



Transportation Committee

Proposed 2013-2018

Transit Capital Improvement Plan

October 8, 2012



2013-2018 CIP Priorities

Maintain Current System

- Replace vehicles per fleet management plans
- Maintain & repair existing facilities

Build Transitways

- Central Corridor LRT (**Green Line**)
- Cedar Avenue BRT (**Red Line**)
- I-35W South BRT (**Orange Line**)
- Southwest LRT (**Green Line extension**)

Expansion

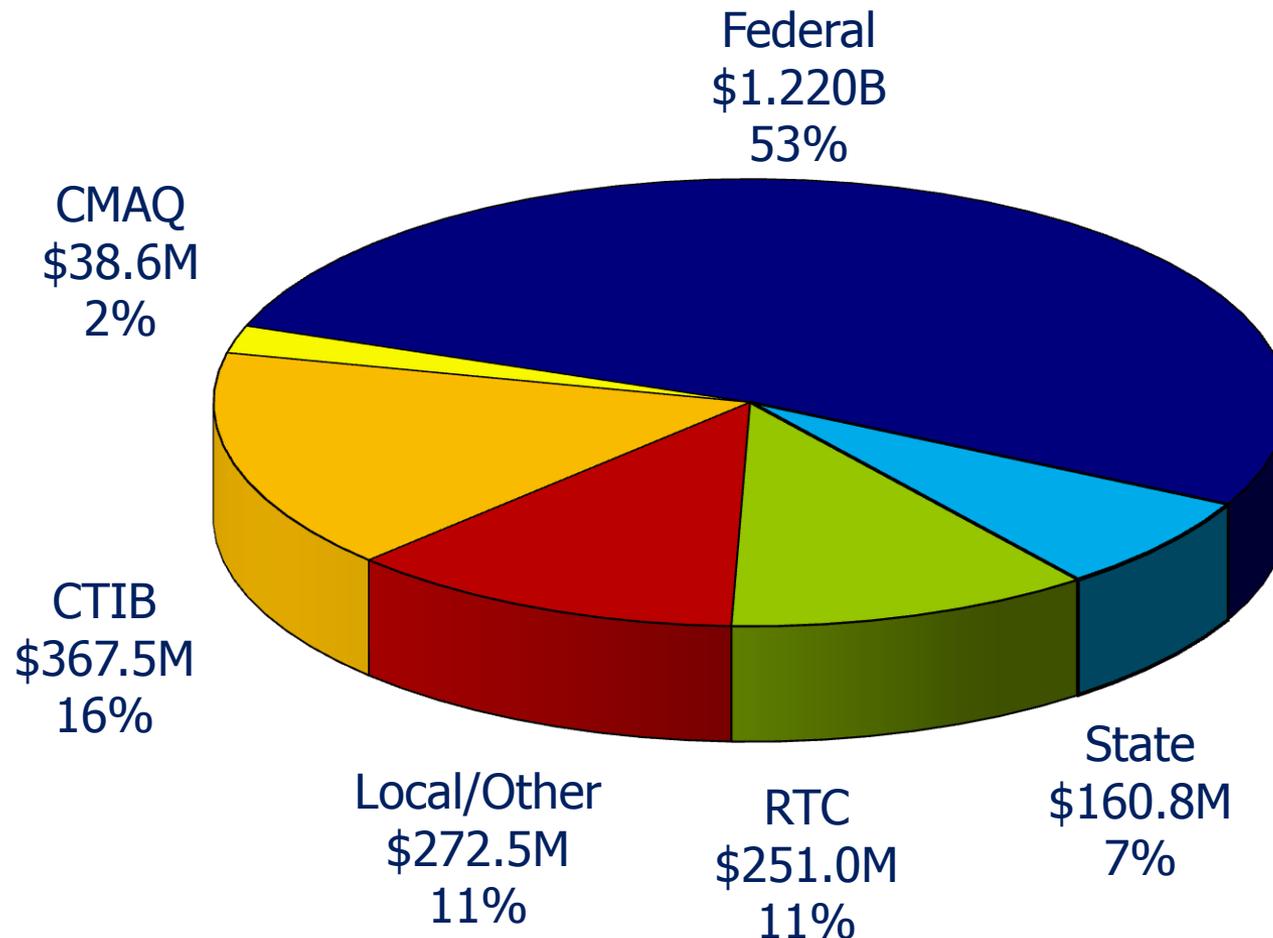
- Congestion Mitigation and Air Quality (CMAQ) federal formula funds
- State GO bonds & State Trunk Highway bond appropriations
- Counties Transit Improvement Board (CTIB)
- Seek to meet 2020 goal of 50% ridership increase

