

Metropolitan Council

Projects Summary
(\$ in Thousands)

Project Title	2014 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations 2014	Governor's Planning Estimate	
		2014	2016	2018	Total		2016	2018
Southwest Corridor LRT	1	\$81,000	\$0	\$0	\$81,000	\$0	\$0	\$0
Metropolitan Regional Parks	2	11,000	11,000	11,000	33,000	0	0	0
Bus Garage - Heywood II	3	20,000	30,000	0	50,000	0	0	0
Arterial BRT	4	15,000	0	0	15,000	0	0	0
Metro Orange Line (I-35W South BRT)	5	20,000	0	0	20,000	0	0	0
Transitway Capital Improvement Program	6	60,000	205,000	300,000	565,000	0	0	0
Total Project Requests		\$207,000	\$246,000	\$311,000	\$764,000	\$0	\$0	\$0

Southwest Corridor LRT

2014 STATE APPROPRIATION REQUEST: \$81,000,000

AGENCY PROJECT PRIORITY: 1 of 6

Project At A Glance

The Southwest Light Rail Transit (LRT) Project is a proposed approximately 15 mile extension of the Central Corridor LRT line from downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie as identified in the Metropolitan Council's 2030 Transportation Policy Plan. Project activities funded by state bonding may include environmental analysis, preliminary engineering and final design, the acquisition of public land and buildings and the construction of the transitway including support facilities, bridges, tunnels, track, stations, and park-and-rides. The project is expected to generate 4,300 engineering, construction and operations jobs. Every \$1 of state funding will be leveraged with \$9 of federal and local funding.

NOTE: The Southwest project schedule requires that state and local funding be committed by mid-2014. Therefore, the \$81 million in state bonding shown in the 2014 biennium will need to be requested in the 2014 legislative session.

Project Description

The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area, Methodist Hospital, the Eden Prairie Center Mall, and the Minneapolis Chain of Lakes. The line will be part of an integrated system of transitways converging at the Minneapolis Transportation Interchange where connections using the Target Field Station can be made to the Hiawatha and Central Corridor LRT lines, the Northstar Commuter Rail line, the proposed Bottineau Transitway, and future commuter rail and intercity passenger rail lines.

The Southwest LRT (SWLRT) project will operate primarily at-grade with structures providing grade-separation of LRT crossings and roadways at specified locations. It would be constructed with dual tracks. A total of 17 new stations would be constructed, all at-grade with a center platform configuration. The SWLRT line is proposed to be interlined/through-routed with the Central Corridor LRT line utilizing shared tracks on 5th Street in

downtown Minneapolis, and thereby providing a one-seat ride to the University of Minnesota, State Capitol area and downtown St. Paul. A total of 26 additional light rail vehicles would be required to operate the SWLRT line. The SWLRT line would require the construction of an Operations and Maintenance Facility.

With its interlining linkage to Central and Hiawatha LRT, Southwest LRT will provide direct, high quality LRT access to five of the region's eight largest business concentrations --- job centers each with over 40,000 employees. Improving regional access and offering mobility options to these regional centers of employment, business, education, and other services with the high quality of service that LRT provides will help ensure the region's continued economic health and vitality. Within a half-mile walk of the Southwest LRT stations, there are almost 210,000 jobs, 60,000 people in 31,000 households, and over 31,000 college/university students in 2000. By 2030, over 60,000 more jobs, 15,000 more people, and 10,000 more households are expected within a half-mile walk of the Southwest LRT stations.

Impact on Agency Operating Budgets (Facilities Notes)

The Council has established a policy requiring anticipated operating funds to be identified before capital projects proceed. In the case of light rail transit, current state law, section 473.4051, subdivision 2, states that "after operating and federal money have been used to pay for light rail transit operations, 50 percent of the remaining costs must be paid by the state". The metropolitan sales tax passed by five of the metropolitan counties is being used to fund 50 percent of the net operating costs of the Hiawatha light rail and Northstar commuter rail facilities. It is assumed that operations of future rail lines will also be funded 50 percent by the Counties Transit Improvement Board (CTIB) sales tax. CTIB will also fund 50 percent of the new operating costs for service implemented as part of Cedar Avenue BRT and I-35W South BRT and may participate in the operating costs of other BRT corridors.

