

Metropolitan Council Transportation Division

Proposed 2026–2031 Transit Capital Program

Transportation Committee

September 8, 2025





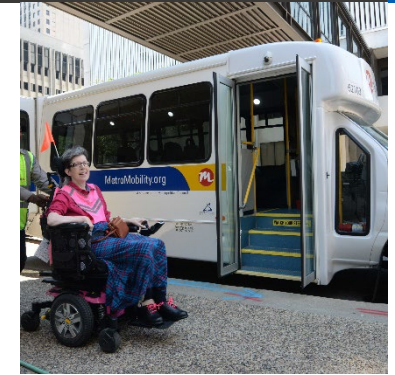
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Transportation Division

Transportation Division operates, administers, and coordinates public transit services for the Twin Cities metropolitan area

- **Metro Transit**
 - Regular route, express bus
 - METRO lines (light rail, bus rapid transit)
 - Northstar Commuter Rail
 - Capital Project Development
- **Metropolitan Transportation Services (MTS)**
 - Contracted Bus
 - Special Transportation Services
 - Transit Link
 - Vanpool
 - Planning



Council Budget Development Schedule

Schedule

May – July	Budget development activities
September	Preliminary budget presented to Transportation Committee
October	Capital Improvement Program presented to Met Council Operating budget adjusted based on public comment Council adopts final draft budget
December	Council adopts final budget, levies



Council Budget Development



Annual Budget Development

- The Met Council is committed to being a good steward of public resources as we carry out our mission
- Each year we develop operating and capital budgets:
 - **Operating Budget:** Shows revenues and expenditures to support the Council's operations.
 - **Capital Budget:** Shows revenues and expenditures that involve major capital assets.
- Basis for Budget Development: MN Statute 473.125

2026-2031 Capital Program: Revenue Assumptions



Revenue Sources

- Regional Transit Capital increasing 3.3% per year
- Regional Sales Tax investments per criteria
- State funding
 - Appropriations
 - Motor Vehicles Sales Tax
- Federal Funds:
 - Formula funds increasing 2.5% through 2026-2031
 - Federal Regional Solicitation
- New Starts & Small Starts at Project Office levels

2026–2031 Capital Program: Uses Defined

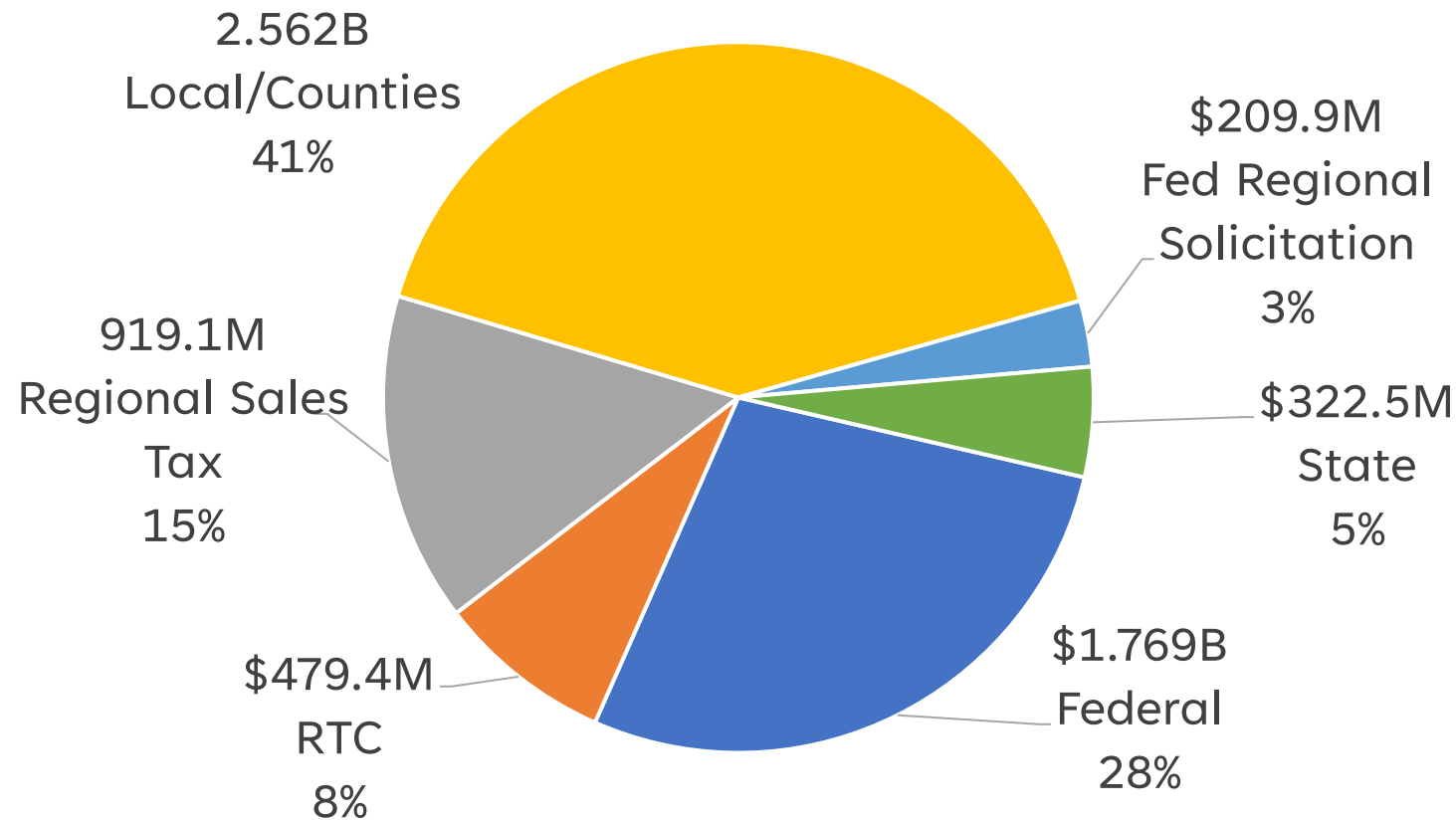


The CIP summarizes transit capital projects into six categories:

