METROPOLITAN COUNCIL

TRANSPORTATION POLICY PLAN

Committee of the Whole

August 2, 2017

Proposed Timeline

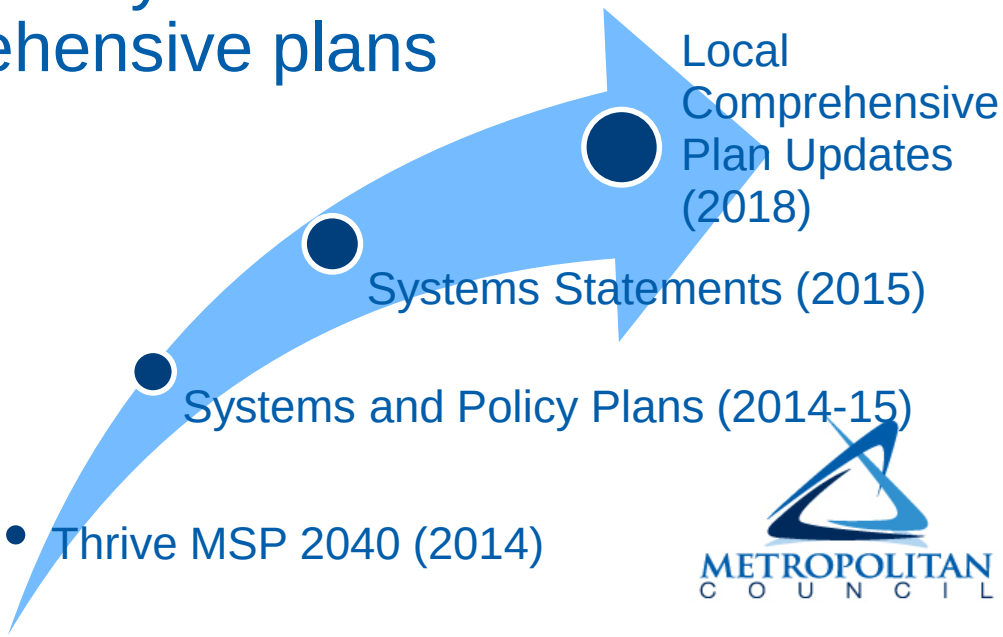
Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Bring draft changes and recommendations through committees
January 11, 2018	Draft to TAC-Planning
February 7 and 21, 2018	Draft to TAC and TAB
March 12 and 28, 2018	Draft to Transportation Committee and Council to release for public comment
April 23, 2018	Public hearing at Transportation Committee
May 14, 2018	Public comment period closes
June 20, 2018	Info item at TAB: public comment
June TBD, 2018	Committee of the Whole: public comment
July 9 and 25, 2018	Final *2040 TPP Update* to TC and Council for adoption

What is the TPP?

- Long-range transportation plan for the Twin Cities region
- Part of the federal 3C planning process – cooperative, continuous, comprehensive
- Required under state as well as federal law
- Prepared by Met Council in coordination with
  - Transportation Advisory Board
  - Minnesota Department of Transportation
  - Metropolitan Airports Commission
- Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation

Regional and Local Planning Relationship

- Regional Development Framework, Thrive MSP 2040, creates a vision for the orderly and economic development of the seven-county region
- Policy plans, including transportation and aviation, provide policy direction for community comprehensive plans
- Local comprehensive plans, updated every 10 years, must recognize regional systems and planned investments



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Regional Planning Framework

Thrive MSP 2040

- Outcomes: Stewardship, Prosperity, Equity, Livability, Sustainability
- Principles
- Land Use Policies and Demographic Forecasts

Transportation Policy Plan

- Goals and Objectives
- Performance Measures and Targets
- Strategies

Highway Investment Direction

- MnDOT Plans and Investments
- Regional Highway System

Transit Investment Direction

- Bus and Support System
- Transitway and CTIB Investments

Bike and Ped Investment Direction

- Regional Bicycle Transportation Network

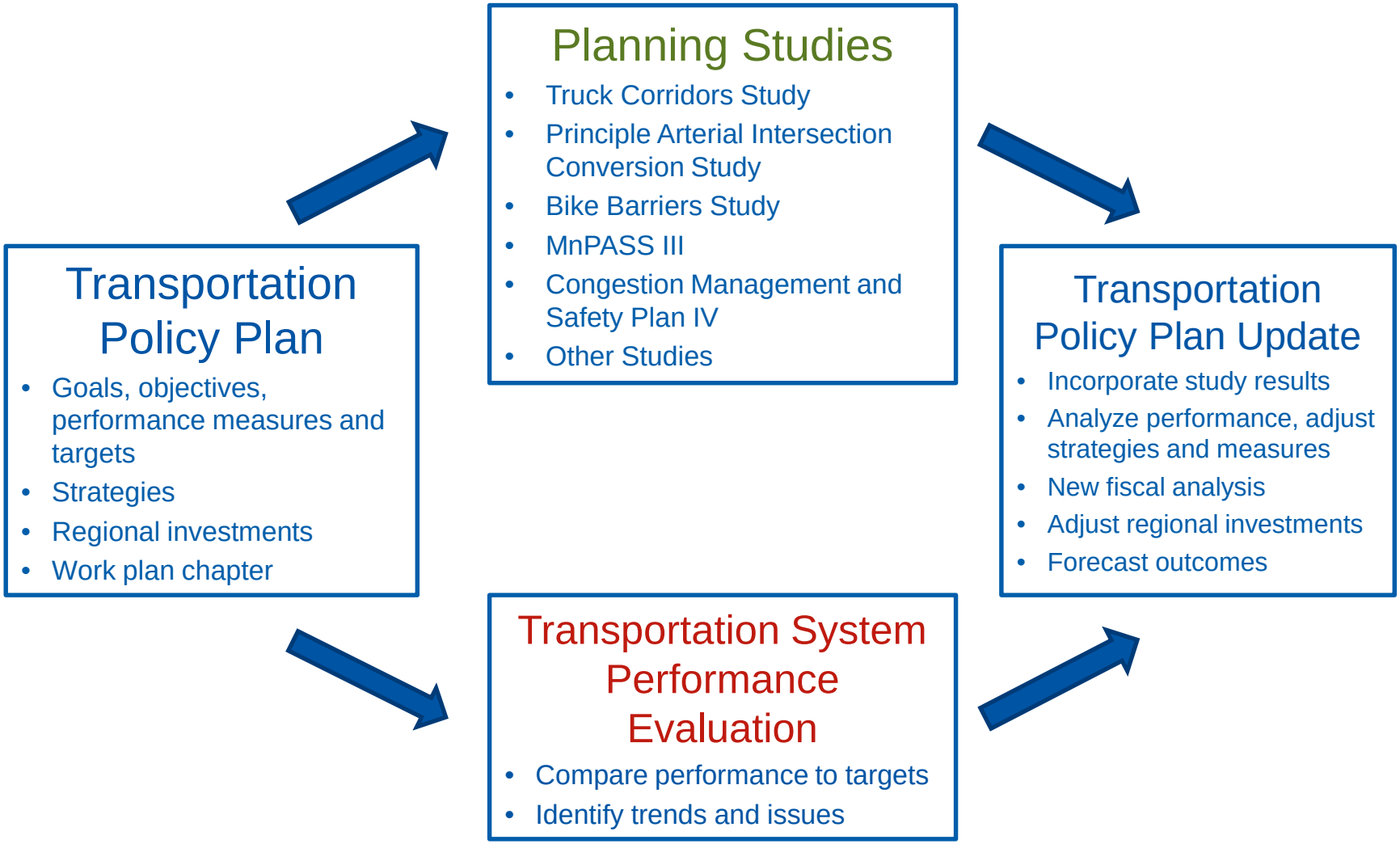
Freight Investment Direction

- Regional Truck Corridors

Regional Solicitation

- Investment Categories
- Evaluation Criteria and Measures

Planning Work and the TPP



Expected Changes

- Updated fiscal projections for highways and transit
  - Statewide highway plan (MnSHIP)
  - Regional highway spending study
  - Transit funding and Counties Transit Improvement Board changes
- Incorporate study results
  - Congestion Management and Safety Plan IV
  - MnPASS III
  - Principle Arterial Intersection Conversion Study
  - Truck Highway Corridors Study
  - Bicycle Barriers Study
  - Gold Line locally preferred alternative (LPA)
- Respond to Transportation Management Area Certification Review comments
  - Improve the congestion management process

Expected Changes (cont.)