Previous Appropriations for this Project

- 1) Previous to this request, the Council allocated \$5 million of the \$21 million in 2009 State General Obligation Bond funds authorized by the State of Minnesota for the Transit Capital Improvement Program. The funds were allocated to the Southwest LRT Project for preparing an environmental impact statement (EIS) and for PE.

Southwest Corridor LRT

- 2) In May 2012, the Minnesota Legislature appropriated \$47.5 million to DEED for the Business Development through Capital Projects grant program. On June 13, 2012, the Met Council authorized the Regional Administrator to apply to DEED for up to \$14 million to develop preliminary plans to locate stations, track alignments, and the maintenance facility for the Southwest Light Rail Transit Project. On September 13, 2012, Governor Dayton announced that the State would provide the Project \$2 million from this grant program. On December 12, 2012, the Council authorized the Regional Administrator to negotiate and execute a grant agreement with DEED for the state funding share in the amount of \$2,000,000. The Council and the Minnesota Management & Budget Office are reviewing the draft grant agreement allowing state bonds funds to assist in the development of preliminary plans to locate rail stations, track alignments, and the operation and maintenance facility for the Southwest Light Rail Transit Project. Council and DEED staff anticipate executing the agreement in 2013.

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The Omnibus Transportation Finance Bill, 2013 Session Laws, Chapter 117, Article 1, Section 4, provided a onetime appropriation in SFY 2014 of \$37 million for the Southwest Corridor Light Rail Line to be used for environmental studies, preliminary engineering, acquisition of real property, or interests in real property, and design.

Other Considerations

The Council will continue to work with other funding partners, such as CTIB and Hennepin County Regional Railroad Authority (HCRRA), to assure that state funds are leveraged and used to match other funding to the greatest extent possible. To date, CTIB and HCRRA combined have committed \$74.4 million for the Project.

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Metropolitan Regional Parks

2014 STATE APPROPRIATION REQUEST: \$11,000,000

AGENCY PROJECT PRIORITY: 2 of 6

Project At A Glance

The Metropolitan Council requests \$11 million in State bonds to match \$7.33 million of Metropolitan Council bonds to improve and expand the Metropolitan Regional Park System.

Project Description

The Metropolitan Regional Park System consists of 54,800 acres of parks and 308 miles of trails which hosted 43.9 million visits in 2011. The Metropolitan Regional Park System is owned, operated and maintained by ten regional park implementing agencies:

Anoka County	Ramsey County
City of Bloomington	City of St. Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park & Rec. Board	Washington County

This request is based on distributing State and Metropolitan Council bonds as subgrants to regional park implementing agencies for each agency's prioritized list of capital projects in the 2014-15 portion of the calendar year 2014-19 Metropolitan Regional Parks Capital Improvement Program (CIP). Those projects are shown in Table 1 at the end of this narrative.

The Metropolitan Council prepares a Metropolitan Regional Parks CIP under direction from MS 473.147. The regional park implementing agency share of the CIP is based on the agency's 2011 population--which was given a weight of 70 percent; and the percentage of non-local visits that park agency's regional park/trail units in 2011--which was given a weight of 30 percent. If less than \$11 million of State bonds is appropriated, each park agency will receive its percentage share of the State bond appropriation and Metropolitan Council bond match as shown in Table 1. For example, 10.34 percent of the combined appropriated State bonds and Metro Council bond

match would be granted to Anoka County. Anoka County must spend this appropriation on projects in the priority order of its project list

Over 43.9 million visits occurred in the Metropolitan Regional Park System in 2011. Of this amount, 45.4% or 19.9 million visits were from persons living outside the park implementing agency's local jurisdiction. This high level of "non-local visits" justifies financing capital projects in these parks with State and regional bonds. Every \$3 of State bonds is matched with \$2 of Metropolitan Council bonds. This spreads the cost of the capital improvements between taxpayers based on their use of the park system and what they pay in taxes for debt service on the State bonds and Metropolitan Council bonds.

