	\$0	\$431,000	\$200,000	18.4%
Jefferson Lines	\$4,307,000	\$1,623,500	\$0	\$1,623,500	\$1,060,000	24.6%
Intercity Bus Total	\$5,369,000	\$2,054,500	\$0	\$2,054,500	\$1,260,000	23.5%

Table C-3: Other Greater MN funded transit service operating budget

OTHER GM FUNDED SERVICES	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$20,160,000	\$0	\$0	\$1,415,190	\$18,744,810	93.0%
Metropolitan Council Transit Link	\$2,953,000	\$1,298,000	\$0	\$0	\$1,655,000	56.0%
Total	\$133,657,000	\$18,951,095	\$15,519,289	\$69,758,556	\$29,428,060	22.0%

Federal Transit Funds

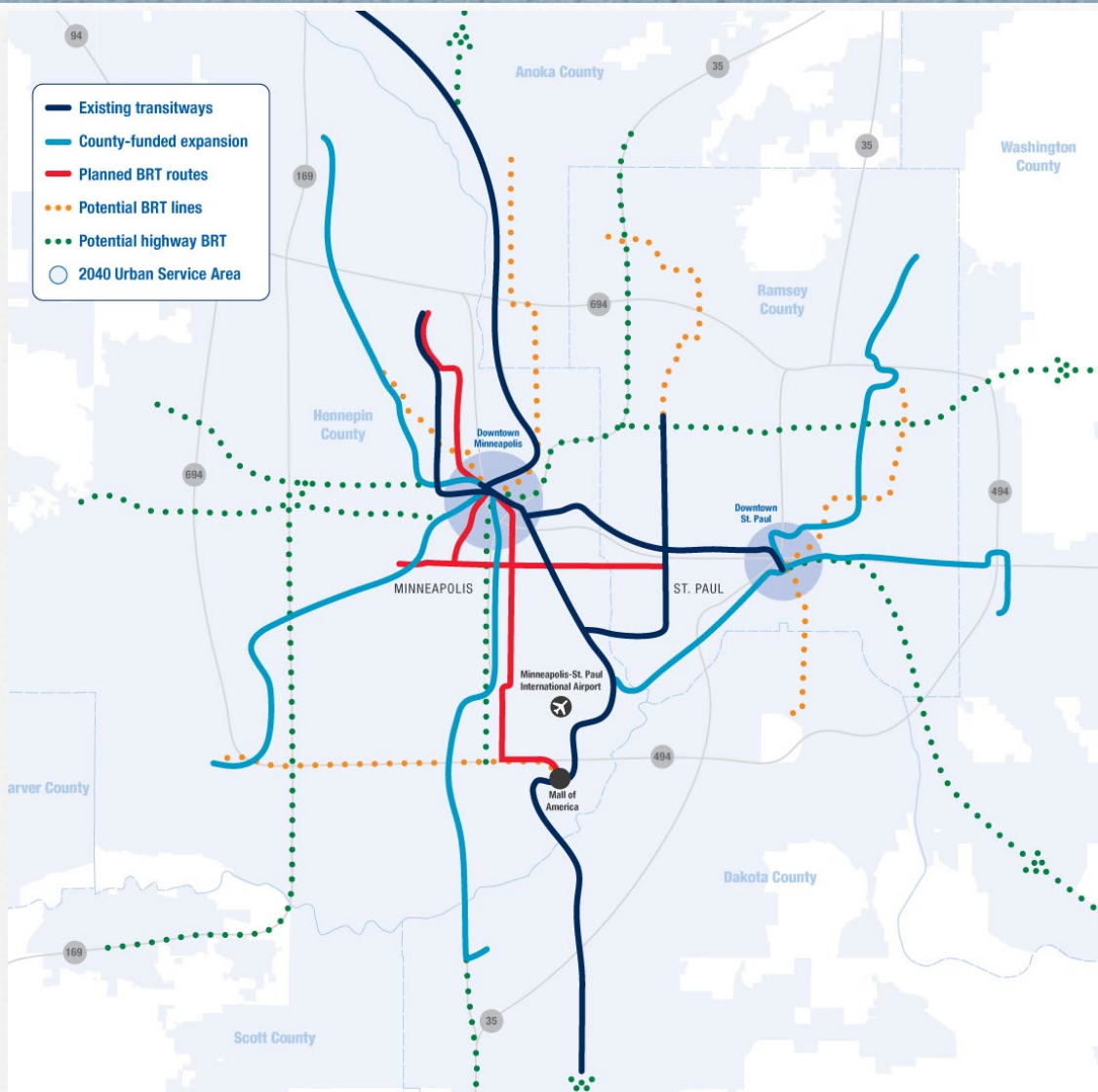
PROGRAM	DESCRIPTION	2017 TOTAL	% OF GRAND TOTAL
5307	Urbanized Area Formula Program: Operating and capital assistance for public transportation in urban areas (including Duluth, East Grand Forks, La Crescent, Mankato, Moorhead, Rochester, St. Cloud and metropolitan Twin Cities.)	\$63,248,281	43.23%
5310	Elderly Individuals and Individuals with Disabilities Program: Capital and operating assistance grants for organizations that serve elderly and/or persons with disabilities	\$3,846,676	2.63%
5311	Non-urbanized Area Formula Program: Capital and operating funding for small urban and rural areas; includes intercity bus transportation	\$15,863,833	10.84%
5311(b)(3)	Rural Transit Assistance Program: Research, training and technical assistance for transit operators in non-urbanized areas	\$249,893	0.17%
5311(c)	Public Transportation on Indian Reservations: Capital and operating funding for tribes	\$2,044,800	1.40%
5337	State of Good Repair Program: Funding to upgrade rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, includes bus rapid transit	\$15,313,475	10.47%
5339	Bus and Bus Facilities Program: Funding to assist in procurement or construction of vehicles and facilities	\$7,068,088	4.83%
FHWA Flexible Funds	Congestion Mitigation and Air Quality: Funding for transit capital projects	\$23,765,609	16.2%
	Surface Transportation Program: Funding for transit capital projects in Minnesota	\$3,014,400	2.06%