- **Fleet** - Purchase vehicles needed to provide transit service and mid-life overhauls
- **Support Facilities** - Facilities necessary to maintain and house fleet and other facilities to support operations, including maintenance on these facilities
- **Customer facilities** – Facilities necessary for transit users including shelters, stations, and parking
- **Technology** - Communication and computer equipment necessary for operation of transit system
- **Other Capital Equipment** - Equipment and other items necessary for the operation of the transit system
- **Transitways** - Light rail and bus rapid transit projects making significant capital investment within specific transit corridors

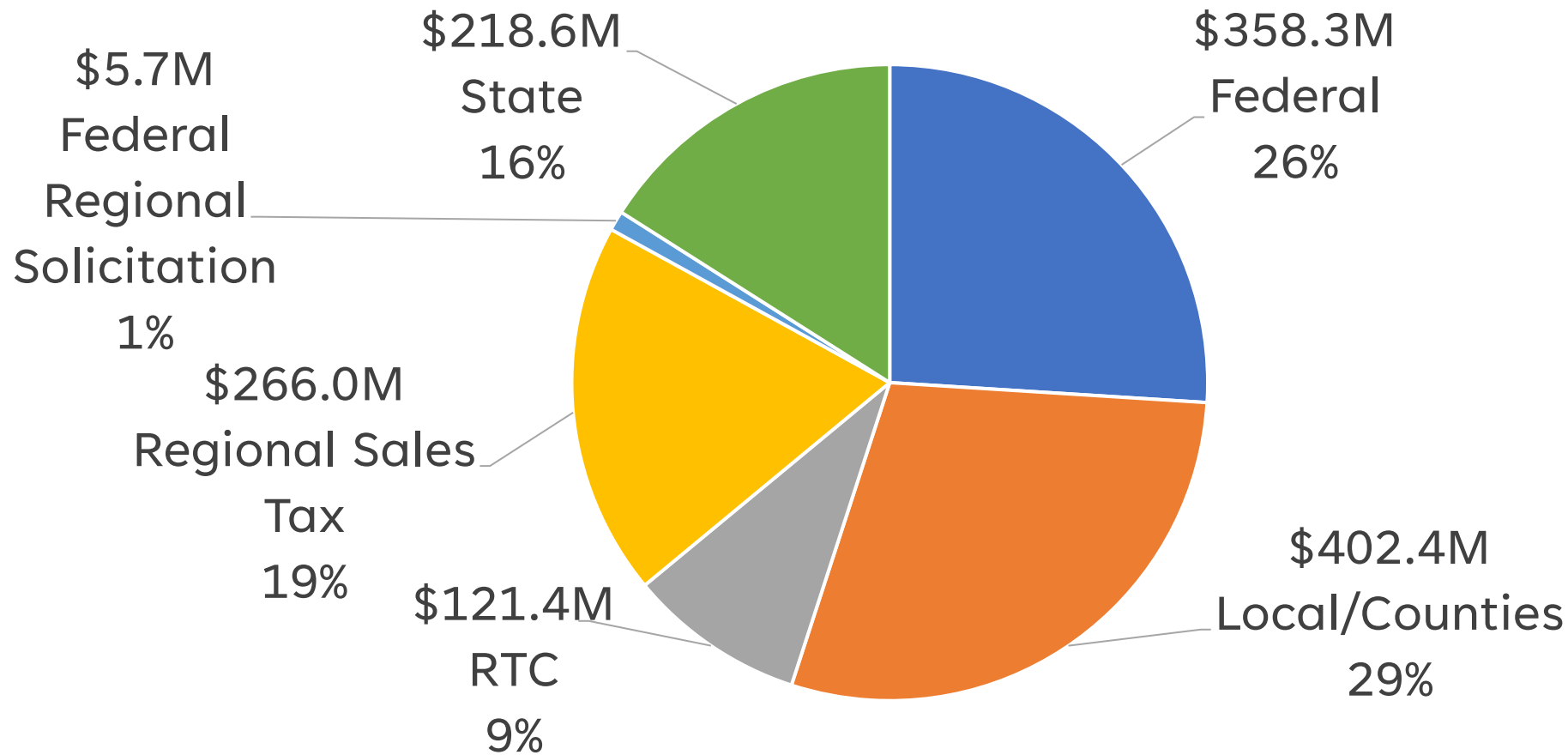
2026-2031 Transit Capital Program

\$6.261B



2026-2031 Capital Program future spending includes \$1.369B Authorized and \$5.028B Planned

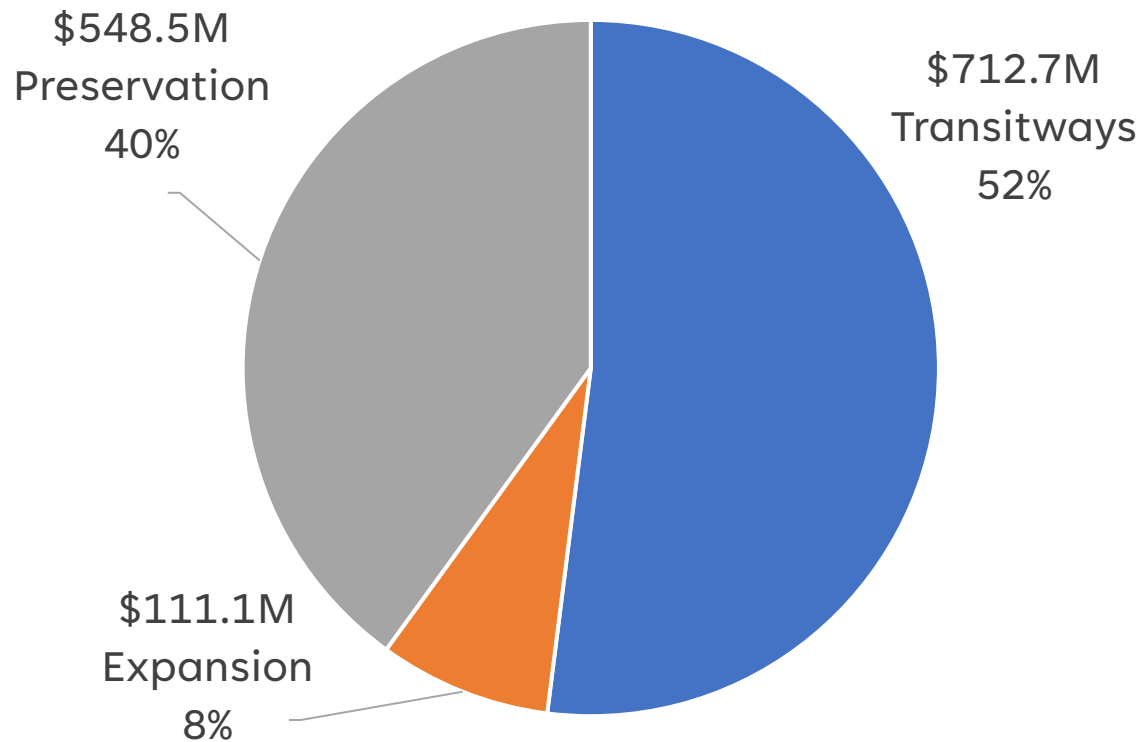
2026-2031 Capital Revenue Sources for Authorized Capital Program Cashflows