Impact on Agency Operating Budgets (Facilities Notes)

There is no direct impact on State agency operating budgets since the State of Minnesota does not operate Metropolitan Regional Park System units.

Previous Appropriations for this Project

The State has appropriated \$297.4 million of bonds to the Metropolitan Council for the Metropolitan Regional Parks CIP and for earmarked projects outside the CIP for FY 1975 to 2012. In the FY 2012-13 biennium, \$9.586 million was appropriated for the calendar years 2012-13 Metropolitan Regional Parks CIP. The Metropolitan Council matched the State bonds with \$6.391 million of its bonds.

The Legislative Citizen Commission on Minnesota Resources (formerly LCMR) has recommended \$40.92 million of Environment and Natural Resources Trust Fund appropriations from FY 1992 to 2013 for capital improvements and land acquisition purposes for the Metropolitan Regional Park System. Appropriations from FY 2008-2013 totaling \$7.54 million have been matched with \$5.027 million of Metropolitan Council bonds to be granted for land acquisition purposes.

Other Considerations

The Land and Legacy Amendment to the State Constitution, which established a Parks and Trails Fund dedicated to support parks and trails of state and regional significance, has provided funds to supplement—not replace-- traditional funding sources such as State bonds. A total of \$93.45 million has been appropriated to the Metropolitan Council for the FY 2010-11,

Metropolitan Regional Parks

12-13 and 14-15 biennia from the Parks and Trails Fund. About 10% of the appropriation (\$9.34 million) is used for land acquisition grants. Metropolitan Council bonds totaling \$6.23 million matched that \$9.34 million. The remaining 90% (\$84.12 million) finances grants for capital and non-capital purposes.

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Bus Garage - Heywood II

2014 STATE APPROPRIATION REQUEST: \$20,000,000

AGENCY PROJECT PRIORITY: 3 of 6

Project At A Glance

Metro Transit annual ridership exceeded 81 million rides in 2012, for only the second time in a generation, and also marks the sixth consecutive year in which ridership exceeded 76 million rides, a level not previously achieved since 1983. The 81 million rides in 2012 helped to push the agency's 40-year lifetime ridership past the 3 billion mark in November 2012. Existing bus facility capacity is nearing its limit to meet ridership demand with service and buses. Continued growth is dependent on having adequate storage and maintenance for expansion buses to meet the ridership demand. This new garage facility would house approximately 185 buses and would be located near the existing Heywood garage on Metropolitan Council owned property.

Project Description

This proposal is to construct a bus garage for an expanded Metro Transit bus fleet. The Metropolitan Council is planning to locate this new transit bus operations and maintenance facility at 830 North 7th Street in Minneapolis (former Ragstock site) on property currently owned by the Metropolitan Council. The capacity of the facility would be optimized based on space constraints with a minimum goal of 185 buses.

This new facility would include approximately 340,000 square feet and would provide interior bus storage, maintenance, fueling, washing, parts storage, support space, operations space, administrative offices and rooftop parking. Site work includes demolition, environmental soil cleanup, staff parking and circulation roads.

The major categories of the Project Scope and Budget are:

- ◆ Property Acquisition: Currently owned by the Metropolitan Council
- ◆ Predesign work
- ◆ Design: Schematic; Design Development; Contract Documents; Construction Administration.
- ◆ Project Management: State Staff Project Management; Construction Management.

- ◆ Construction Costs: Site & Building Preparation; Demolition and Decommissioning; Construction; Infrastructure/Roads/Utilities; Hazardous Material Abatement.
- ◆ Occupancy: Furniture/Fixtures/Equipment; Telecommunications Voice and Data; Security Equipment; Commissioning.