- Incorporate performance measures
- Technical modal chapters changes redlined from existing
- Overview Chapter (Part 1)
  - Reformat and shorten
  - Highlight trends and topics:
    - Regional travel patterns
    - Automated/Connected Vehicles
    - Shared Mobility
    - Rebuilding urban corridors/Re-Thinking I-94

Stakeholder Involvement

- Utilize existing TAC and TAB committee structure
- Engage stakeholders
- Engage the public
- Council Strategic Management Team

Long-term Regional Investment

- Anticipated revenues: $84 billion total 2015-2040
  - Local transportation: $42 billion
  - State highways: $11 billion
  - Transit: $31 billion

Includes both capital AND operating funding

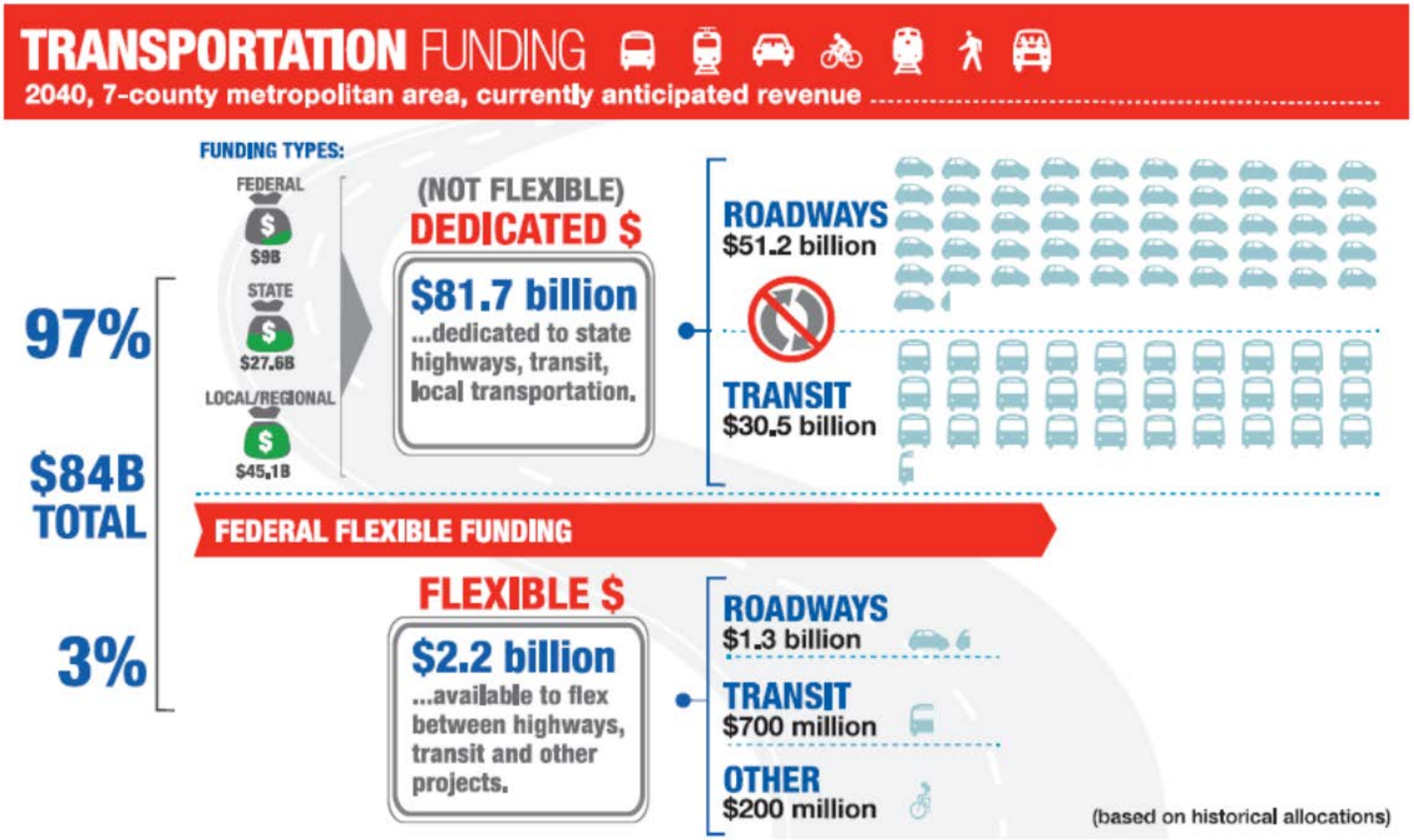
Long-term Regional Investment

- Increased Revenue Scenario
  - Potential for more revenue than anticipated
  - $8-10 billion more for state highways
  - $7-9 billion more for transit

Includes both capital AND operating funding

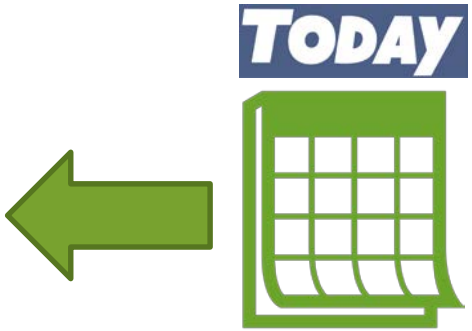
Funding Inflexibility across Systems

Figure 5: Dedicated and Flexible Transporation Funding, 2015-2040



Today's Topics

- Where are we now, what are the current issues?



- Where do we want to go?
- How will we get there?

- What are the changes expected in this plan update?

What Feedback are We Looking for Today?

- Messages that are important to highlight in TPP Overview (“tell a good story”)
- Important messages that you think are missing (“story isn’t there yet”)
- Your ideas on potential changes to the TPP that are not covered here (“change the story”)

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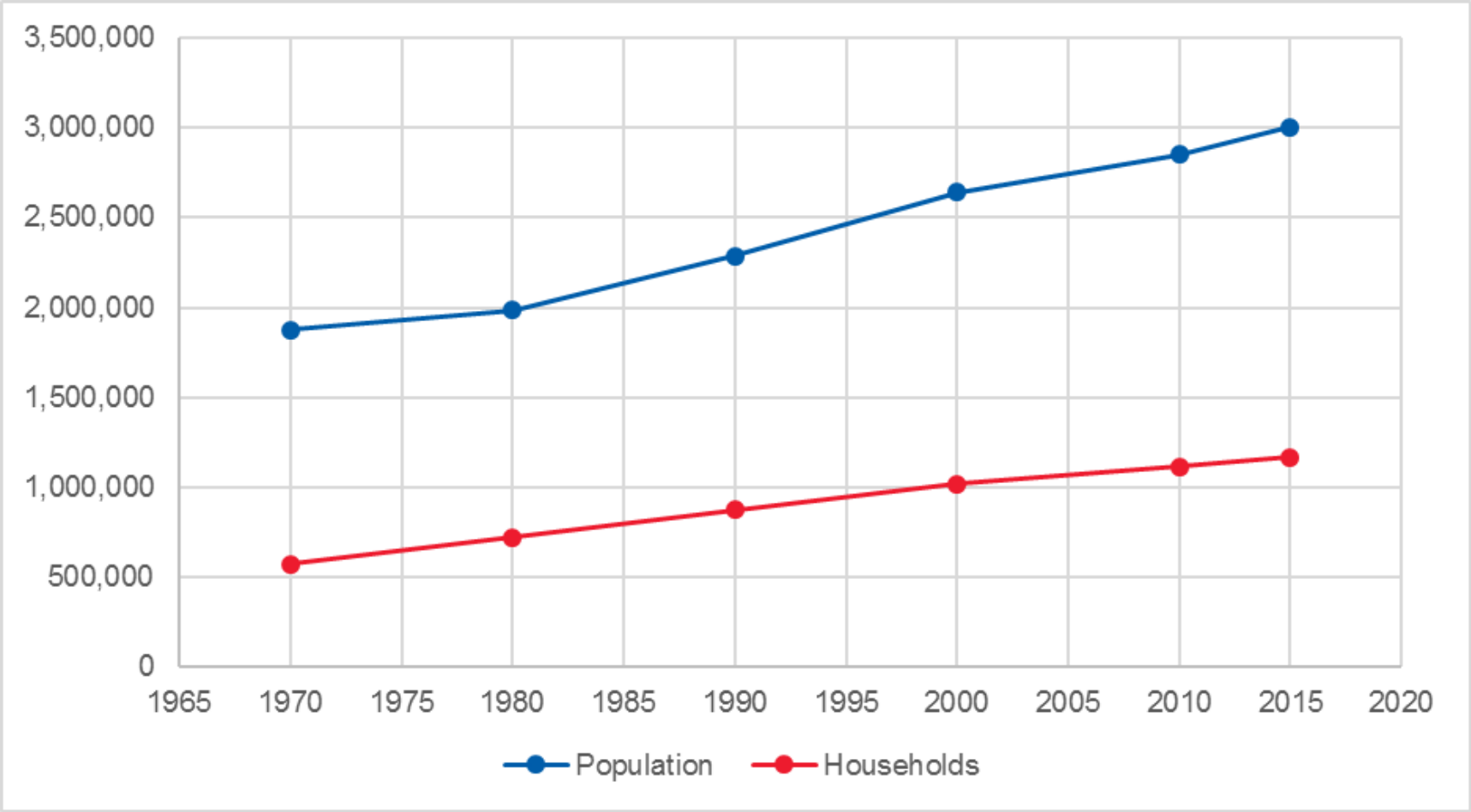
Where are We Now?