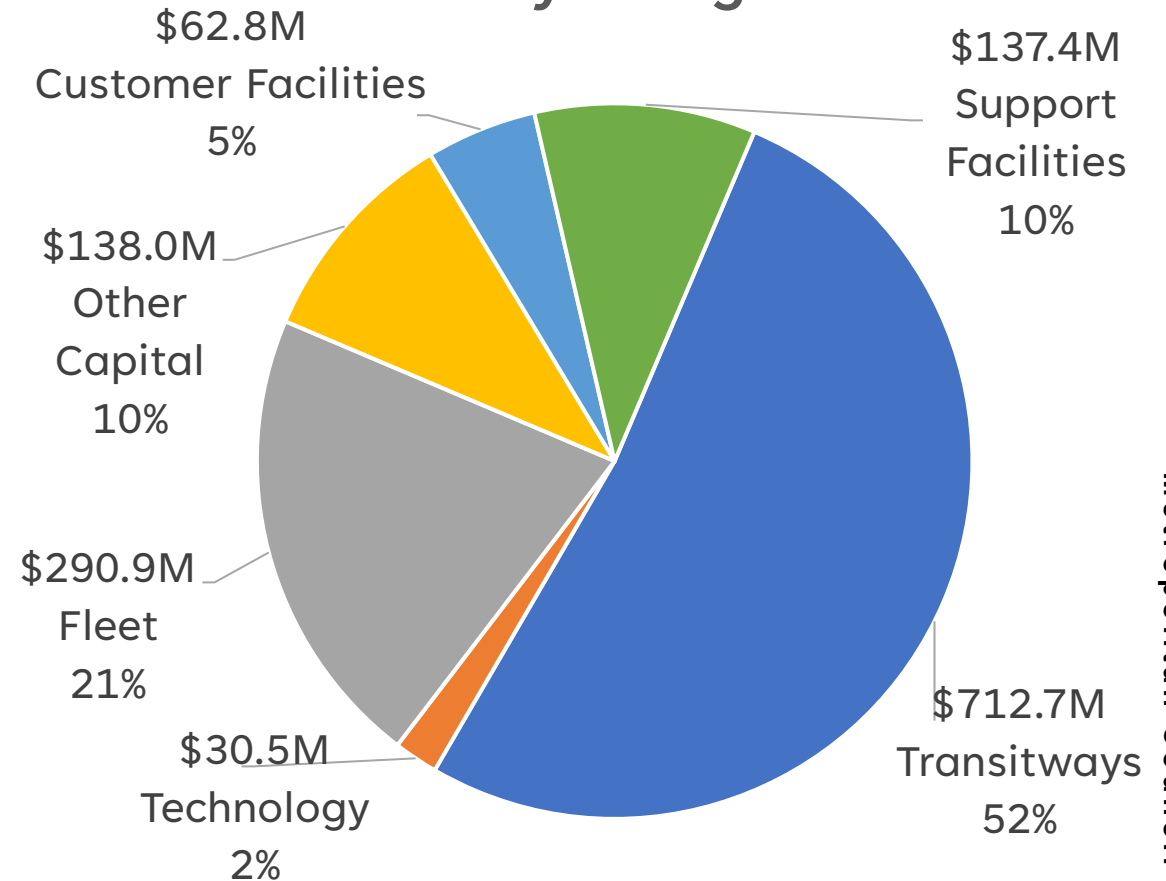
Total: \$1.372B

2026-2031 Authorized Capital Program (ACP): Cashflows

Uses by Objectives

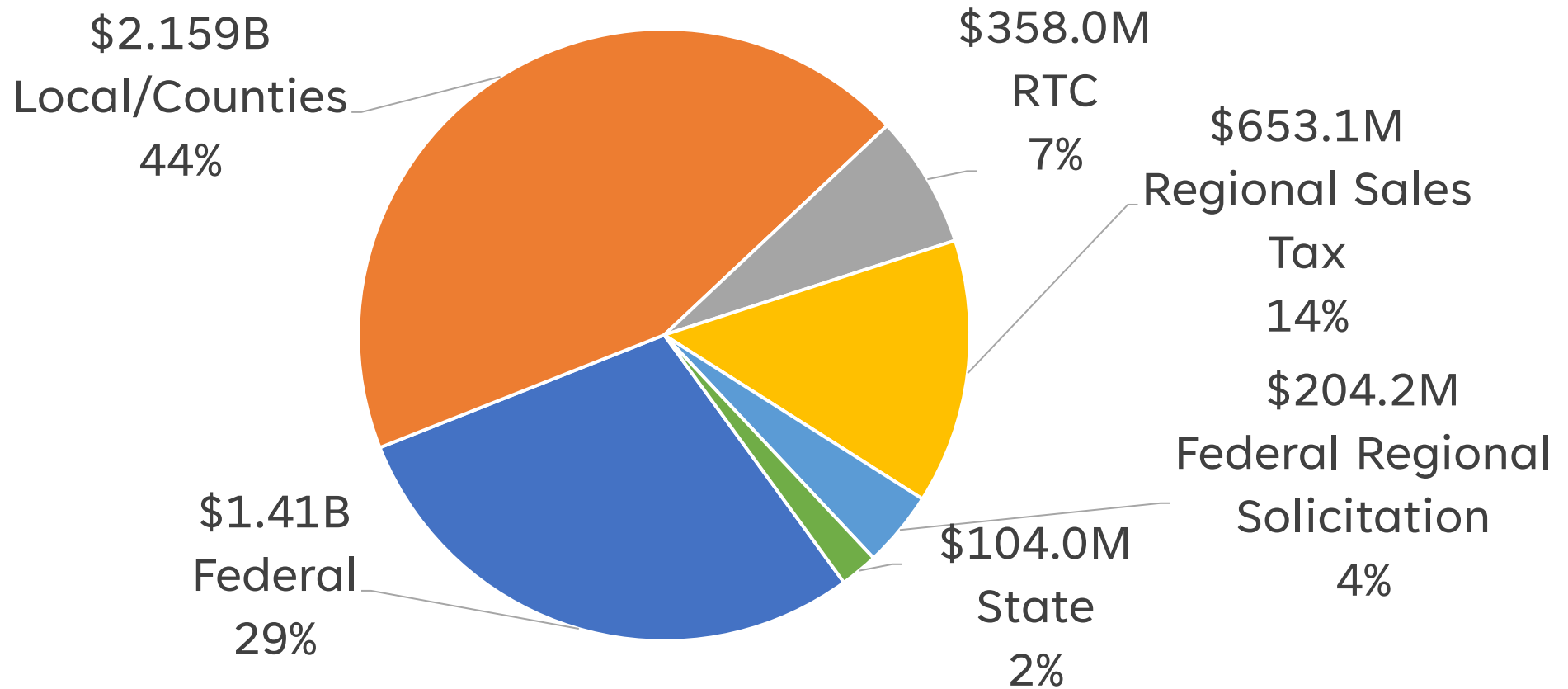


Uses by Categories



Total: \$1.372B

2026-2031 Capital Revenue Sources for Planned Capital Improvement Plan (CIP)

