

Program of Projects Study Update

Metropolitan Council Transportation Committee

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Program of Projects

 **Transit Improvement**

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Presentation Overview

- Purpose of the Study
- Work Tasks
- Definition of the Scenarios Analyzed
- Capacity to Fund Baseline and Expanded Program of Projects Under Current Law and Practice
- Next Steps

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Purpose of Study

Determine the feasibility of accelerating the development of multiple transitway corridors (a Program of Projects) to serve the region.

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Corridors of Opportunity Goals

- Accelerate the expansion of transit
- Enhance the region's ability to compete in the global economy

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Metropolitan Council Transit Goals

- Double regional transit ridership by 2030 through:
 - Expanding the base bus system
 - Building a network of rail and bus transitways

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CTIB's Vision

A network of connected transitways that allows users to move efficiently and safely, mitigates congestion, enhances economic development and improves sustainability for the region

Transitways will utilize multiple modes and improve service throughout the five counties

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PoP Work Tasks

- Develop 3 Scenarios
- Analyze alternative PoPs using current funding practice
- Explore what Peer Cities have done
- Apply lessons learned and develop options for Twin Cities metro area
- Propose an approach to fund and accelerate a PoP

← We are here

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Definition of the PoP Scenarios

| | Number of Corridors |
|------------------|---------------------|
| Core | 6 |
| Generic Projects | 9 |
| Total Corridors | 15 |

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6 Core Projects Included in All Scenarios

- Hiawatha LRT
- Northstar Commuter Rail
- Cedar Avenue BRT (all phases)
- Central Corridor LRT
- Southwest LRT
- I-35W South BRT (all phases)

Core projects have approved alignments and modes (LPAs) and are in Preliminary Engineering , construction or operations.

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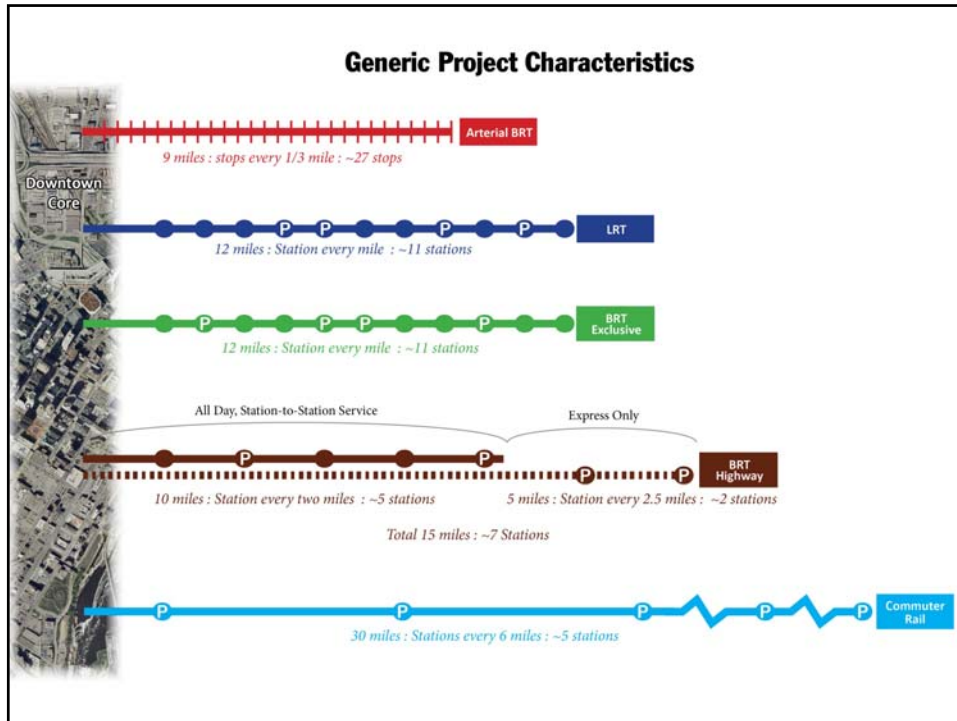


Three PoP Scenarios

| Mode | BRT | BRT plus 1 Rail | BRT plus 3 Rail |
|----------------------------------|--------------------------|-------------------------|--------------------|
| LRT | None | 1 line | 2 lines |
| BRT – Exclusive BRT - Highway | 2 projects 4 projects | 1 project 4 projects | None 3 projects |
| Commuter Rail | None | None | 1 line |
| Arterial BRT | 3 lines | 3 lines | 3 lines |
| Number of Additional Projects | 9 | 9 | 9 |