GMT Programing

	Operations	Vehicles	Facilities/ Large Cap	New Services	RTCC	Marketing & Technology
2020	\$ 92M	\$ 8M	\$ 5M	\$ 3.5M	\$.50M	\$ 3M
2021	\$ 95M	\$ 9M	\$ 5M	\$ 3.5M	\$.50M	\$ 2M
2022	\$ 99M	\$ 9M	\$ 6M	\$ 3.5M	\$.50M	\$ 2M
2023	\$ 102M	\$ 9M	\$ 6M	\$ 3.5M	\$.50M	\$ 2M

REGIONAL SERVICES

Met Council	Contracted Services	Suburban Transit
<ul style="list-style-type: none">*Bus regular route (including HFTN)*METRO Blue Line & Green Line light rail*Metro Red Line bus rapid Transit*A & C Line arterial bus rapid transit*Northstar commuter Rail*Regional support and rideshare services	<ul style="list-style-type: none">*Metro Mobility*Contracted bus regular route*Transit Link dial a ride*Metro Vanpool	<ul style="list-style-type: none">*Bus regular route*Dial-a-ride



10-Year Transitway Investment Plan

OPERATING REVENUE & EXPENSES

\$431.5 million

TOTAL
REVENUE



\$445.5 million

TOTAL
EXPENSES*



*Includes a planned use of reserves in accordance with the Metropolitan Council's Revenue Allocation Policy