Demographics and Travel

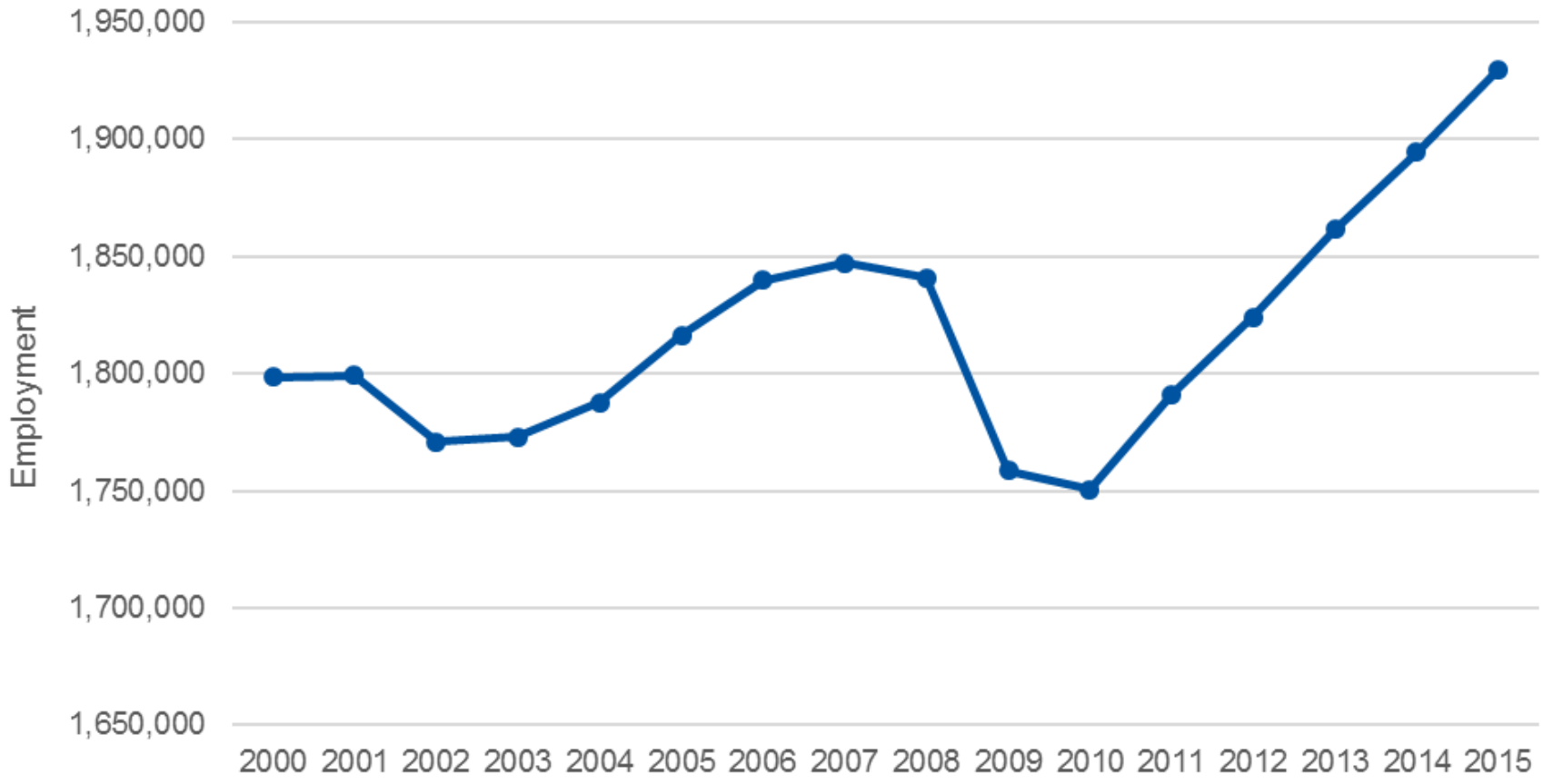
Where are We Now?

Demographics: Population & Households



Where are We Now?

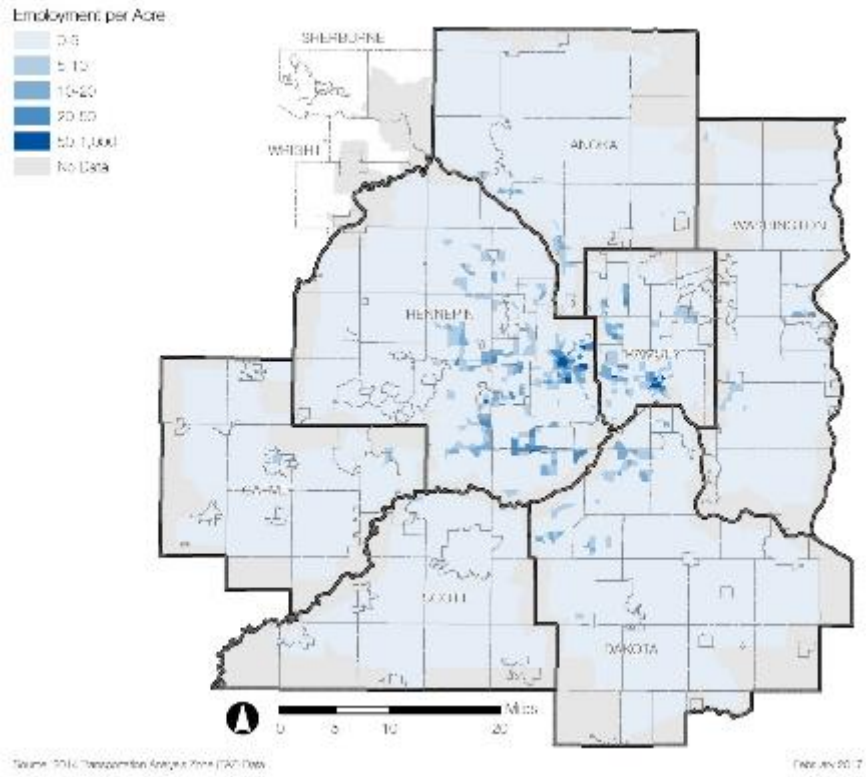
Demographics: Jobs

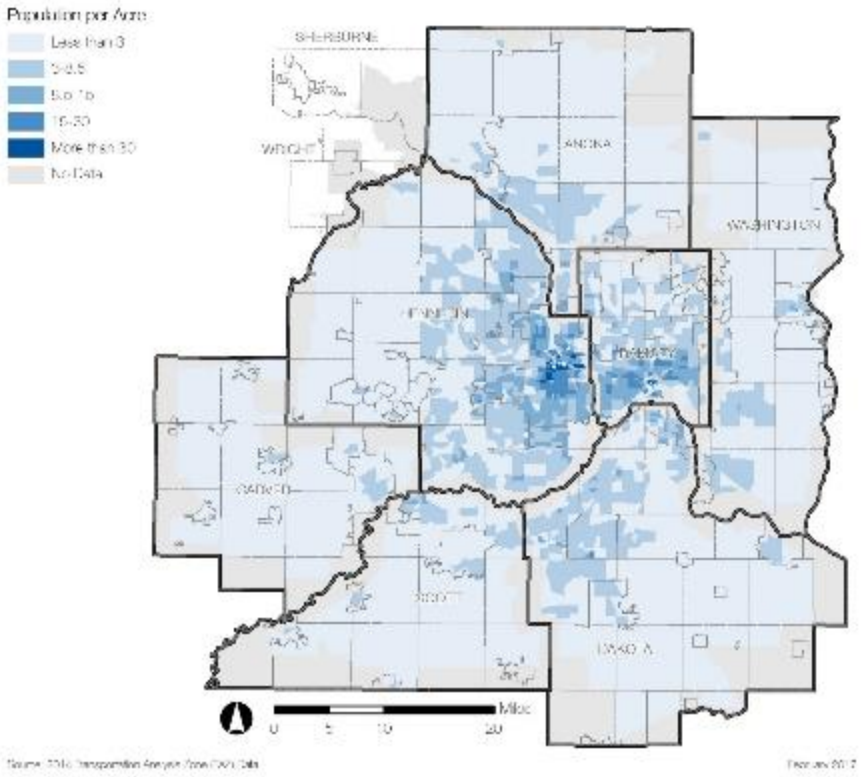


Source: Bureau of Labor Statistics Non-Farm Employment, Seasonally Adjusted

Where are We Now?

