


# Guideway Status Report 2012

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## Statutory Background

- ▶ Minn. Stat. section 174.93 (passed in 2010) requires MnDOT to prepare a biennial report, collaboratively with Met Council, on the status of guideways
  - “Guideway” = transportation service on exclusive or controlled right of way
  - Includes commuter rail, light rail, BRT on managed lane, passenger rail
  - Excludes arterial BRT (rapid bus) and regular fixed-route bus system
- ▶ As originally passed, the statute focused on:
  - Project progress
  - Funding sources (including committed vs. merely anticipated)
- ▶ Statute amended in 2011 Special Session to also require:
  - Funding uses (budget activities)
  - Capacity analysis

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## Contents of the Report

- ▶ **Introduction**
  - Explains statutory background and state and regional planning processes
- ▶ **20 individual project summaries**
  - 3 operational lines, 4 in design/construction, 8 in planning/analysis, 3 intercity passenger rail, 2 multimodal hubs
- ▶ **Capacity analysis**
  - 10-year view of anticipated expenditures for capital, operations, and capital maintenance for guideway projects with sufficient info
- ▶ **Appendices**
  - Statutory language and detailed list of possible funding sources

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## What the Report Accomplishes

- ▶ Compiles guideway information in one place
- ▶ Provides a progress update on the corridors
  - Input was collected from lead agencies for each corridor
- ▶ Creates a level playing field for project comparison
  - Inflation was calculated uniformly in capacity analysis
  - Assumptions regarding funding shares and capital maintenance costs were standardized
- ▶ Explains planning and project development processes

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## What the Report Accomplishes

- ▶ Clarifies expectations and assumptions related to funding
- ▶ Raises awareness of capital expenses after initial construction (especially for rail)
  - Major one-time investments (e.g. new platforms or additional vehicles)
  - Ongoing capital maintenance (e.g. periodic vehicle overhauls, track improvements)

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## Funding Assumptions

### Capital

- ▶ LRT and commuter rail: 50% federal, 30% CTIB, 10% local, 10% state
- ▶ BRT: 30% federal, 30% CTIB, 30% state, 10% local

### Operating

- ▶ LRT : State will pay 50% share for LRT operations (after fares) as obligated by Minn. Stat. 473.4051 starting in 2014
- ▶ Station-to-station BRT service (after fares): 50% state, 50% CTIB
- ▶ Additional express BRT service (after fares): 50% Council, 50% CTIB

### Capital Maintenance

- ▶ 80% Met Council federal formula funds, 20% Met Council RTC

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# Implications

## State

- ▶ Capital funding (not yet committed): approximately \$198 million through 2021
- ▶ Operating funding: \$4.2 million in 2012 to \$45 million in 2021

## CTIB

- ▶ Capital funding (not yet committed): approximately \$413 million through 2021
- ▶ Operating funding: \$22 million in 2012 to \$46 million in 2021

## Met Council

- ▶ Annual capital maintenance: \$2.7 million in 2012 to \$9.2 million in 2021

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# Questions?

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