

November 19, 2024

Transportation Funding Workshop





Workshop Purpose

Receive Board feedback and direction on proposed transit investment program.

Goals:

- Provide Board guidance to develop a new transportation program utilizing reallocated project funds.
- Receive feedback on a framework for a new transportation investment plan with subsequent Board consideration for Spring, 2025.



Workshop Agenda

Receive Overview of Transportation Funding Sources

Review Current Transitway Program and Available Funds for Reallocation

Present “Future-State” Program Framework that meets Funding Eligibility and County Goals

Next Steps, Discussion & Direction

Overview of Transportation Funding Sources





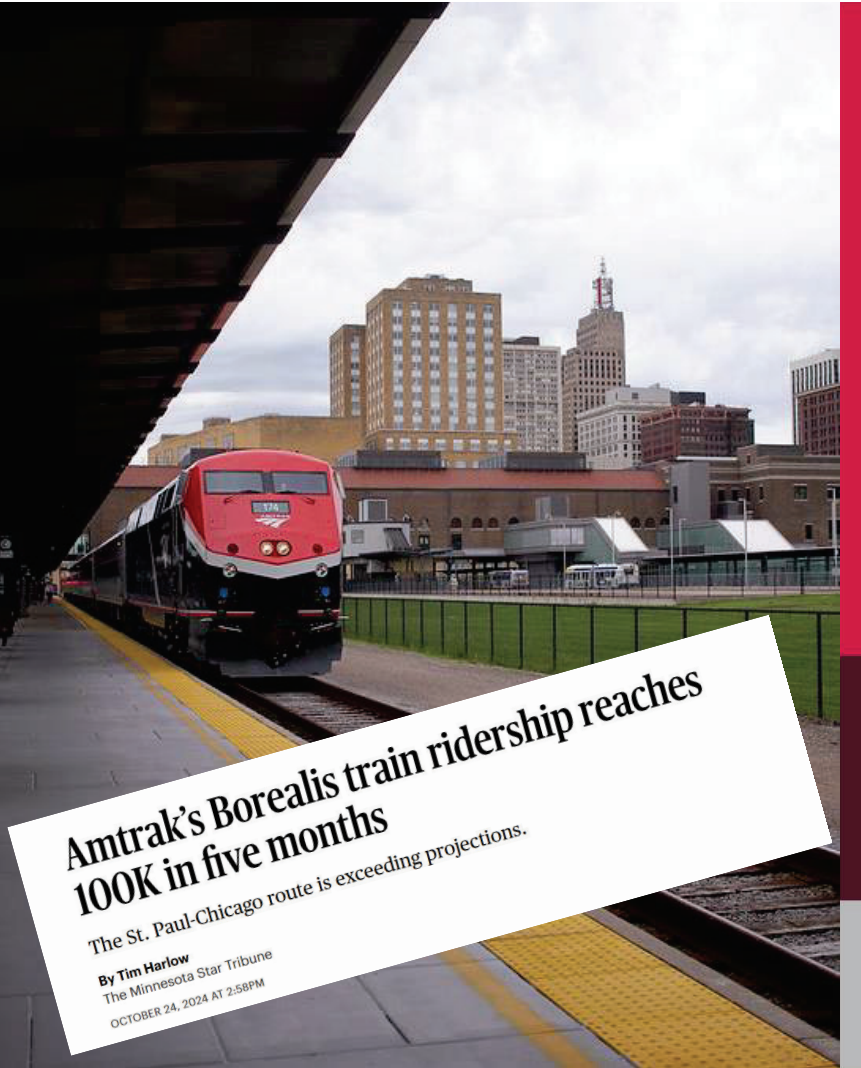
1. Ramsey County Transportation Sales Tax

- Authorized by the County Board in June, 2017 (B2017-143).
- ½ percent sales tax for transit and transportation improvements.
 - Transitways (Green, Gold, Purple and Riverview)
 - Pedestrian, Bicycle and Trail projects
 - Transportation and Roadway Projects
 - \$53 million annually



Ramsey County Transportation Sales Tax

- **Limitations on Eligibility:**
 - Must be used for specific transportation project(s).
 - Transit capital and operations.
 - Capital costs for buildings and facilities associated with maintaining transportation and transit projects.