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Timeline Under Current Law and Practice

- BRT Scenario complete 2032
- BRT plus one rail scenario complete 2035
- BRT plus three rail scenario complete 2035

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Capital Costs (in billions of 2011 dollars)

| | BRT | BRT plus 1 Rail | BRT plus 3 Rail |
|----------------------------|--------------|-----------------|-----------------|
| Core Projects | \$2.2 | \$2.2 | \$2.2 |
| Generic Projects | \$2.1 | \$2.8 | \$3.8 |
| Total Capital Costs | \$4.3 | \$5.0 | \$6.0 |

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Capital Funding Sources (Under current law and practice)

| Mode | Federal | State | CTIB | Local |
|-----------------|---------|-------------------------|------|-------|
| LRT | 50% | 10% | 30% | 10% |
| BRT – Exclusive | 50% | 10% | 30% | 10% |
| BRT – Highway | 30% | 30% | 30% | 10% |
| Commuter Rail | 50% | 10% | 30% | 10% |
| Arterial BRT | 50% | 50% (or Met Council) | | |

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Annual Operating Subsidy (in millions of 2011 dollars)

| | | | | |
|------------------------------------|------|------|--------------|--------------|
| 2011 Current Net Operating Subsidy | | \$33 | | |
| | | BRT | BRT + 1 Rail | BRT + 3 Rail |
| Core - new | \$33 | \$33 | \$33 | \$33 |
| Generic Projects | \$46 | \$54 | \$69 | \$69 |
| Total Net New Operating Subsidy | \$79 | \$87 | \$102 | \$102 |

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Operating Subsidy After Farebox Recovery (Under current law and practice)

| | State | CTIB | Met Council |
|-----------------|-------|------|-------------|
| LRT | 50% | 50% | |
| BRT – Exclusive | 50% | 50% | |
| BRT – Highway | 50% | 50% | |
| Commuter Rail | 50% | 50% | |
| Arterial BRT | | | 100% |

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Capacity to Fund Core Projects (Under Current Law and Practice)

| Agency | Capital Costs | O&M Subsidy |
|-------------------|---------------|----------------|
| CTIB | Yes | Yes |
| State/Met Council | Yes | Yes |
| Local | Yes | Not Applicable |
| Federal | Yes | Not Applicable |

Conclusion – CTIB has the capacity to fund the six Baseline projects. Projects must compete for State/Met Council & federal funds against other interests.

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Capacity to Fund Full PoP (Under Current Law and Practice)

| Agency | Capital Costs | O&M Subsidy |
|-------------------|---------------|----------------|
| CTIB | No | No |
| State/Met Council | No | No |
| Local | Maybe | Not Applicable |
| Federal | Maybe | Not Applicable |

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Hurdles to PoP Implementation (Under current law and practice)

- Can't fund a full Program of Projects
 - Insufficient CTIB funds
 - Insufficient State/Met Council funds
 - Uncertain federal funds

- Can't accelerate project delivery

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Peer Cities Summary

| City | Program | Total Program Cost | Base Sales Tax | Sales Tax Increase | Modes | Capital vs O&M | State Funding |
|-------------|-------------------------------------|--------------------|------------------------------------|--------------------|--|---|---------------|
| Dallas | DART Rail Expansion | \$1.6 billion | 1 cent | No, bonding only | Transit only | Both | No |
| Denver | FasTracks | \$6.8 billion | 0.6 cent | 0.4 cent | Transit only | Both | Yes |
| Houston | METRO Solutions | \$6 billion | 1 cent | No, bonding only | Transit only | Both | No |
| Los Angeles | LA 30/10 Initiative | \$17.5 billion | 0.0 cent | 1.5 cent | Transit and roadway projects | Both | Yes |
| Phoenix | Future High Speed Transit Corridors | \$3 billion | 0.5 cent Tempe 0.4 cent Phoenix | 0.5 cent regional | Cities for transit only Regional for transit and roadways | Cities Both Regional for rail capital Regional for bus capital and O&M | No |
| Seattle | ST2 | \$17.8 billion | 0.4 cent | 0.5 cent | Transit only | Both | No |
| Salt Lake | FrontLines 2015 | \$2.3 billion | 0.50 cent | 0.25 cent | Transit only | Both | No |

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Options Under Evaluation

- Modify scope of PoP
- Adjust implementation timing
- Modify funding shares
- Increase revenues

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Next Steps

- June 20th workshop for in-depth review
- Policy discussion regarding preferred options
- Implementation plan
- Final report

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