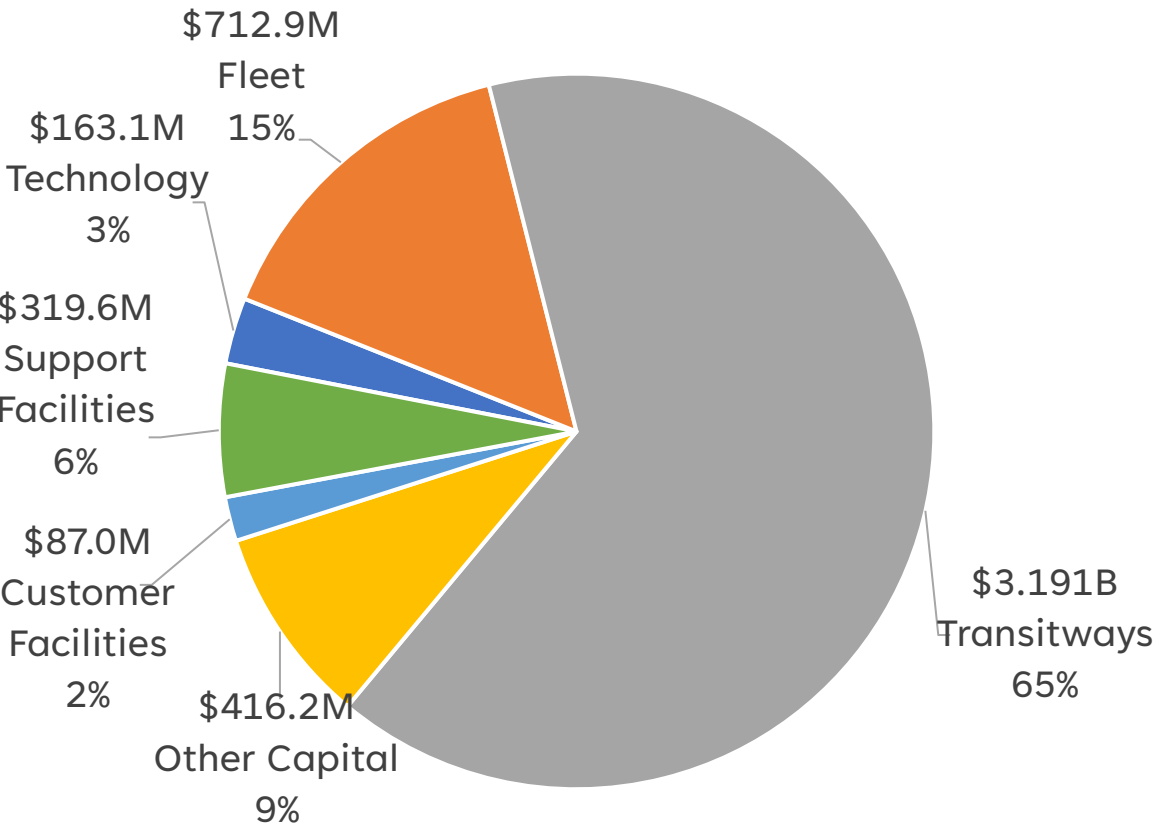


Total: \$4.889B

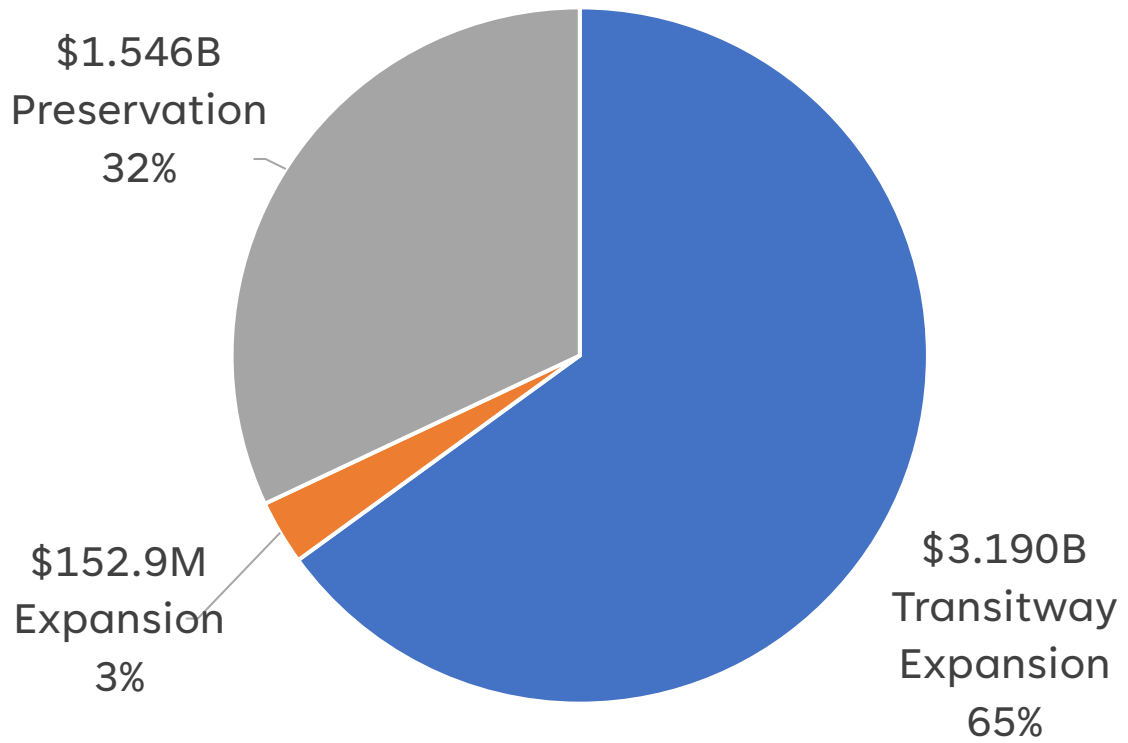
2026-2031 Planned Capital Program: CIP

Table 3

Uses by Categories



Uses by Objectives



Total: \$4.889B

Metropolitan Transportation Services – 2026 Capital Program Overview