Demographics: Jobs & Pop. Location



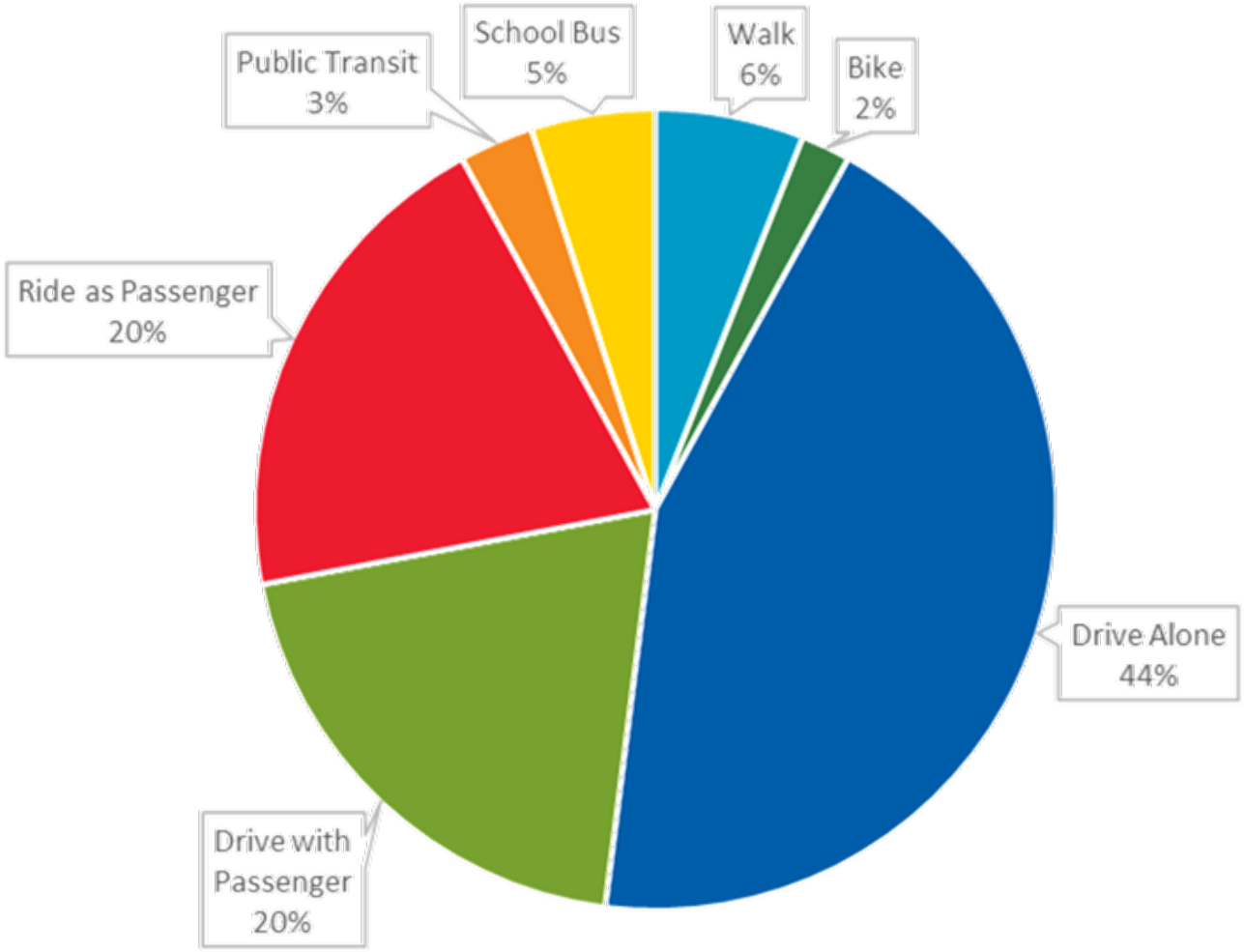


- Employment / Acre

Population/Acre

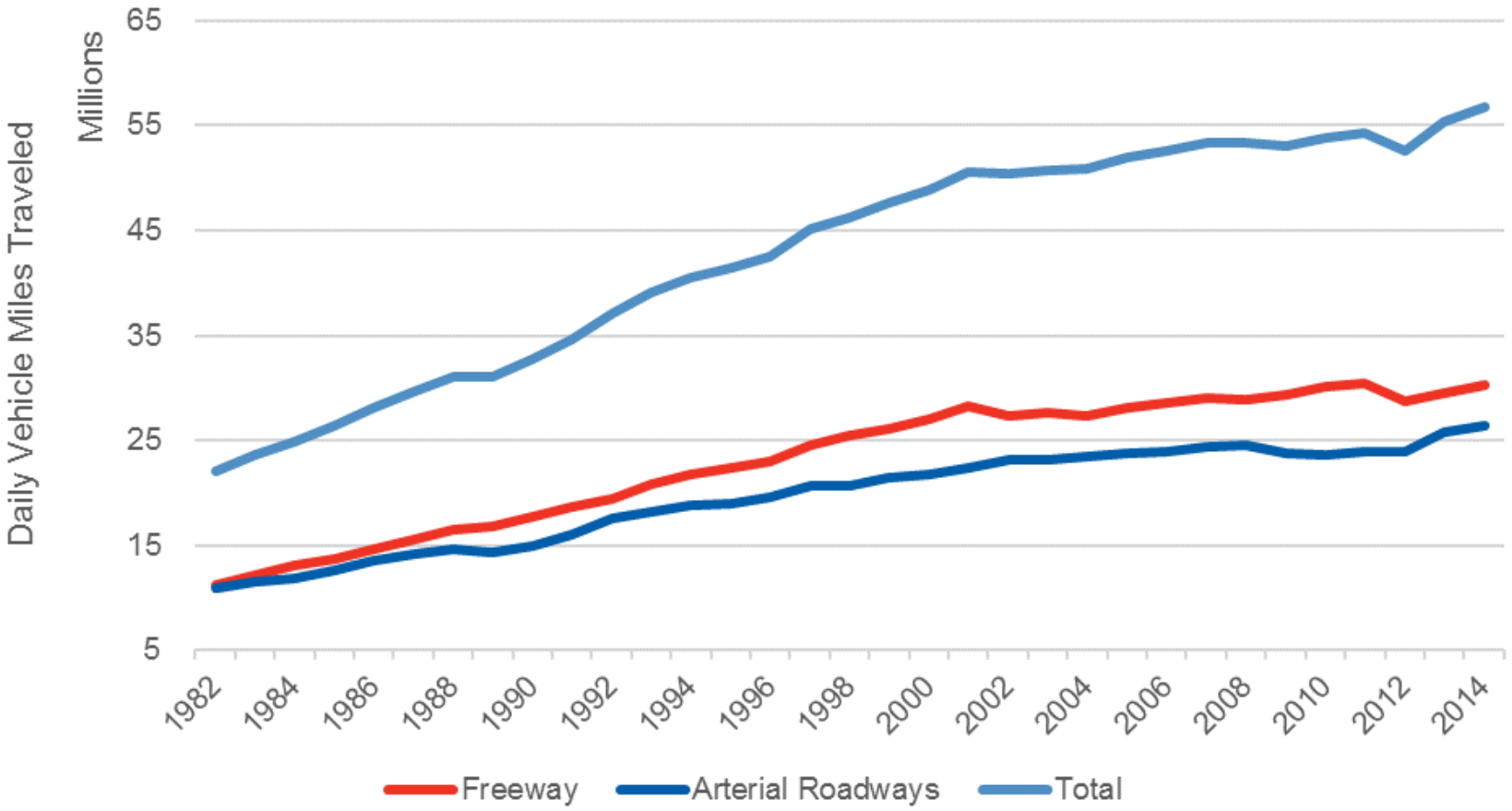
Where are We Now?

Travel: Mode Use



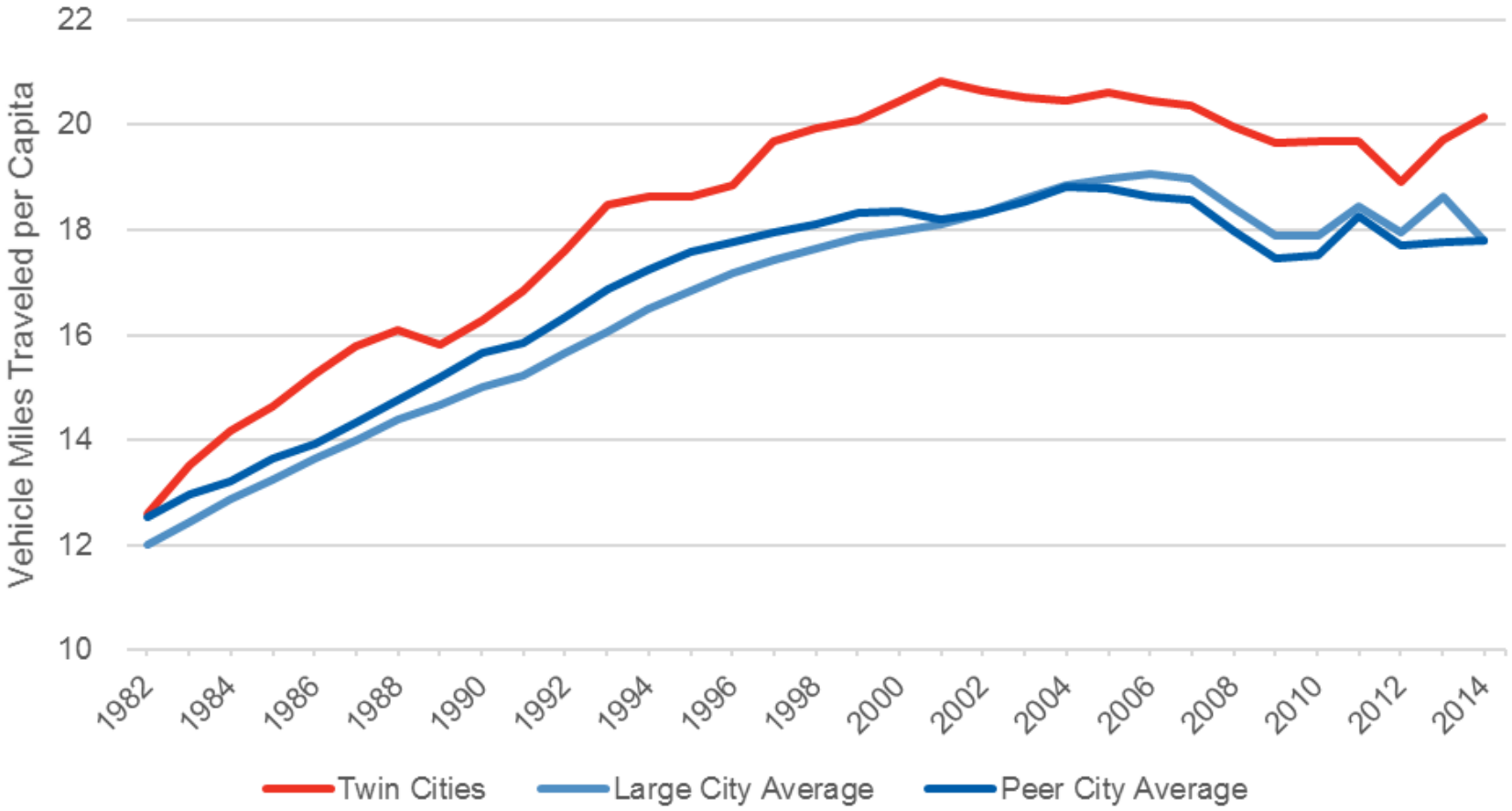
Where are We Now?