The total project cost is projected to be \$95 million, with funds coming from federal sources, Metropolitan Council property tax-supported bonds, and this State Appropriations Request. A total of \$50 million in State Appropriations, \$20 million in 2014 and \$30 million in 2016, is being requested from the state because the Metropolitan Council's available federal grants and state-authorized bond funds are not large enough to fund both the fleet expansion and the necessary support facilities.

The Metropolitan Council has set a goal to achieve a 50 percent increase in ridership by 2020 and a long-range target for doubling transit ridership by 2030. These goals were determined by looking at the demand for transit while addressing congestion in the region. In order to meet these ridership demands, both the bus fleet and the support facilities also need to expand to reach these 2020 and 2030 goals.

The Metropolitan Council has adopted a six year capital improvement plan that has identified Heywood II as the next Garage Operating Facility for Metro Transit. Metro Transit currently operates five bus maintenance facilities. Customer demand currently exists to support this expansion. The five existing bus garages have a combined design capacity for 800 buses. Currently, these five facilities serve over 900 buses. Continued growth is dependent on having adequate storage and maintenance for expansion buses to meet the ridership demand.

Impact on Agency Operating Budgets (Facilities Notes)

The Metropolitan Council receives funding from State Appropriations and Motor Vehicle Sales Tax Receipts to provide transit services. A portion of the operating costs of the facility would be included in future state funding requests.

Previous Appropriations for this Project

This is a new request for State Appropriations for the Heywood II Garage Facility.

Other Considerations

The Metropolitan Council is dedicated and focused to strategically identify approaches to meet ridership demand in the region. The Metropolitan Council will work to assure that state bond funds are leveraged and used to match other funding to the greatest extent possible.

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Arterial BRT

2014 STATE APPROPRIATION REQUEST: \$15,000,000

AGENCY PROJECT PRIORITY: 4 of 6

Project At A Glance

The A Line (Snelling/Ford) and B Line (West 7th Street) will be the region's first arterial Bus Rapid Transit (BRT) lines. Opening in 2015 and 2016, respectively, these lines will improve transit speed and customer comfort along two of Metro Transit's most heavily used bus corridors.

Arterial BRT is limited-stop, premium bus service with technology-rich transitway stations for an improved experience. Customers will enjoy rail-like features like off-board fare payment and real-time next bus arrival signs at stations, raised platforms for near-level boarding, and substantial, heated shelters. Transit signal priority will give buses extended green lights.

Project Description

The scope of the A Line and B Line includes a package of improvements to make transit substantially faster and much more attractive, solving this core urban corridor's key challenges of slow transit speeds and inadequate passenger facilities with a cost-effective approach:

- Construction of stations, spaced approximately every 1/2 mile, with raised platforms for near-level boarding and bus bulbs for a faster, in-lane transit stop
- Substantial, permanent station shelters to provide protection from the elements in a heated, well-lit customer waiting space
- Station technology, like real-time bus arrival signs, designed to provide a more comfortable, anxiety-free transit experience for existing and new customers
- Platform ticket machines and smart card readers at each bus door for off-board fare collection and rapid boarding
- Rail-like buses with wider aisles for circulation and wider doors for fast, all-door boarding
- A transit signal priority system to reduce delays from red lights and keep buses better in sync with the flow of traffic

- Branding elements to convey the rail-like quality of the transitway service to new riders

A Line (Snelling Avenue/Ford Parkway from Rosedale to METRO Blue Line 46th Street Station)

The 9.7-mile A Line will run from Rosedale Center to 46th Street Station on the METRO Blue Line via Snelling Avenue, Ford Parkway, and 46th Street. The line will serve two colleges, multiple retail destinations and job centers, and make a critical connection to the METRO Green Line.

The result of a multi-year and regionally inclusive planning process, the A Line project will form a strong north-south transitway spine through some of the Twin Cities' densest neighborhoods. Arterial BRT in the Snelling/Ford corridor will resolve costly operational inefficiencies, improve accessibility to jobs and housing, increase transit market share and decrease reliance on single-occupancy vehicles, and improve corridor safety for all modes. The project will efficiently connect users to the region's first light rail line, the Blue Line, and is a key transportation component of maximizing the investment potential of the \$957 million Green Line (Central Corridor) light rail line, which will begin service in 2014 between the downtowns of Minneapolis and Saint Paul.