2013-2018 Capital Plan

- Includes planned and authorized projects – 6-year period
- Capital projects require longer range view
- Capital revenue sources:
 - Regional Transit Capital increasing 1% per year
 - Federal formula reflects MAP-21
 - Increasing 1-2% per year
 - 5307 Formula Funds
 - 5337 State of Good Repair
 - 5339 Bus and Bus Facilities
 - State bonds only include amounts appropriated
 - CTIB assumes projects granted and anticipated

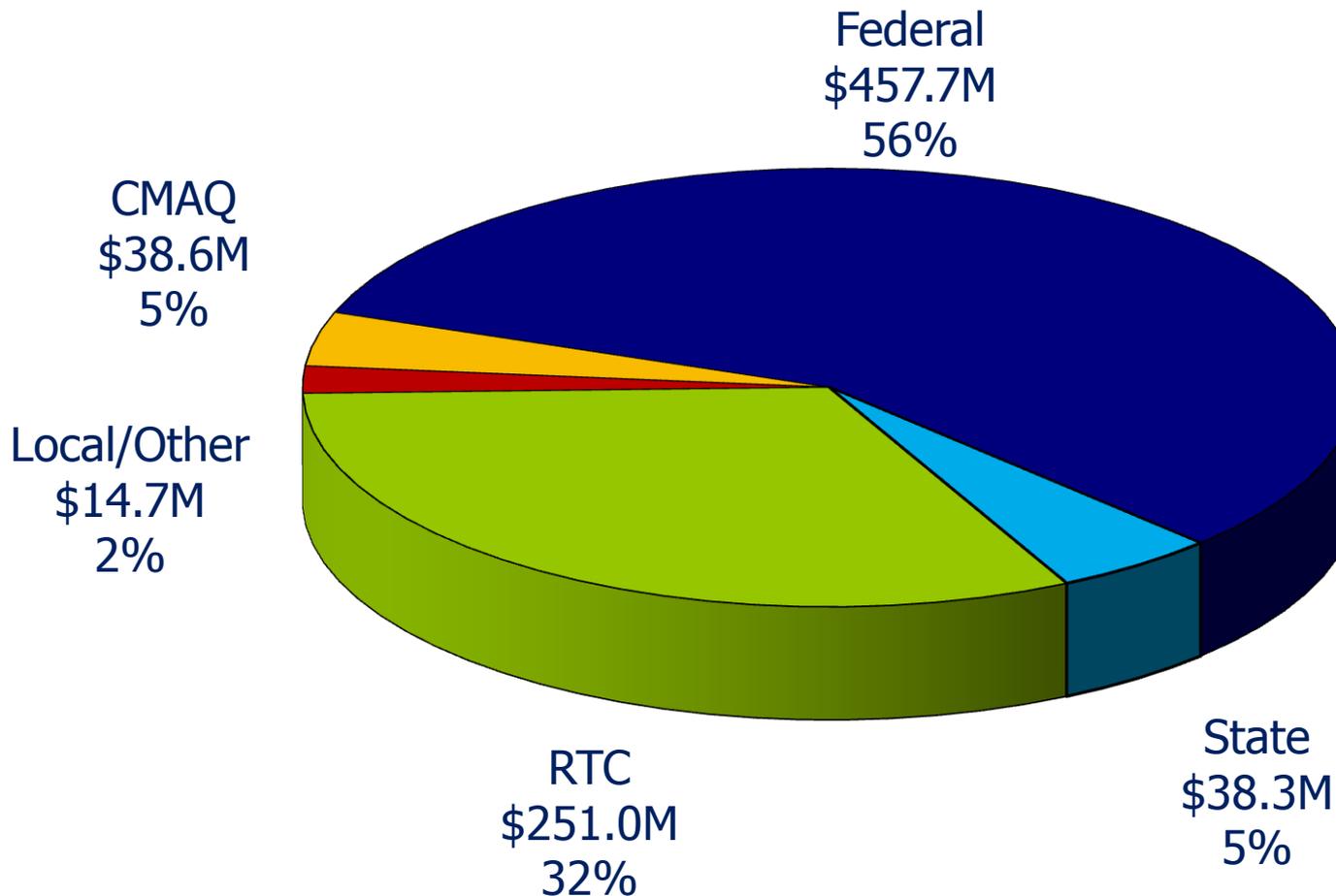
2013-2018 CIP Revenue Sources

Total: \$2.31B – Includes CCLRT & SWLRT



2013-2018 CIP Revenue Sources

Total: \$800.3M Without CCLRT & SWLRT



2013-2018 Federal Funding: \$1.26B

- **MAP-21 Federal Funding**
 - 5307 Formula Funds
 - 5337 State of Good Repair
 - 5339 Bus and Bus Facilities
 - \$457.7M assumed over 6 years
- **CMAQ/STP**
 - Allocated competitively through the TAB Process
 - \$38.6M included over 6 years
- **New Starts**
 - Transitway funding allocated at the discretion of Congress
 - Central Corridor LRT - \$137.3M
 - Southwest LRT - \$625.2M; assumes FFGA

2013-2018 State Funding: \$160.8M

State General Funds or General Obligation Bonds

Southwest Corridor LRT	122.5M
Interchange	10.5M
Hiawatha LRT	1.0M
Bottineau Transitway	1.7M