2. Regional Railroad Authority (RRA) Levy

- Organized in 1987 pursuant to Minnesota Statute 398A.
- Broad statutory powers include:
 - Railroad Acquisition and Operation.
 - Bus Rapid Transit Development.
 - Property Acquisition.
- Construed liberally and broadly interpreted.
- Not considered a limitation on powers.
- RRA statute prevails in a conflict with other statutes.
- \$29 million annually



Regional Railroad Authority Levy

- **Limitations on Eligibility:**
 - 10% cap on capital funding for light rail or commuter projects.
 - Cannot be used for operations and maintenance of light rail or commuter rail.
 - Spending must be on railroad (freight or passenger) or bus rapid transit projects.

Review Current Transitway Program & Available Funds for Reallocation





Current Transitway Program

- **Gold Line** connects Woodbury to downtown St. Paul generally along I-94 and opens in March 2025.
- **Purple Line** connects Maplewood to downtown St. Paul generally along White Bear Ave., Maryland Ave. and Phalen Blvd. Maplewood withdrew support in September 2024.
- ***Riverview** connects Bloomington to downtown St. Paul generally along W. 7th Street.

**Ramsey County has withdrawn its support effective September 2024. As a result, program funding is now available to be deployed to other priorities.*

Current Transitway Program Funding

Transit Project	Funding Source	Funds Budgeted
Green Line	Regional Rail Authority (RRA)/ Transportation Sales Tax	-
Gold Line	Regional Rail Authority (RRA)/ Transportation Sales Tax	\$21 million
Purple Line	Regional Rail Authority (RRA)/ Transportation Sales Tax	\$205 million
Union Depot	Regional Rail Authority (RRA)/ Transportation Sales Tax	\$153 million
*Riverview	Regional Rail Authority (RRA)/ Transportation Sales Tax	\$730 million revenue available for reallocation

“Future-State” Transit Program Framework





Potential Program Elements Within Eligibility

- Transit
- Multimodal Improvements
- Railroad Improvements & Expansions
- Roadway Improvements
- Property Acquisition
- Transformative Infrastructure



Transit Improvements – ~\$20 million

- Future Transitway Support
 - Intersection reconstruction
 - Snelling @ Larpenteur
 - Cty E @ various (A Line extension to Rice Creek Commons)
 - Cty C @ various (ABRT to Rosedale Center and Little Canada)
 - Signal priority in conjunction with intersection work
 - Signal upgrades in conjunction with intersection work



Multimodal Improvements – ~\$230 million

- Street reconstruction
 - Leverage non-county funds.
 - Focus on safety, speed reduction, mobility improvements and multimodality.
- *Example Corridor Projects.*
 - White Bear Avenue (St. Paul, Maplewood).
 - Larpenteur Avenue (Roseville, St. Paul, Little Falcon Heights, Lauderdale, Maplewood).
 - Lexington Avenue (Shoreview, Arden Hills).
 - Pierce Butler Route (St. Paul).



Multimodal – ~\$40 million

- Investments in Sidewalks and Trails
 - Expand the network.
 - Address gaps.
 - Enhance ADA improvements.
 - Develop Greenways.
 - Corridor purchase and development.
 - Rail corridors.
 - Powerline/pipeline easements.



Railroad – ~\$180 million

- Union Depot Investments.
 - Track, signal and platform build out.
 - Flood mitigation.
 - Building and Train Deck Preservation.
 - Event Space Enhancement.
- Passenger Service.
 - Advance 2-3 different additional routes.
- Freight Rail Capacity
 - Westminster Grade Separation.
 - Grade Crossing Improvements.



Roadway – ~\$100 million

- Interchanges/Overpasses.
 - Will seek funding sources in addition to county funds.
- 5 interchanges – examples include:
 - Lexington at 94.
 - White Bear Ave at 94.
 - Edgerton at 36.
 - Long Lake Road at 694.
 - Snelling at 94.



Property Acquisition – ~\$30 million

- Railroad Corridors.
- Intersections that require additional right-of-way.
- Greater strategic transit-oriented development.
- Greenways.
- Mobility Hubs.



Charlotte, NC

Transformative Infrastructure – ~\$130 million

- RiversEdge Public Realm.
 - Fund a portion of structure over the railroad.
- Extension of Midtown Greenway.
- EV Fleet Transition.
 - Public Works/Parks Facilities.
 - Addition of electrical components.
 - Expansion of fleet area.
 - Would require multiple locations.



Next Steps

- Discuss Board direction on investment opportunities and Future State Framework
- Return with a refined budget and presentation early 2025 for Board consideration

Questions & Discussion