Vehicle Miles Traveled (VMT)



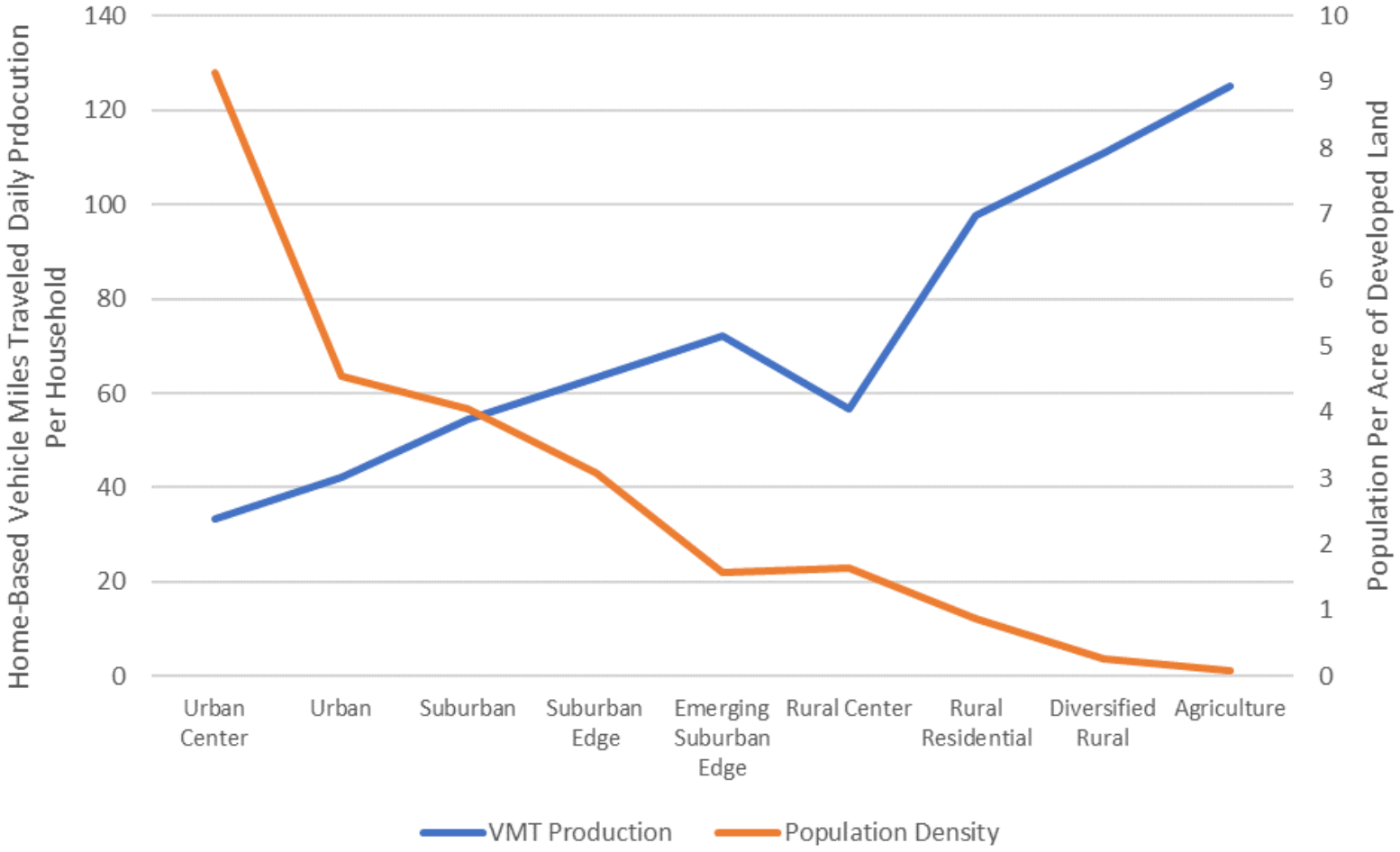
Where are We Now?

VMT per Capita



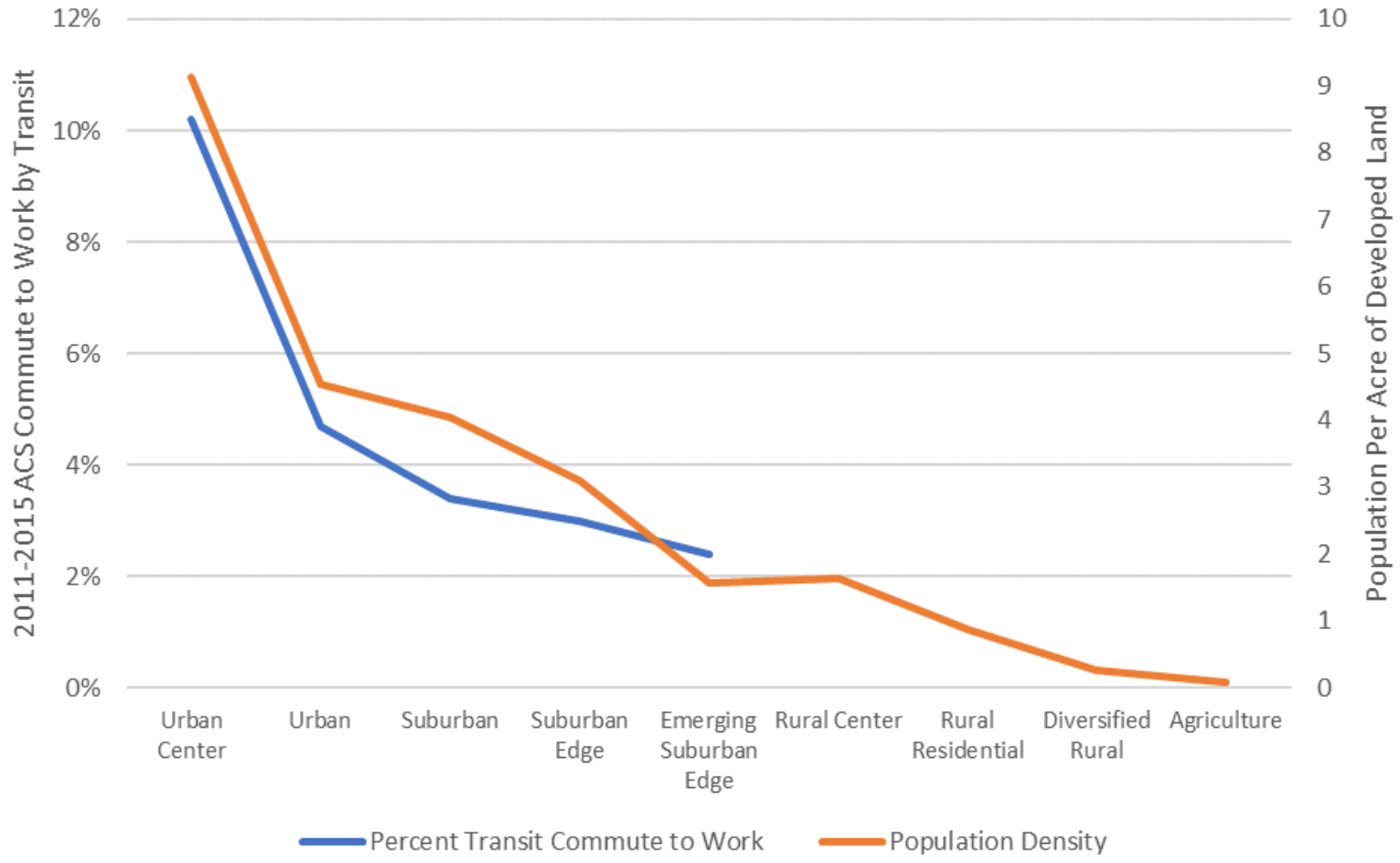
Where are We Now?

Travel and Density



Where are We Now?

Travel and Density



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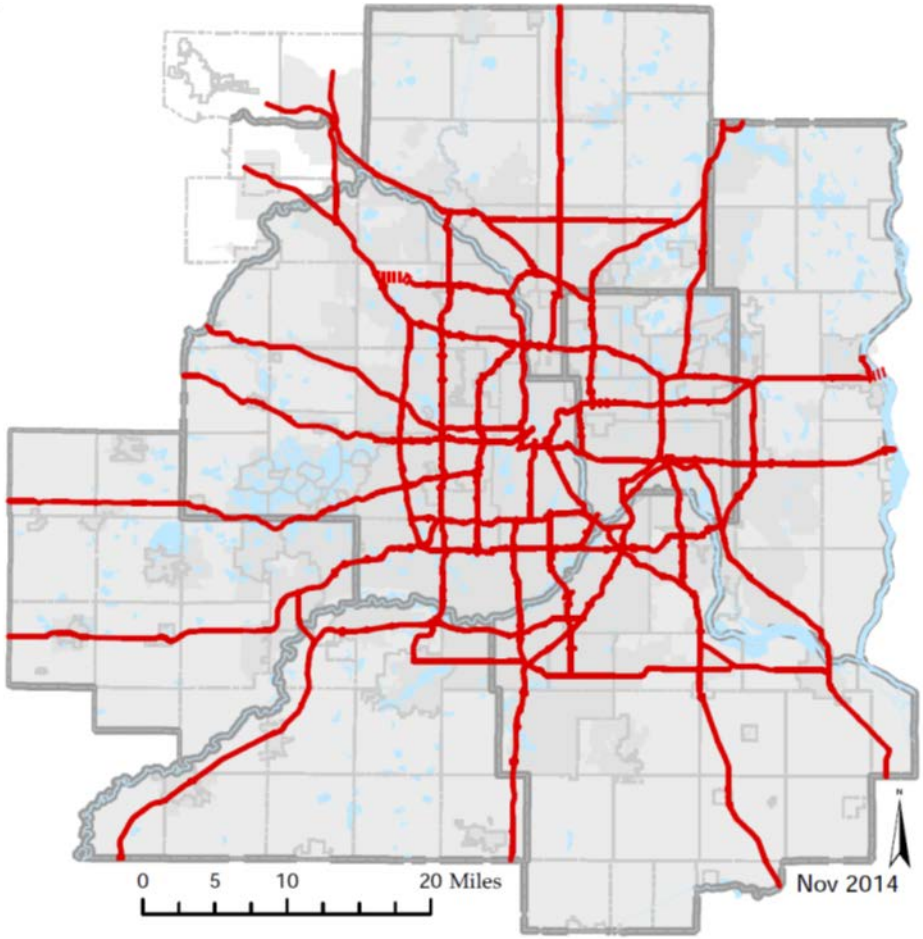
Where are We Now?