Suburban Transit Systems

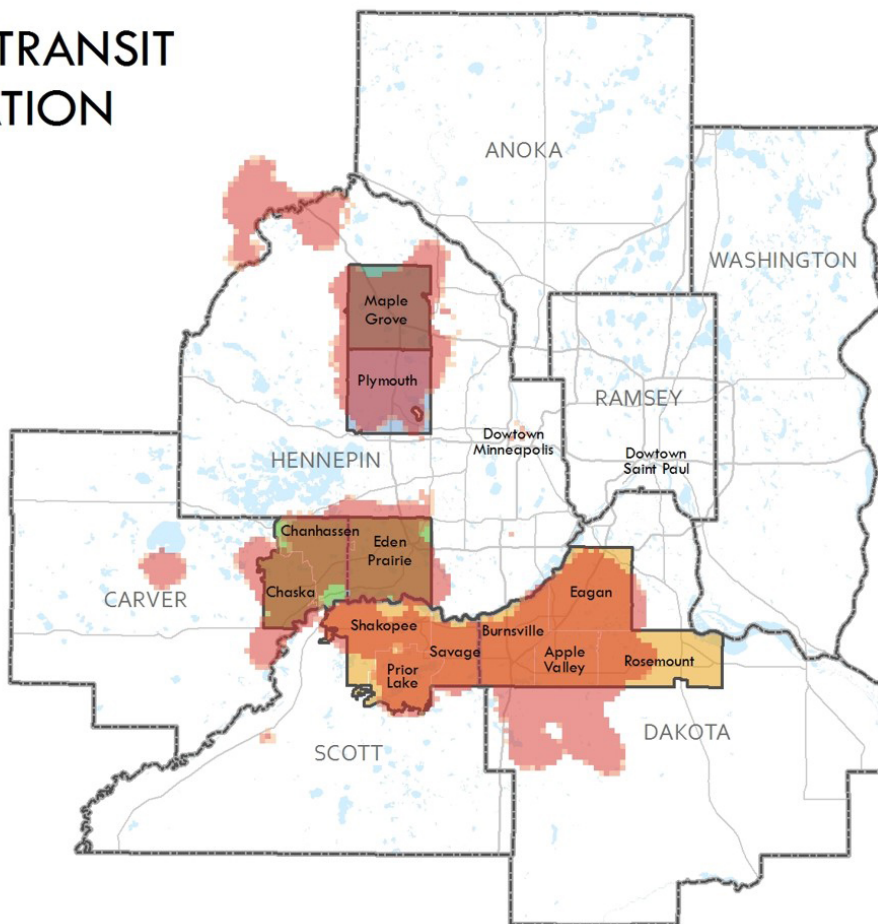
SUBURBAN TRANSIT ASSOCIATION

 MAPLE GROVE TRANSIT

 Plymouth Metrolink


SOUTHWEST TRANSIT


Minnesota Valley Transit Authority



Date: 1/17/2017

Needed Investments

Transit Needs

o Metro

- o B,D,E Gold
- o Network Next
- o Blue Line
- o Local Goals (TAP, etc.)
- o I-94 in North Minneapolis
- o I-94 between downtowns
- o MM Advocacy campaign launching = expanding the “speed and reliability” program within Metro Transit – what are the tools
- o Suburban Transit & Greater MN service expansion.
- o Volunteer Drivers

	Governor's Recs	House Bill HF2529	Senate SF3463
MnDOT			
Safe Routes to School	\$4,000,000	\$8,000,000	\$2,000,000
Passenger Rail program	\$30,000,000	\$15,000,000	
Northstar Commuter Rail		Cash - \$1,000,000	
NLX - Third Main		\$24,000,000	
NLX - Grassy Point Bridge		\$8,750,000	
Greater MN Transit	\$15,000,000	\$10,000,000	
Northfield Regional Tran- sit Hub	\$2,500,000	\$2,500,000	
Metropolitan Council			
Bus Rapid Transitways	\$55,000,000	\$55,000,000	
Apple Valley Transit Station		\$2,625,000	

	Governor's Recs	Senate SF4 - S S 1	HF3 - Special Session 2
MnDOT			
Safe Routes to School	\$10,000,000	\$2,000,000	\$3,000,000
Passenger Rail Program	\$10,000,000		\$3,000,000
Greater MN Transit	\$10,000,000	\$2,000,000	\$2,000,000
Northfield Regional Transit Hub	\$2,500,000		\$1,750,000
Metropolitan Council			
Bus Rapid Transitways	\$55,000,000	\$12,000,000	\$55,000,000

Cares Act Funding

- o Minnesota received \$2 million in federal CARES Act funding to offset additional costs related to Covid-19
- o \$226 Million to Metro Area Transit
- o \$ 54 Million to Rural Transit
- o \$ 27 Million to Small Urban