B Line (West 7th Street from Saint Paul to Mall of America)

The 12-mile B Line will run between the Mall of America, MSP airport, and downtown Saint Paul, serving strong transit demand on West 7th Street and providing enhanced speed, reliability, and customer experience along one of the metro area's most heavily traveled arterial corridors.

This important trunk highway connects downtown St. Paul with the Minneapolis-St. Paul International Airport, the 494 employment corridor in Bloomington, and other major destinations. By increasing the speed, frequency, and reliability of transit in the corridor and providing a significant upgrade to the customer experience of using transit, the project will attract would-be drivers to use arterial BRT for travel in the corridor.

Key benefits of the project include:

- *Faster travel and improved frequency.* Corridor improvements will result in transit travel to MSP airport from downtown at St. Paul at

Arterial BRT

equal frequency and travel time as currently experienced on Blue Line LRT from downtown Minneapolis.

- *High ridership.* Corridor ridership in 2030 is estimated over 7,000 rides per weekday, a 75 percent increase over current demand.
- *Transit network integration.* The improved service would connect to many bus routes and two light rail lines. Service would be scheduled to provide consistent, convenient connections to LRT. In addition, the service would provide a BRT connection from the METRO Red Line (Cedar Avenue) to downtown St. Paul throughout the day.

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Metro Transit is collaborating with MnDOT, the City of St. Paul, the City of Bloomington, Ramsey County, and Hennepin County to coordinate planning, design, and outreach for the arterial BRT project.

Impact on Agency Operating Budgets (Facilities Notes)

Additional operating and maintenance costs for premium features of the service (transit signal priority, proof-of-payment fare collection, enhanced station maintenance, etc.) would be partially offset by efficiency savings from faster service operations. Federal CMAQ (Congestion Mitigation Air Quality) funding has been secured for the first three years of arterial BRT operations on the A and B Lines. Following this initial period, operations would be supported by Metro Transit's operating budget. The Metropolitan Council receives funding from State Appropriations and Motor Vehicle Sales Tax Receipts to provide transit services. A portion of the operating costs would be included in future state funding requests.

Previous Appropriations for this Project

This is a new request for State Appropriations for the A Line and B Line arterial BRT projects.

Other Considerations

The Metropolitan Council will work to assure that state bond funds are leveraged and used to match other funding to the greatest extent possible.

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Metro Orange Line (I-35W South BRT)

2014 STATE APPROPRIATION REQUEST: \$20,000,000

AGENCY PROJECT PRIORITY: 5 of 6

Project At A Glance

The METRO Orange Line is a proposed 16-mile Bus Rapid Transit (BRT) line serving Minneapolis, Richfield, Bloomington, and Burnsville. Project improvements also benefit BRT express service from multiple providers serving Lakeville, Apple Valley, Savage, Eden Prairie, Edina, Eagan, and Rosemount.

Project activities funded by state bonding may include environmental analysis, preliminary engineering and final design, the acquisition of public land and buildings and the construction of the transitway including bridges, stations, roadway improvements and park-and-rides.

The requested funding supports transit components and would be supported by roadway improvements on I-35W South, requested separately by Hennepin County, for the Lake Street Transit/Access project.

The project requires commitment of all local funds by mid-2016. In addition to the 2014 request, an additional \$30 million will be necessary in 2016 to qualify the project to compete for federal funding and initiate construction in 2017.

Project Description

METRO Orange Line Bus Rapid Transit will use transit advantages on Marquette and 2nd Avenues in downtown Minneapolis, and MnPass lanes on I-35W South to provide a faster, more reliable transit service and increased capacity. South of downtown Minneapolis, the Orange Line will provide frequent, limited-stop service to upgraded stations at Lake Street, 46th Street, 66th Street, American Boulevard, 98th Street and Burnsville Transit Station, connecting to housing, job centers, and transit hubs throughout the corridor. The project's planned second phase could extend service another six miles from Burnsville to Lakeville.