The Highway Story

Where are We Now?

Principal Arterial System



Where are We Now?

A Large, Aging Highway System

- The region has a mature principal arterial system
  - All planned roadways have been completed (Highway 610 last major link)
  - Extensive and valuable asset (700 miles)
- High level of investment need on the principal arterials
  - Investments to operate, maintain and rebuild the aging system are mandatory (stewards of the system)
  - Increase in use will continue with regional population growth and economic activity
  - Principal arterial system expansion will be limited

Investment Direction History

1989 TPP

- Recognition that traditional expansion to address congestion is unaffordable
- Region's highest priority should be to maintain the existing system
- Aggressively manage the system to ensure it functions as the carrier of the longest trips
- Focus on people-carrying capacity improvements - important that MnDOT build HOV lanes instead of general purpose lanes

Investment Direction History

1995/96 TPP

- Prepared early to meet new federal law (ISTEA) required plan elements
- $2B in planned highway investments removed to meet fiscal constraint requirement
- Demand is growing faster than available funds
- The region cannot build its way out of congestion
- Principal arterial system investment priorities are:
  - Preservation
  - Management
  - Improvement and replacement
  - Expansion

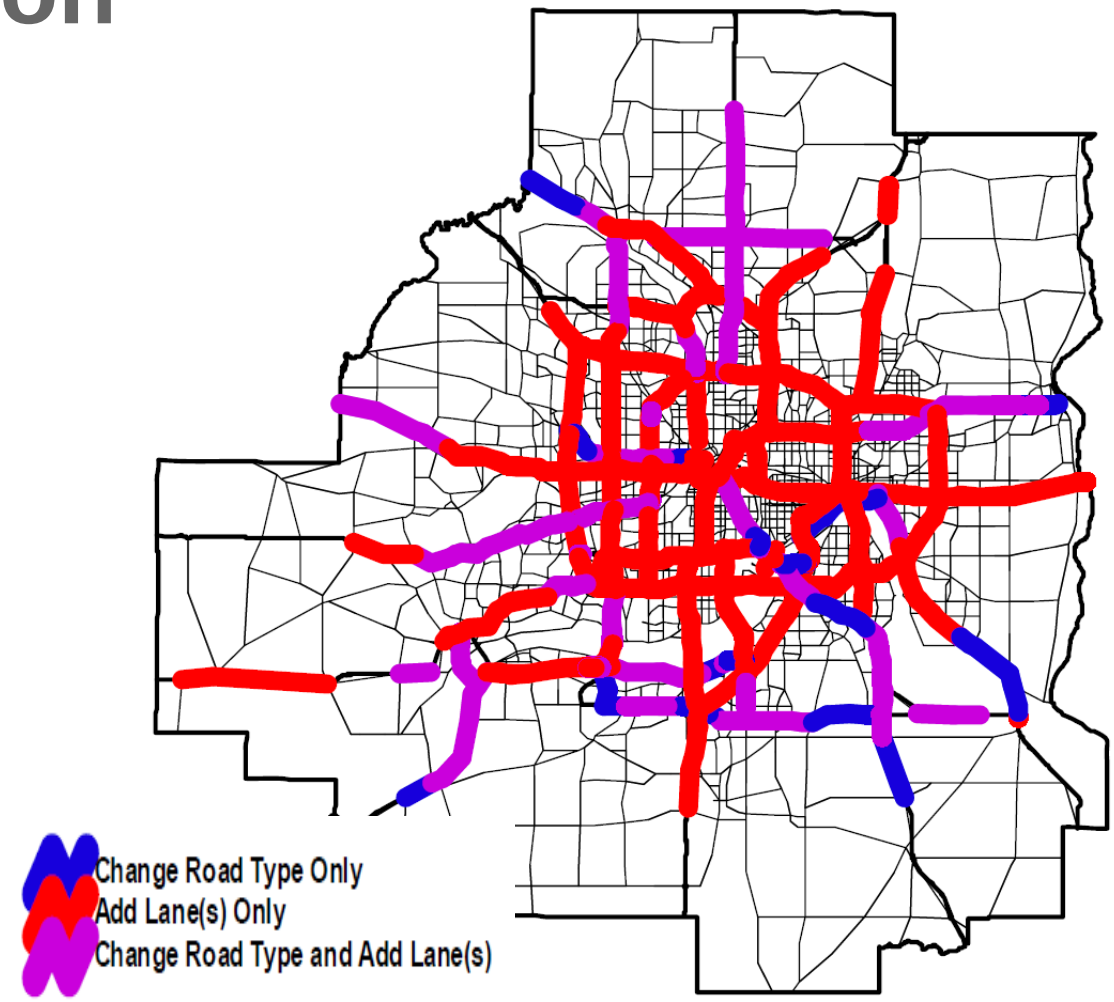
Investment Direction History

2008 Principal Arterial Study/2009 Metropolitan Highway Investment Study

- To largely eliminate congestion would cost > $40 billion while revenues estimated at $6 B
- Equivalent to $2.30 per gallon gas tax increase
- Virtually every principal arterials converted to a freeway and/or widened by 2, 4, or 6 lanes
- Conclusions:
  - Public is unwilling to fund this strategy
  - Impacts to communities and the natural environment would be unacceptable
  - Would encourage more travel and low-density development

Principal Arterial Improvements to "Fix" Congestion

- Convert to freeway
- Add 2, 4 or 6 lanes



Investment Direction History

2009 TPP

- 12 major expansion projects called for in 2004 plan could not be funded with existing revenues
- Investment options:

  1: Build one major expansion project every five years and leave the rest of the system's congestion problems unaddressed

  2: Address a large number of problem areas region-wide by relying on system management, innovation, lower-cost/high-benefit solutions, and strategic capacity expansions where needed
- 2010 TPP Update removed $2.9 B in unaffordable major expansion projects (to be reassessed)

2009 TPP Projects to Reassess

12 Projects to Reassess ($2.9 B)	Accomplished Since 2009
I-494 / US 169 Interchange Reconstruction	2012 Largely Accomplished, 2 Movements Delayed
I-35E, I-94 to TH 36 – Add 4th Lane	2015 Fully Accomplished, MnPASS
I-494, TH 55 to I-94 – Add 3rd Lane	2016 Fully Accomplished
TH 100, 36th St to Cedar Lake Rd – Add 3rd Lane	2016 Largely Accomplished, Reduced Scope
TH 610, CR 130 to I-94 – 4-Lane Freeway & I-94 Interchange	2017 Largely Accomplished, Reduced Scope
I-694, I-35W to W Jct I-35E – Add 3rd Lane	Largely Accomplished, 2013 US 10 Interchange, 2017 3rd Lane Project, Reduced Scope
I-35W, 46th St to I-94 – Add HOV Lane & Lake St Interchange	Largely Accomplished, 2009 UPA & Currently Under Construction, Reduced Scope
I-494, TH 77 to TH 100 – 1997 EIS	2013 Auxiliary Lane I-35W through France Av
TH 252, 73rd Ave to TH 610 – 4-Lane Freeway	66th St Interchange Funding, Hennepin County Corridor Study Underway
TH 36, I-35W to I-35E – Add 3rd Lane	Eastbound Tier II MnPASS, Corridor Under Study
I-694 E Jct I-35E to TH 36 – Add 3rd Lane	
I-35E, TH 110 to TH 5 – Add 3rd Lane	

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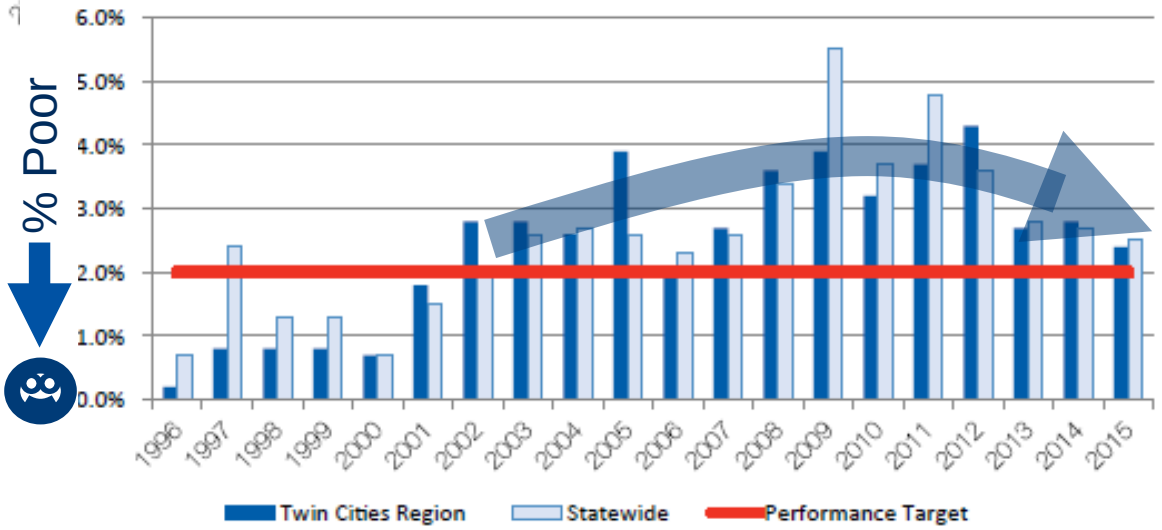
Where are We Now?

