



Minneapolis Master Funding Agreement for Transit Advantage Projects

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Speed and Reliability Program

- Goal to improve the rider experience on local bus service
- Reduce transit travel times and improve transit service reliability
- Newly-expanded team reflects growing importance of mission



Legislative Working Group

- 2023 Transportation Omnibus Bill
- Regional partners
- Key outcomes
 - Recap of completed and planned transit advantages projects
 - Barriers and solutions – 15 total; 1 complete and 12 in-progress
 - Continuing regional work group quarterly
- [Legislative Report](#)

Master Funding Agreement Overview

What it does

- Enables easier exchange of funds on transit advantage projects
- Defines cost sharing splits on future projects
- Solidifies partnership with City of Minneapolis on improving transit

What it doesn't do

- Commit Metro Transit to specific projects or spending amounts
- Apply beyond Minneapolis – MFA only applicable on Minneapolis-owned roadways
- Replace capital agreements for transitway projects

Sample Cost Sharing

- Largely formalizes existing responsibilities
- *Certain items installed at no cost if done with a city roadway project (i.e., ADA pads, shelter pads)

Task	Installation		Maintenance	
	Council	City	Council	City
Bus lanes	50%	50%	100%	0%
Road maintenance	-	-	0%	100%
Shelters and facilities*	100%	0%	100%	0%
TSP	100%	0%	100%	0%

Example Projects

- **Hennepin/Lyndale bus lanes**
 - Red paint, signage, striping

Hennepin/Lyndale Bus Lanes

Why bus lanes?

- Improve the speed and reliability of service for customers
- Provide transit benefit during Hennepin Avenue South reconstruction and into the future
- Better reliability decreases wait time and congestion at bus stops
- Cost-effective investment in multimodal transportation, reducing emissions
- With workers returning downtown, now is the time to make transit a more attractive option to avoid gridlock

Why Hennepin/Lyndale?

- Key transit corridor connecting Uptown and downtown Minneapolis
 - About 3,000 riders pass through this corridor every weekday on Route 4 and Route 6
 - METRO E Line will largely replace Route 6 in 2025, increasing trips by 55%
- Provide advantage for buses during expected delays due to Hennepin Avenue South reconstruction
- Designed in coordination with Hennepin-Dunwoody bikeway and Hennepin Avenue South reconstruction projects

Current

Proposed

Project Contacts

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Map: A map of Hennepin Avenue from Hennepin to Lyndale, showing the proposed bus lanes in red. A 'Sample bus lane' inset shows a close-up of the red-painted lane with a white 'T' symbol.

- **Better Bus Routes**
 - Signage and striping changes



Why Bus Lanes?

- Allow buses to bypass traffic congestion and avoid conflicts with other vehicles in mixed travel lanes
- Paint is shown to improve compliance vs. unpainted lanes
- Highlight the prominence of transit in a corridor
- Provide a more premium feel
- Results of existing bus lanes



Proposed Action

- 2024-87
 - That the Metropolitan Council authorize the regional administrator to execute a master funding agreement with the City of Minneapolis to facilitate cost sharing between agencies on transit advantage projects.

Thank You!

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