Major infrastructure improvements are planned for the Lake Street and American Boulevard stations. The design and construction of these stations is being coordinated through the I-35W/Lake Transit Access Project and

MnDOT's I-494/35W Vision Layout Project. All Orange Line stations will have upgrades in platform ticketing, information technology and customer amenities.

The Orange Line will provide direct connections to planned transit improvements on Lake Street and American Boulevard, and provide convenient connections to the METRO Blue and Green Lines downtown. The line will also connect with local bus service and several Park & Ride lots. BRT will provide the service quality and reliability of rail transit with the cost savings and flexibility of bus transit. On I-35W South, many Orange Line improvements will also benefit other bus routes in the corridor including express services to Lakeville, Eden Prairie, Edina, Rosemount, Savage, Apple Valley, and Eagan.

Impact on Agency Operating Budgets (Facilities Notes)

The Council has established a policy requiring anticipated operating funds to be identified before capital projects proceed. The Counties Transit Improvement Board (CTIB) sales tax will fund 50 percent of the operating costs for service implemented as part of Cedar Avenue BRT and I-35W South BRT and may participate in the operating costs of other BRT corridors. State appropriation increases and/or new transit funding are expected to fund the other 50 percent of operating costs.

Previous Appropriations for this Project

- 1) Previous to this request, the state allocated \$2.1 million of bonding for the construction of one station at I-35W South and 46th Street in Minneapolis. This project was completed in 2009.
- 2) Past appropriations supported the Urban Partnership Agreement, which implemented a project related to I-35W South BRT. The project included \$16.6 million of state bonds to leverage \$89 million of federal and local funding for transit projects including buses, park-and-ride construction, downtown bus lane improvements, and corridor runningway and technology improvements.

Other Considerations

The Council will continue to work with other funding partners, such as CTIB, Hennepin County, and Dakota County to assure that state funds are leveraged and used to match other funding to the greatest extent possible.

Metro Orange Line (I-35W South BRT)

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Transitway Capital Improvement Program

2014 STATE APPROPRIATION REQUEST: \$60,000,000

AGENCY PROJECT PRIORITY: 6 of 6

Project At A Glance

The purpose of the Transitway Capital Improvement Program is to build and improve transitways identified in the Metropolitan Council's Transportation Policy Plan and recommended by the Governor's Transportation Finance Advisory Committee. Transitway activities funded through the Capital Improvement Program may include environmental analysis, preliminary engineering and final design, the acquisition and betterment of public land and buildings and the construction, improvement and maintenance of transitways including stations, park and rides, and lane and shoulder improvements which may include the state trunk highway system.

Project Description

The Metropolitan Council in fulfilling its long range transportation planning responsibilities and through work with the Governor's Transportation Finance Advisory Committee (TFAC), has identified a 20 year vision for building a system of transitways, and expanding transit in the region. The vision, developed in partnership with the Counties Transit Improvement Board (CTIB), consists of constructing a regional system of light rail, exclusive busways, highway bus rapid transit, arterial bus rapid transit and commuter rail corridors over the next twenty years and also providing significant expansion of the existing bus system throughout the region to connect to and support the transitway operations. The additional resources needed over the next 20 years to implement this vision is approximately \$4-\$5 billion with an estimated return on investment to the state and region of \$6-\$12 billion. Under this vision, 500,000 employees will have increased access to jobs via transit and all residents will be provided better and cheaper connections between home, school, work, entertainment and other daily transportation needs. This vision will keep the Twin Cities region more economically competitive with peer regions in the nation and world.