Maplewood Mall Park-and-Ride	1.1M
Northstar Ramsey Station	0.6M
Cedar Avenue BRT	13.8M
Other (Red Rock, Union Depot & Robert Street)	3.6M
	<u>\$154.8M</u>

State Trunk Highway Funds

Hwy 36 & Rice Street Park & Ride	2.4M
I-35E & CR E Park & Ride	1.8M
I-35E & CR 14 Park & Ride	1.8M
	<u>\$6.0M</u>

Total State Funding \$160.8M

2013-2018 Regional Transit Capital Funding: \$251.0M

Budget Pressures Impacting RTC

- No increase in property tax impact
- Primarily used for fleet and matching Federal funds
- Assumes 2012 base authorization of \$35M per year with a 1% increase per year
- Current construction inflation is 2.5% and anticipated future inflation is estimated at 3% per year
- In 2008, the price of a standard bus was \$356,600. In 2013, the same bus is \$417,600, an increase of 17%.
- Buying power for Transitways increased significantly by CTIB; however, the buying power for preservation, our #1 priority, is starting to erode.

2013-2018 Local/Other/CTIB Funding: \$640.0M

CTIB: \$367.5M

- SWLRT - \$367.5M

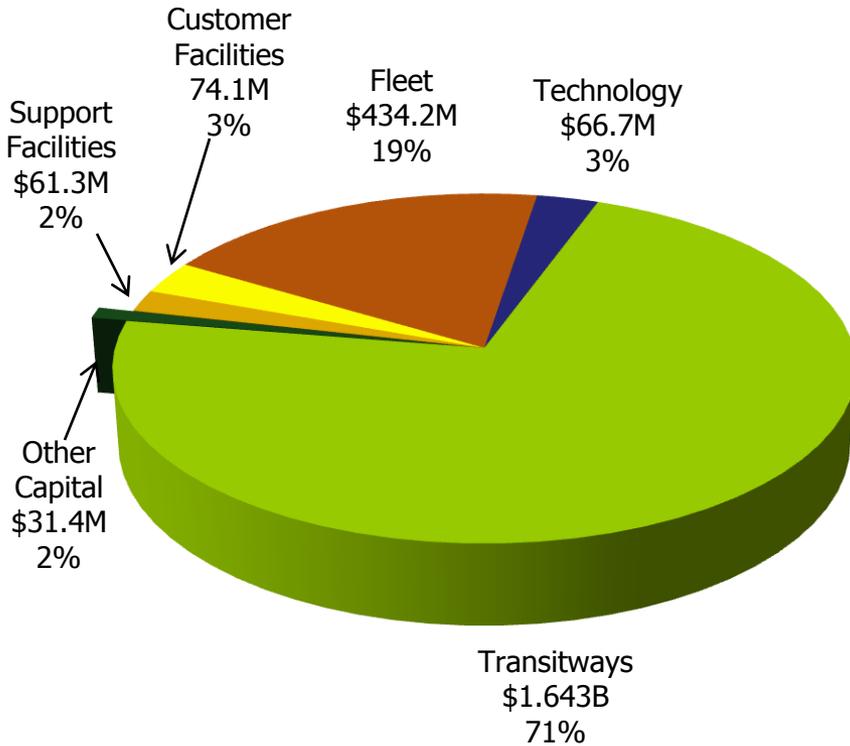
Local & Other Funds: \$272.5M

- Local funds are provided by counties & railroad authorities
- Used for Transitway capital (CCLRT, SWLRT & Northstar)
- Sale of property