Metropolitan Transportation Services



- Special Transportation Services
- Contracted Fixed Route
- Transit Link and Vanpool
- Suburban Transit Providers

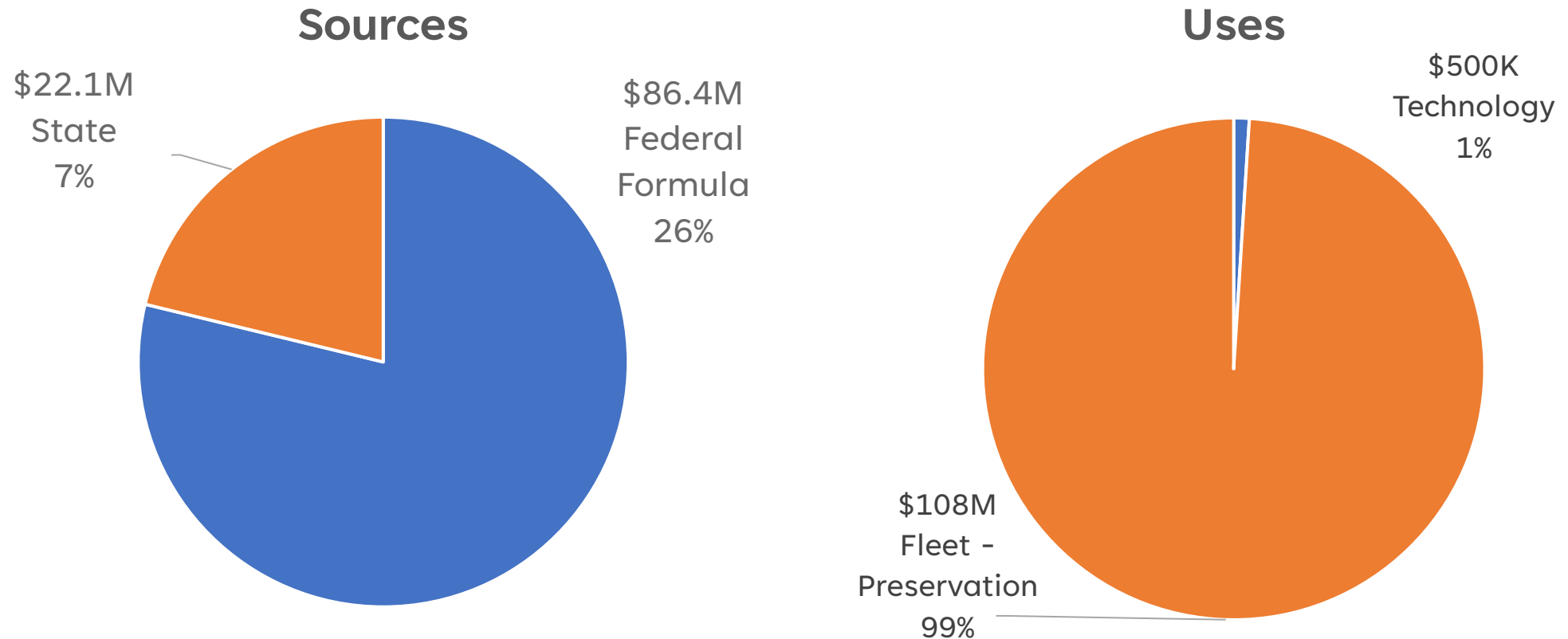
Special Transportation Services State Appropriations