Transit System	Funding
Tribal Transit	\$1,582,809
Bois Forte Reservation Tribal Council	\$367,532
Fond du Lac Reservation	\$391,657
Grand Portage Reservation Tribal Council	\$91,467
Leech Lake Band of Ojibwe	\$112,433
Red Lake Band of Chippewa	\$108,162
White Earth Band of Chippewa	\$511,558
Minneapolis-St. Paul	\$226,481,413
5307 Greater Minnesota	\$27,288,086
Duluth Transit Authority	\$6,366,509
Fargo – ND, MN	\$2,503,844
Grand Forks – ND, MN	\$527,329
La Crosse – WI, MN	\$322,515
Mankato Area Transit	\$2,737,439
Rochester Area Transit	\$7,241,881
St. Cloud Metro Bus	\$7,588,569
5311 Minnesota	\$54,432,229
Rural Operating Assistance	\$40,824,172
Intercity Bus Operations	\$8,164,835
State Program Administration	\$5,443,222

Challenges and Opportunities

The Who, How, What, When of Advocacy

Transit Funding Options include:

- o CTIB / County sales tax option
- o Increase authorization for regional bonds
- o Cities local sales tax option
- o Statewide sales tax
- o Fee on Transportation Network Companies for transit
- o Increase general fund base for GM \$20 mill (biennium)
- o Increase general fund for biennium to Metropolitan Area by \$30 million & Suburban Transit by \$4 million
- o Increase MVST to 6.875%
- o Increase MVST share for Suburban transit 4.3-5%
- o Increase leased vehicle revenue for GM 28% to 40% \$10 million
- o Dedicate \$10 million per year from Rental Vehicle
- o Sales Tax of 9.2% for GM
- o Increase Fuel Tax and License Tabs funds
- o Bonding – Bus Advertising -

Funding Options

- o Federal Transit Funding (grants) (Sen Smith bill)
- o State General Fund appropriations
- o State Motor Vehicle Sales Tax (MVST)
 - o 60-40 roads/transit and 36-4%; and
 - o Metro Transit/GM transit
- o State Motor Vehicle Lease Sales Tax (MVLST)
- o Property taxes
- o GM Local Share: includes farebox recovery, local tax levies, local contracts for service, fares
- o Regional Taxes – County tax levies – City tax levies
- o Advertising on buses
- o Bonding
- o Fuel Tax and TAB fees

Impediments to Funding

- Transit Funding is complicated
- Governance is complicated
- Lacking a collaborative and unified approach
- Many mechanisms
- Constitutional dedication
- Statutory dedications
- Equity issues
- Local Share for GM transit
- COVID Ridership levels
- Budget Deficit
- Governance

- o Met Council/MnDOT control
- o Lack of agreement between Suburban transit and Met Council
- o Cities, counties, state control the ROW
- o Cities and MnDOT control the means of reaching transit (sidewalks, bike lanes, streets that connect to park-and-ride lots)

2021 Prospects

- o October special session with passage of a bonding bill becoming more of a real possibility
- o Could also lead to passage of the volunteer driver tax subtract
- o Increased CARES Act Funding in 2020 is also more of a possibility than just one week ago.
- o 2021 anticipated budget deficit dampens hopes of a large omnibus Transpo funding bill.
- o Do not take the either/or you will hear from legislators between health care, education and transit. It is both need transit to get to medical appointments and schools

Who Advocates for Transit?

- o Local government officials
- o Senior citizen organizations
- o Environmental groups
- o Chambers, Rotaries, VFW, Lions
- o School groups/Church groups
- o Local media
- o Human service organizations
- o Transit systems
- o Riders

Coalitions

- o Move MN – and Transit Partners
 - o The new transit coalition focused attention on transit needs statewide and
 - o added safe pedestrian and bicycling
- o Minnesota Transportation Alliance
 - o Combining transit advocates, highway groups, local governments and unions led to success
 - o Minnesota Public Transit Association – and Volunteer Drivers Coalition
- o Business Groups – Local Government Groups
- o Volunteer Driver Coalition

Questions?

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