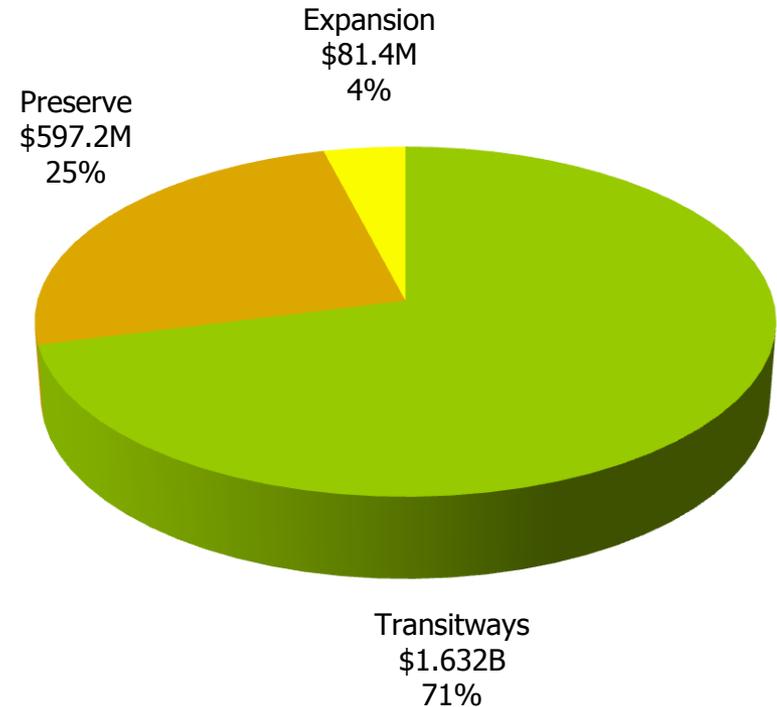
2013-2018 CIP: \$2.31B

Uses Includes CCLRT & SWLRT

Uses by Categories



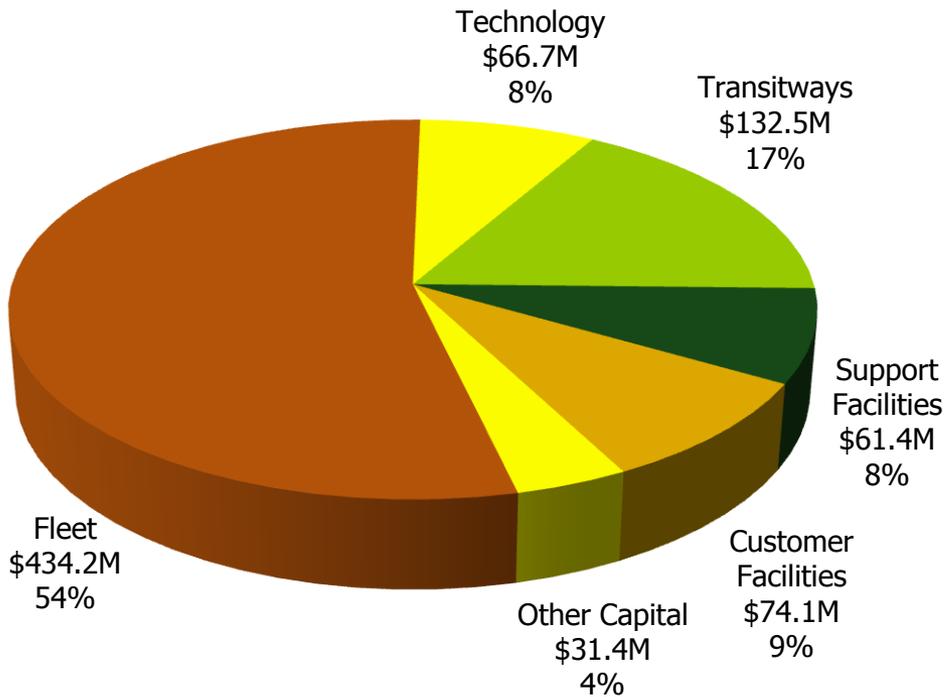
Uses by Objectives



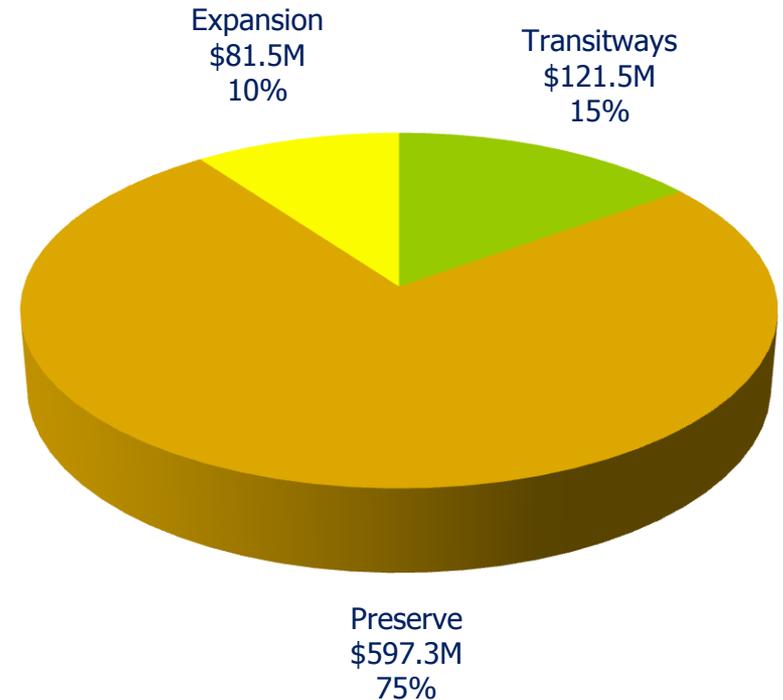
2013-2018 CIP: \$800.3M

Uses Without CCLRT & SWLRT

Uses by Categories



Uses by Objectives



Metro Transit

Bus

Blue Line (Hiawatha Light Rail)

Northstar Commuter Rail

Central Corridor Light Rail (Green Line)