Revenue Sources

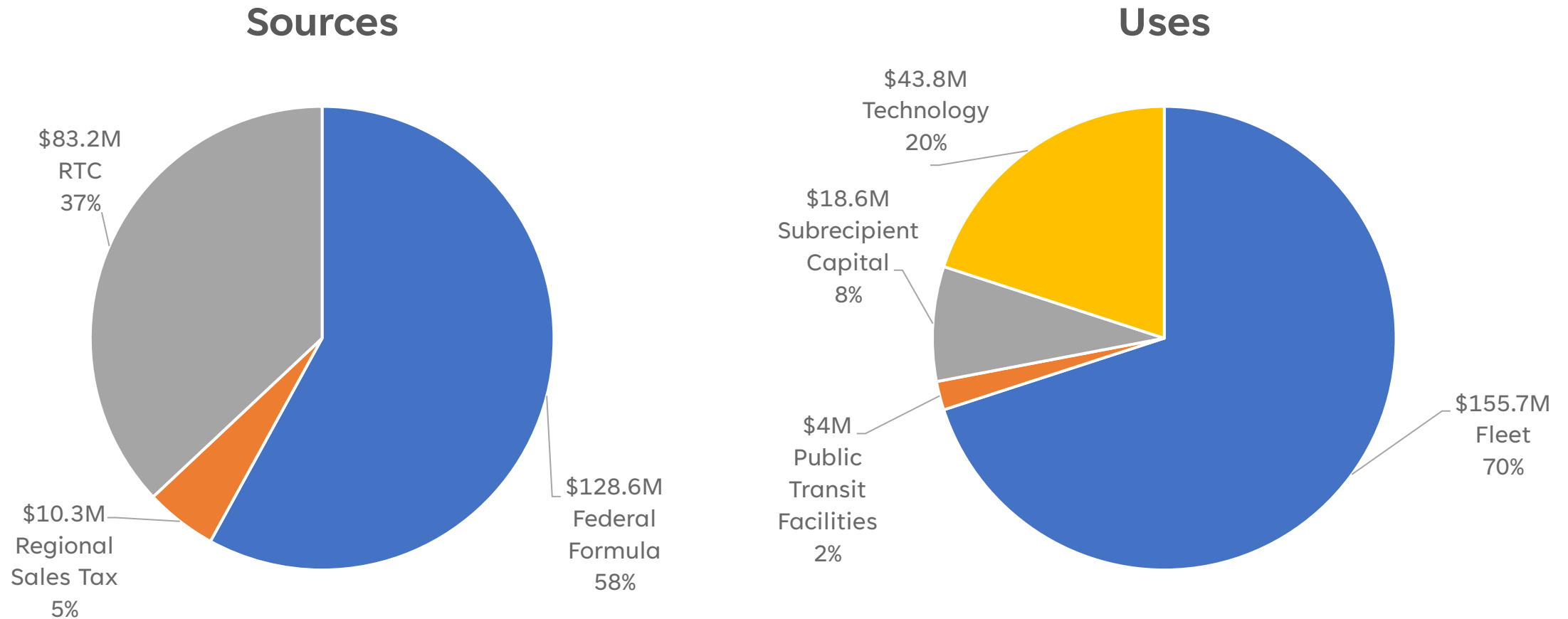
- Forecasted funding started state fiscal year 2026 (July 1, 2025)
 - ‘...maintain the general existing condition of the special transportation service bus fleet, including bus maintenance and replacement...’
- New forecasted funding is included in Council 2026-2031 CIP

2026-2031 Special Transportation Services



Total STS: \$108.5M

2026-2031 MTS Contracted Services: Fixed Route, Transit Link, Vanpool, Microtransit



Total Non-STS: \$222.1M

Suburban Transit Providers

Transit Funding Allocation Policy Changes

Prior CIPs included:

- STP replacement fleet
- STP expansion fleet
- STP facilities
- Shared capital for local match to federal competitive grants
- Replaced by increased allocations of federal and regional funds to STPs

Current CIP includes:

- 5307 formula earnings for Maple Grove, Plymouth, UMN (subrecipients)
- Equivalent funding moved to Operating budget for all STPs
 - Sales tax (new allocation)
 - Sales tax in lieu of RTC levy
 - Eligible for capital or operating uses by STPs
- Removed from 2026-2031 CIP:
 - Direct recipients from FTA
 - SWT and MVTA 5307 formula earnings