If this vision is to be realized, it will require the simultaneous development and construction of a number of transit corridors and improvements. The Council is requesting funding for a number of specific projects as part of its

2014 bonding request (i.e. Southwest LRT, I-35W South BRT, Snelling Avenue BRT and West 7th BRT) and also requests \$60 million in 2014 for a Transitway Capital Improvement Program. The Transitway Capital Improvement program will be used to fund projects to continue development, engineering and implementation of other transitway corridors and projects that have immediate capital funding needs but are not yet in the full construction phase or for expansion and improvement of existing transitways.

Under the Transitway Capital Improvement Plan the Council will review eligible transitway projects and make allocations of state bond proceeds among the projects based upon criteria which will include:

- ◆ consistency with the Council's long range transportation policy plan (TPP);
- ◆ readiness of the project;
- ◆ potential use by the public (ridership) both current and forecast;
- ◆ expansion of the transitway system
- ◆ availability of federal or other matching funds;
- ◆ coordination with other major projects; and
- ◆ Additional criteria for priorities otherwise specified in state law, statute, rule, or regulation applicable to a transitway, including the state law authorizing the state bond fund appropriation for the transitway.

Eligible expenditures may include land and property acquisition, pre-design, design and engineering, environmental testing and mitigation, utility relocation, traffic mitigation, construction, demolition, furnishing and equipping of facilities. A portion or phase of a transitway project may be accomplished with one or more state appropriations and other funding over a period of time.

The Council has identified in excess of \$60 million in transitway projects that would be eligible to receive capital funding over the next two years. A number of these projects are anticipated to receive funding from other sources such as federal funds including congestion mitigation and air quality funds (CMAQ), CTIB sales tax funds, or other funding. The state bond funds will be used to both match other sources of funds and provide funding to projects that have not received other funding. This funding will be used to continue development of specific elements of an overall transitway project.

Transitway Capital Improvement Program

Some of the corridors and projects in need of capital funding include the following:

- ◆ Bottineau LRT for the state share of preliminary engineering and environmental analysis;
- ◆ Gateway (I-94 East) corridor for environmental analysis, design and engineering;
- ◆ Expansion, reconstruction and improvements to stations serving existing transitways such as the Minneapolis Downtown East station serving the Blue line (Hiawatha LRT), Green line (Central LRT) and the new Vikings stadium, including construction of an off-street bus-layover facility; and the Mall of America station serving the Blue line and Red line (Cedar Avenue BRT).
- ◆ Continued design, engineering and construction of stations and roadway improvements for Arterial BRT corridors including the St. Paul East 7th, Chicago-Emerson-Fremont and Penn Avenue corridors;
- ◆ Preliminary engineering and design for the I-35W North or other highway BRT managed lane corridors;
- ◆ Other corridors for continued environmental analysis and design work including the Robert Street, Rush Line, I-35W North BRT, and other corridors with proposed work consistent with the regional transportation policy plan and TFAC recommendations.

Impact on Agency Operating Budgets (Facilities Notes)

The impact on the agency operating budget can vary depending upon which transitway capital projects are funded. The Council has established a policy requiring anticipated operating funds to be identified before capital projects proceed. In the case of light rail transitways, current state law, section 473.4051, subdivision 2, states that "after operating and federal money have been used to pay for light rail transit operations, 50 percent of the remaining costs must be paid by the state". The metropolitan sales tax passed by five of the metropolitan counties is being used to fund 50 percent of the net operating costs of the Blue Line (Hiawatha LRT) and Northstar commuter rail facilities. It is assumed that operations of future rail lines will also be funded 50 percent by the CTIB sales tax and 50% by the state. CTIB will also fund 50 percent of the new operating costs for highway BRT service.

Previous Appropriations for this Project

During the 2009 session, the legislature provided \$21.0 million to the Council to distribute among a number of eligible transitway projects specified in the

2009 legislation, including \$8.5 million for the Central Corridor light rail project. The 2011 Legislature appropriated \$20 million for the program and identified a number of eligible projects for funding.

Other Considerations

The Council will work with CTIB and other stakeholders to identify capital projects that should be given priority in the region. The Council will also work with other funding partners to assure that state bond funds are leveraged and used to match other funding to the greatest extent possible.

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