Southwest Corridor Light Rail

2013-2018 Metro Transit

Maintain Current System: \$403.6M

Funding includes:

Replace 329 buses (176 standard, 68 articulated, 6 coach and 79 hybrid)

Support facilities repair

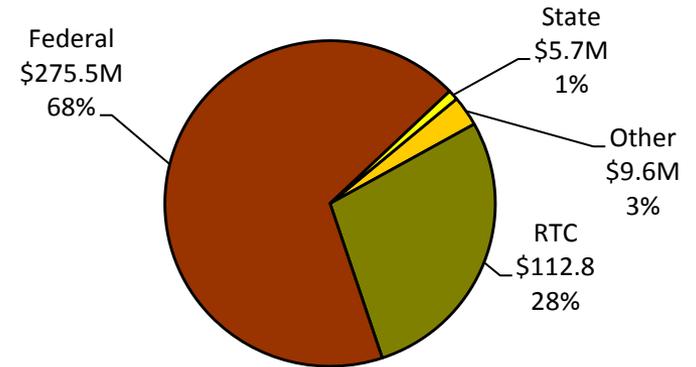
Support facilities energy enhancements

Public facilities repairs & refurbishment

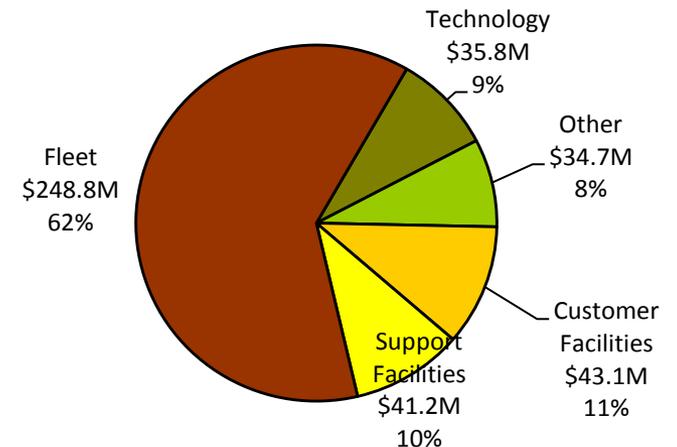
Public Facilities ADA & signage improvements