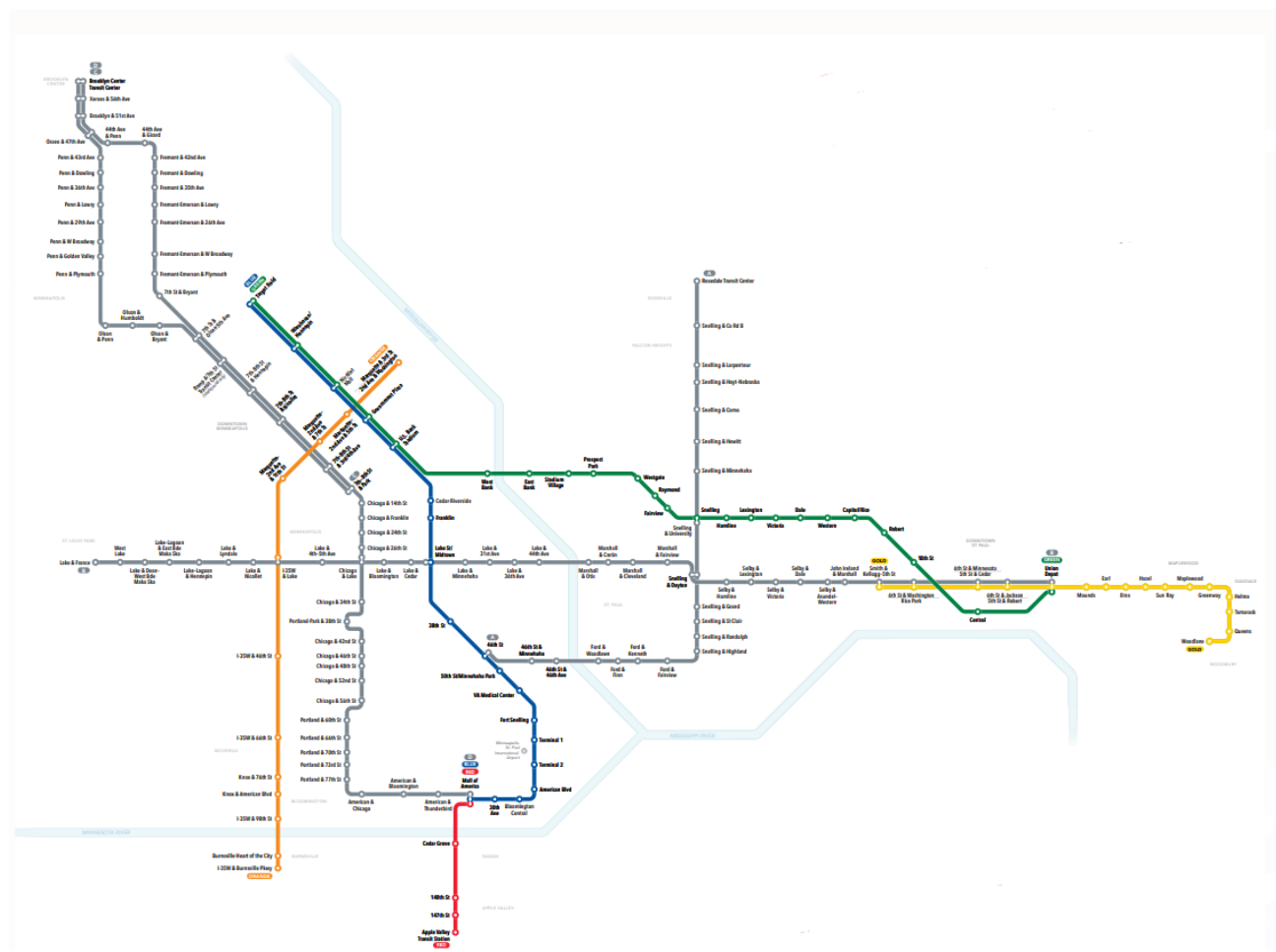




2026 Capital Program Overview | Metro Transit

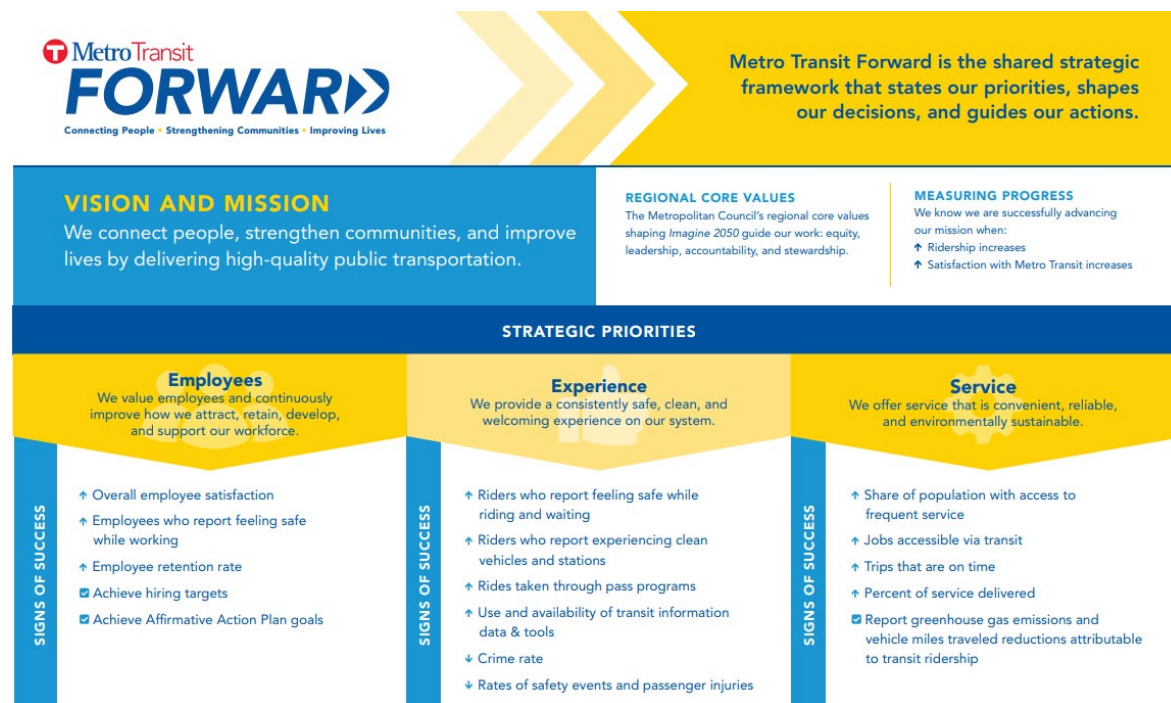
Metro Transit – System in a Snapshot

- Over 750 regular route and contract buses
- 114 light rail vehicles
- Over 1,100 customer shelters
- Over 16 support facilities
- 41 rail platforms
- 65 parking structures/surface lots



Metro Transit | 2026 – 2031 Capital Program Overview

- Budget development is driven by Metro Transit Forward, our strategic framework that is guided by three priorities, Employees, Experience, and Service.
- The 2026 – 2031 Capital Program focuses on:
 - Investing in our bus fleet
 - Maintaining our light rail system in a state of good repair
 - Repairing and expanding our support facilities
 - Investing in our public facilities and technology



Metro Transit Budget Highlights | 2026-2031 Preliminary Capital Budget



- Support facilities/vehicles, material management storage, North Loop Garage, non-revenue & facilities maintenance
- Roof and HVAC replacements, fire protection