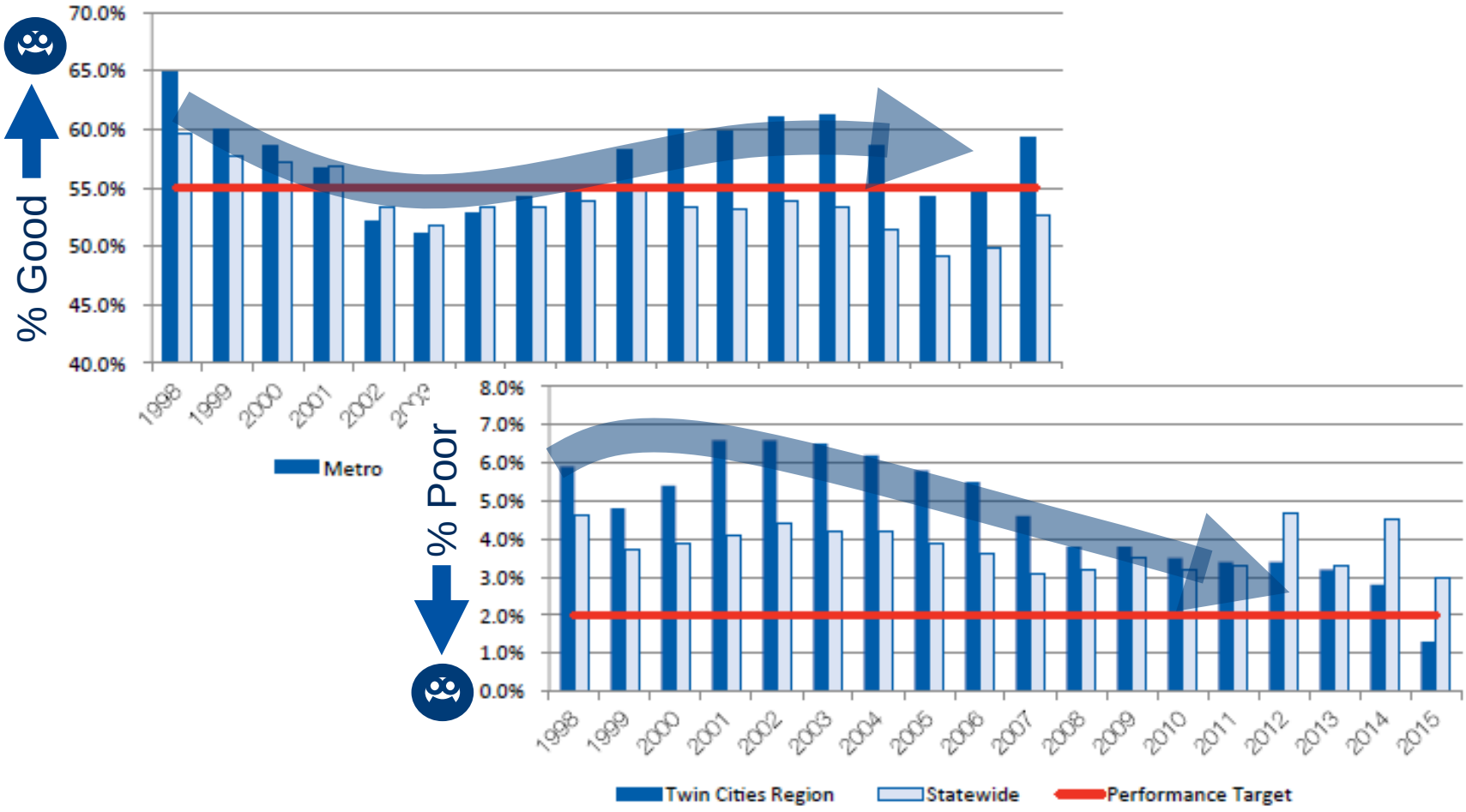
Existing Highway System Performance and Issues

Highways: Pavement Condition

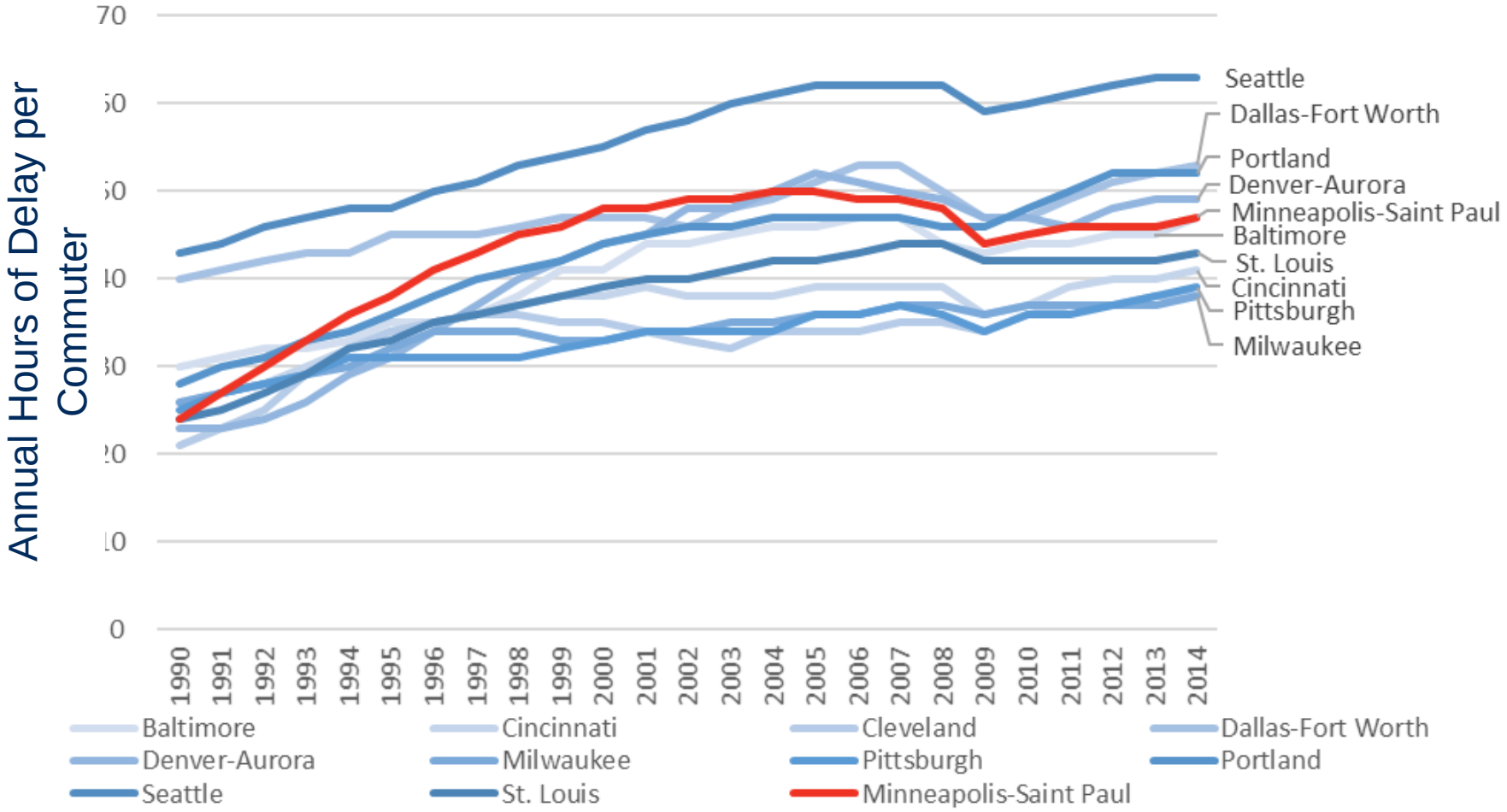
(Principal Arterials)



Highway System: Bridges
(Principal Arterials)