Technology Upgrades

Sources



Uses



2013-2018 Metro Transit Expansion: \$63.2M

Funding includes:

Six articulated buses

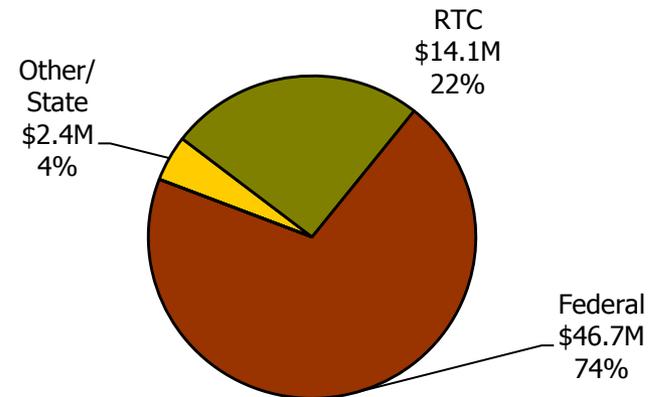
Two new or expanded Park & Rides, including land acquisition

Begin Heywood II garage design

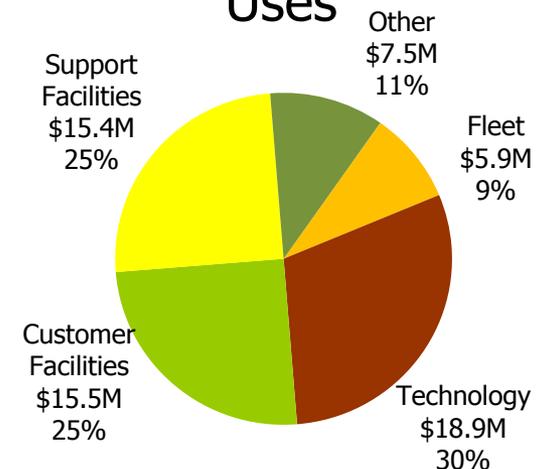
New Police facility

Transit technology improvements

Sources



Uses



Metropolitan Transportation Services

Metro Mobility
Suburban Transit Providers
Contracted Fixed Route Services
Transit Link

Metropolitan Transportation Services

Maintain Current System: \$193.6M

2013–2018 Funding includes:

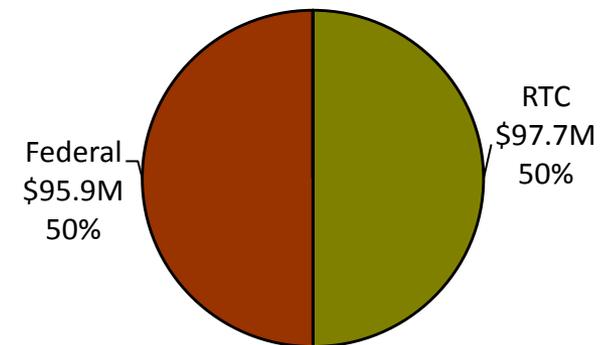
Replace buses

- Metro Mobility: 515
- Other programs: 302

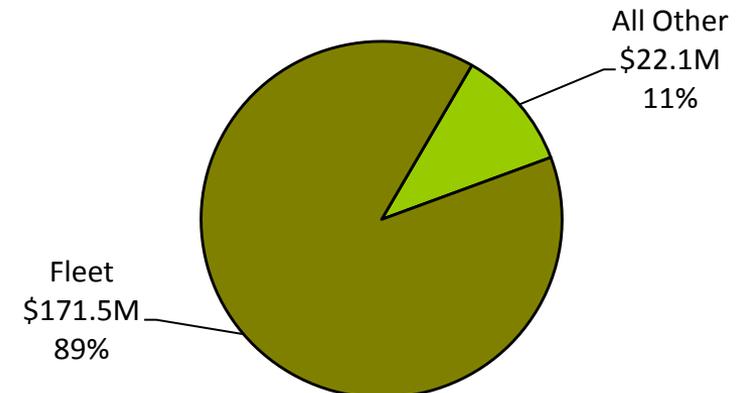
Maintain facilities

Purchase and maintain capital equipment

Sources



Uses



Metropolitan Transportation Services Expansion: \$18.2M

Funding includes:

CMAQ expansion buses

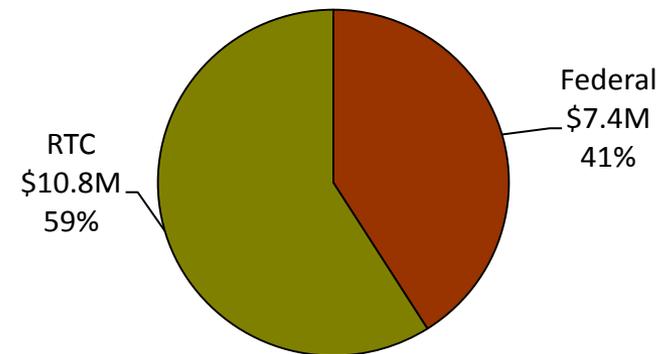
Regional AVL, fare collection
and other technology projects

3 new/expanded park and rides

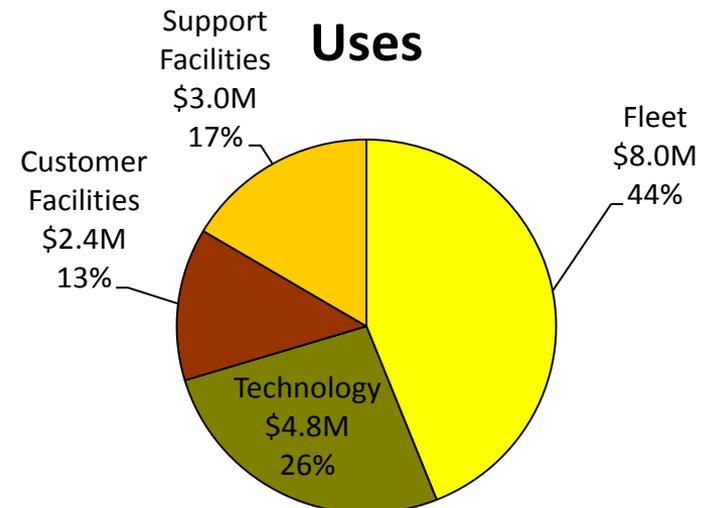
One garage expansion project
(MVTA)

**Expansion is funded through
existing CMAQ awards and
RTC**

Sources



Uses



Transportation Division Transitways: \$1.63B

Southwest Light Rail	\$1,238.0M
Central Corridor Light Rail	\$272.8M
I-35W BRT	\$22.0M
Interchange	\$21.0M
3-Car Train Program (substations, MOA, Target Field & vehicles)	\$20.5M
Cedar Avenue BRT	\$16.9M
Snelling Avenue BRT	\$6.5M
Hiawatha LRT	\$6.3M
Fort Snelling Park & Ride	\$6.1M
Bottineau Corridor	\$5.3M
Union Depot	\$3.7M
Newport Park & Ride	\$2.2M
Northstar Commuter Rail	\$1.9M
Other (Transitway Planning, Red Rock, Robert Street, Nicollet Urban Circulator, Arterial BRT)	\$8.8M

Unmet Needs \$546.5M

Underfunded Fleet – Bus Procurement	\$41.5M
Support Facilities – Heywood II construction and maintenance shop, public facilities maintenance building, regional garage improvements	\$136.2M
Customer Facilities – Park & Rides, layovers & land acquisition	\$53.2M
Technology/Other – computer-aided dispatch AVL, TSP transit technology and technology upgrades	\$16.2M
Arterial BRT Transitways	\$223.0M
Cedar Avenue BRT	\$30.5M
Complete Hiawatha 3-car train program & track crossover	\$18.5M
I-35W South BRT	\$20.0M
Other (HLRT positive signal, Fort Snelling Park & Ride)	\$7.4M

Long-Term Capital Funding Issues

- Unfunded fleet replacement in 2017 and 2018 and years beyond
- Existing local funding sources are inadequate to meet preservation needs and match federal funds
- Impacts of added rail maintenance needs
- MAP-21 requires regional asset preservation and management plans
- Undertake long-range, regional analysis of capital needs, funding capacity, related Council policies and develop recommendations

Next Steps

October 10, 2012

CIP Presentation to Council

October 24, 2012

Council Approval of Public Comment Draft

October 24, 2012 to December 11, 2012

Public Comment Period

December 12, 2012

Public Comment

Adoption of CIP and Annual Capital Plan