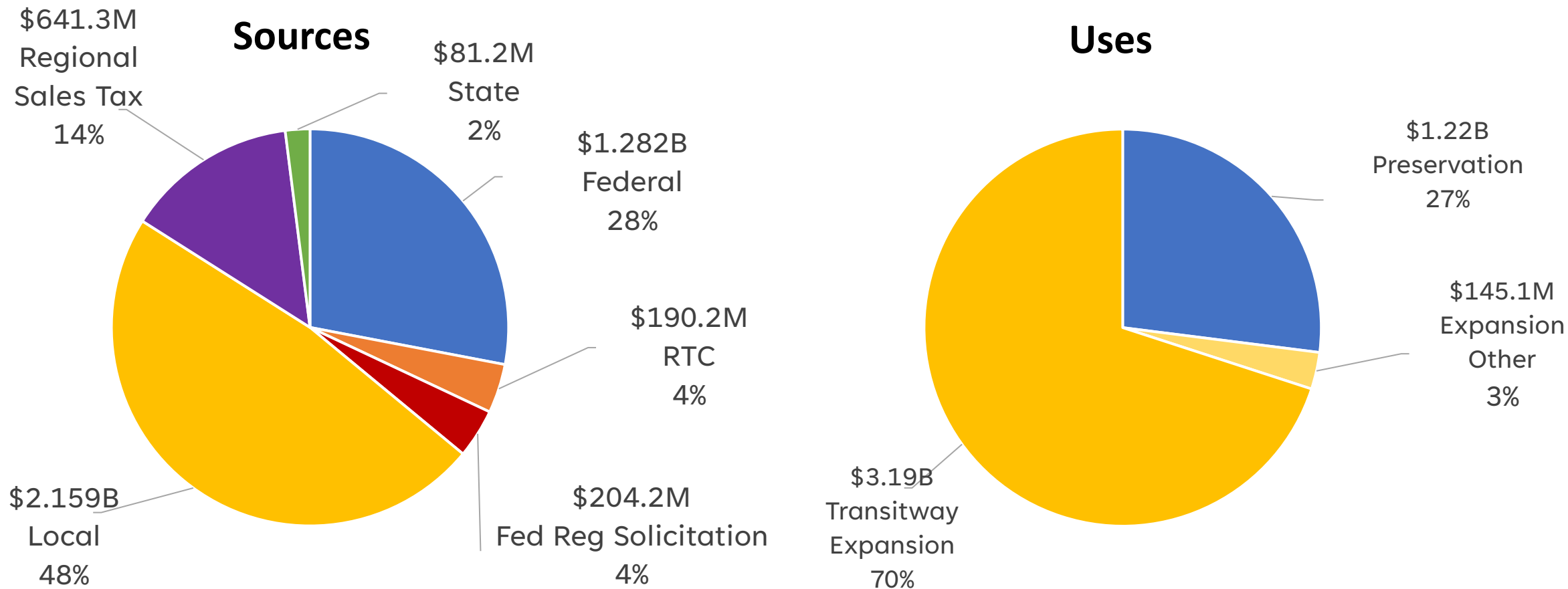


- Fare collection system upgrades, customer information systems, variable message signs, lighting, cameras, emergency call systems
- Customer station renovations (Lake St, 38th St, Uptown, Franklin, Columbia Heights, Sunray, 46th Street), mobility hubs, bus shelters



- Transitway investments, bus and rail overhaul programs, bridge maintenance program, bus and rail state of good repair investments

Metro Transit 2026-2031 Preliminary Capital Budget - Planned



Metro Transit Capital Budget: \$4.558B

Budget Drivers | Revenue Fleet

Revenue fleet: \$449.1M

- Fleet maintenance \$64M
- 224 replacement buses \$240.5M
- 66 additional buses as we continue to build back to pre-COVID-19 service levels \$67.9M
- Electric buses \$76.7M (follows Zero Emissions Bus Transition Plan)
 - 18 in 2026, in-service 2028
 - 17 in 2027, in-service 2029
 - 8 in 2029, in-service 2031



Budget Drivers | Light Rail State of Good Repair

Light Rail State of Good Repair: \$362.4M

- Signals & track improvements to replace obsolete signal equipment and worn rail on Green Line \$130M
- Replacement of obsolete rail and rail signal processors from 35W junction to Warehouse Interlocking \$90M
- Renew the Blue program:
 - LVT block and rail replacement in the Lindberg Tunnel \$34M
 - Replace worn and corroded embedded rail on Blue Line \$32M
 - Replacement of deteriorated track and signal components from Terminal 2 to Cedar-Riverside Stations \$13M
 - Replace the DC Breakers and Control Relays in the Blue Line Substations \$10.5M
- Bridge Maintenance Program \$12M
- Other Blue and Green Line LRT \$40.9M



Budget Drivers | Support Facilities Repair & Growth

Support Facilities: \$315.6M

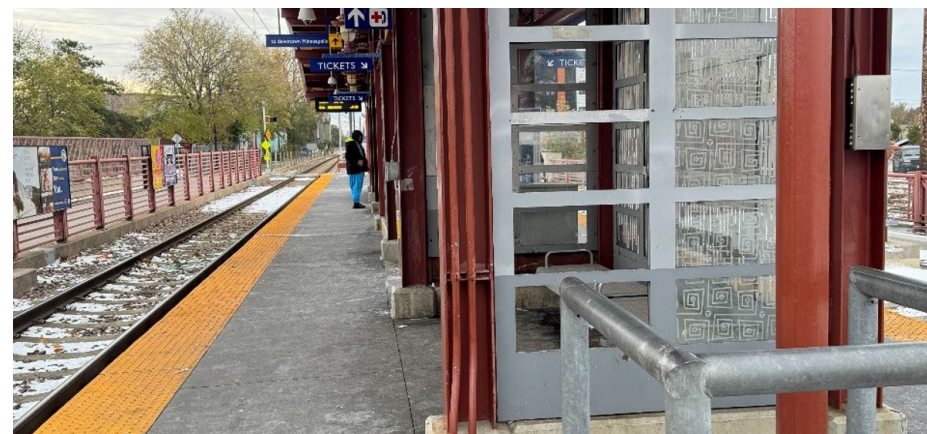
- Roof replacements to keep roof systems in a state of good repair \$48M
- Non-revenue shop for more space to prepare for LRT extensions \$43.9M
- Electric bus infrastructure to prepare our facilities for electrification \$41M
- HVAC replacements for HVAC equipment reaching end of life \$36M
- Other critical support facilities needs \$146.7M



Budget Drivers | Technology & Public Facilities

Technology & Public Facilities: \$205.7M

- Renovation to the Franklin LRT Station to allow for better pedestrian connections and ADA improvements \$20.8M
- Transit info system software \$10.8M
- Bus shelter improvements \$8.9M
- Platform refurbishments and LRT ADA safety improvements \$7.9M
- 46th Street Renovation: crime prevention, new shelter layouts \$5M



2026 – 2031 Transit Capital Program

Kristin Prescott

Finance Director,
Metro Transit

Heather Giesel

Finance Director,
Metropolitan
Transportation
Services