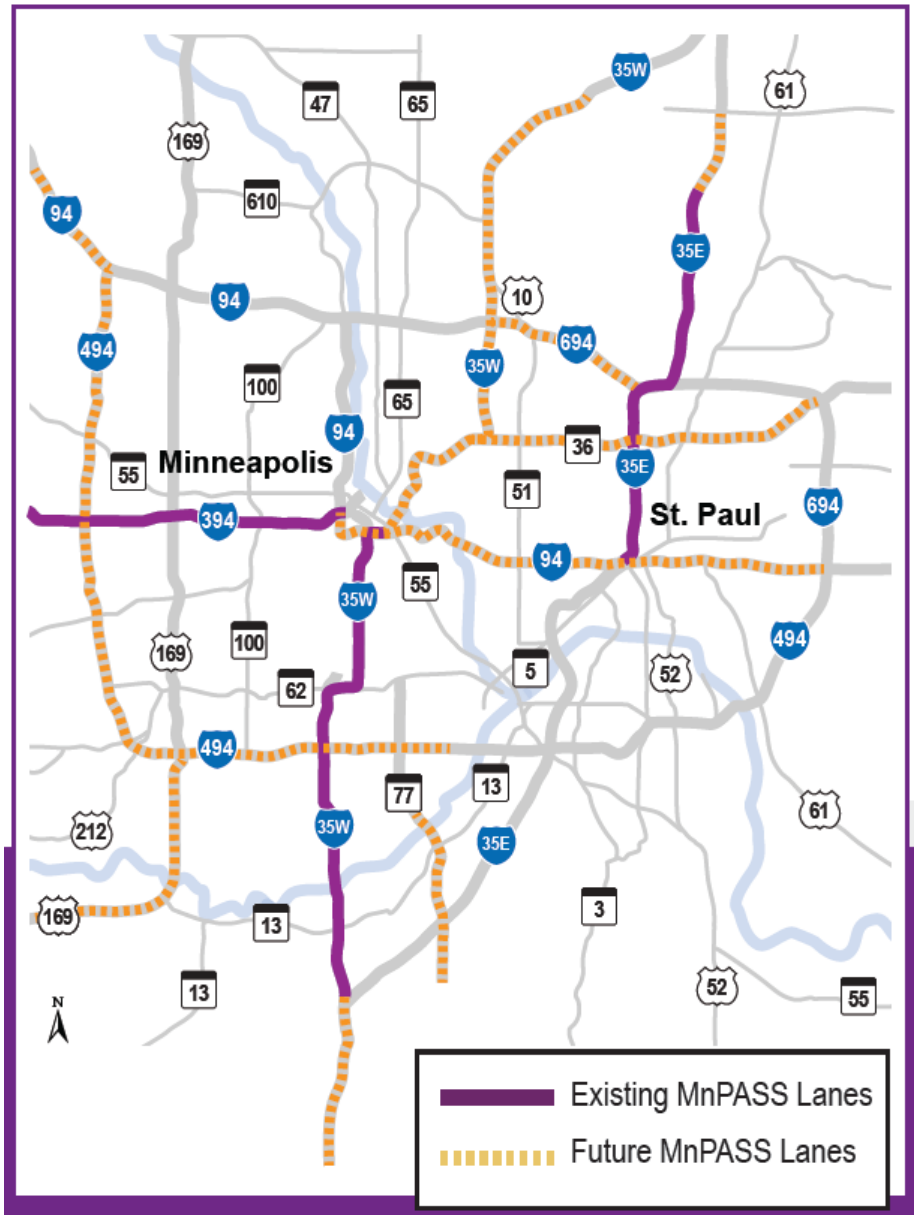


Highways: Annual Delay



Existing MnPASS

- I-394 (2005)
- I-35W South (2009/2010)
- I-35E
  - To Little Canada Road (2015)
  - To CR J/CR 96 (2016)

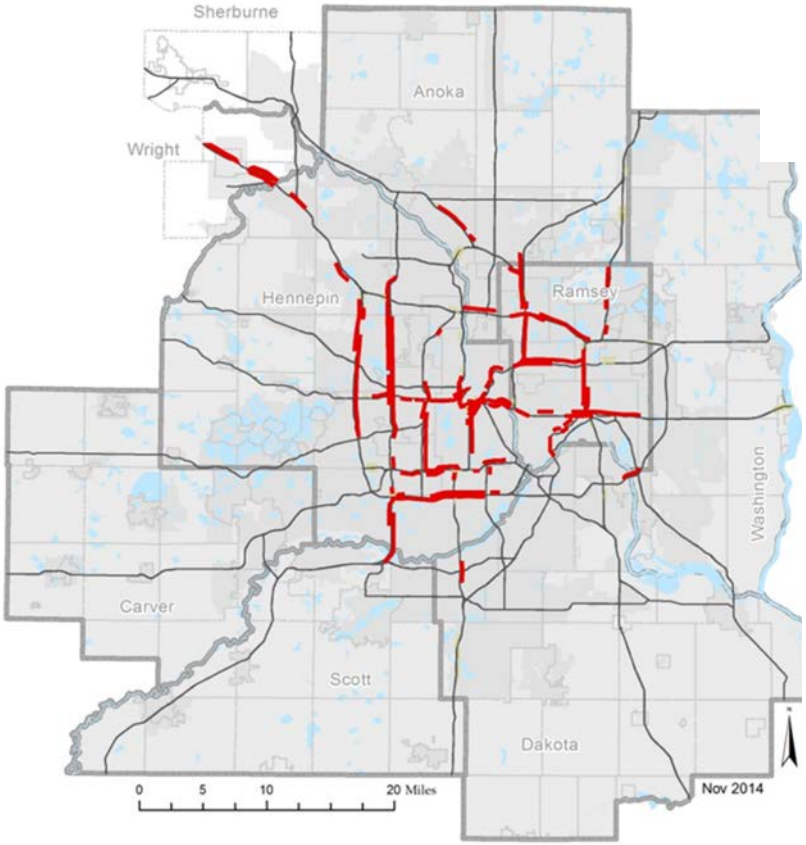


Vehicle Trips & Miles Traveled

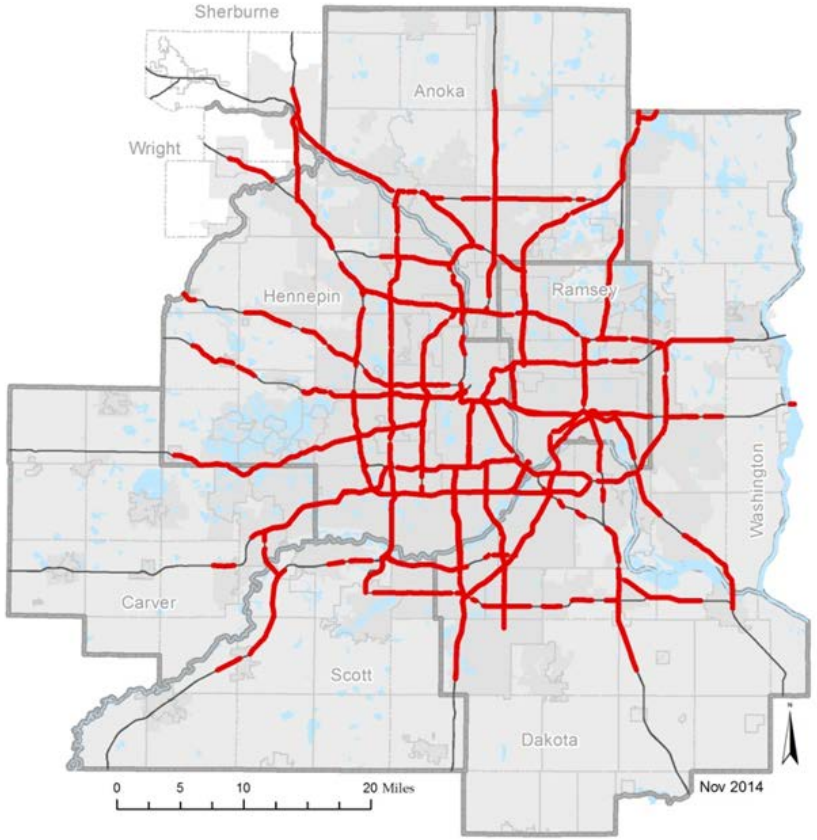
	2010	2040 Current Revenue Scenario	Change	Percent
Population	2,850,000	3,673,860	+823,860	+29%
Daily Vehicle Trips	6,600,000	9,776,000	+2,152,000	+28%
Daily Vehicle Miles Traveled	72,900,000	89,420,000	+16,520,000	+23%
Daily Vehicle Miles Traveled per Resident	25.6 miles per resident within the 7-county region	24.3 miles per resident within the 7-county region	-1.3 miles per resident within the 7-county region	-5%

Principal Arterial Congestion

2013



2040



Pavement and Bridge Outcomes

	System	Targets	2015	2037
Pavement Condition	Interstate	2% poor	2.1% poor	4% poor
	Remaining NHS	4% poor	2.7% poor	8% poor
	Non-NHS	10% poor	5.1% poor	18% poor
Bridge Condition	NHS	2% poor	3.0% poor	6% poor
	Non-NHS	8% poor	3.1% poor	7-8% poor

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Where Do We Want to Go?

Highway System

Where Do We Want to Go?

Current TPP Planning Framework

Goals	Objectives (Highway-related Only)
Transportation System Stewardship	• Efficiently preserve and maintain the system • Operate efficiently and cost-effectively
Safety and Security	• Improve safety and security
Access to Destinations	• More travel options (esp. in congested corridors) • Increase reliability and predictability
Competitive Economy	• Improve multimodal access to job concentrations • Invest in multimodal to attract and retain businesses and residents • Support efficient movement of freight
Healthy Environment	• Reduce air emissions • Reduce impacts of transportation on the natural, cultural, and development environment • Promote community cohesion
Leveraging Investments to Guide Land Use	• Maintain adequate highway accessible land for freight • Encourage local land use to integrate all modes

← Equity Throughout! →

Key Highway Outcomes

Preserve and Maintain

Safety and Security

Reliable and Predictable

Efficient and Cost Effective

More Travel Options

Access to Jobs

Attract Businesses and Residents

Support Efficient Movement of Freight

Support Low-Impact Transportation (Equity, Clean Air, and Healthy Communities)

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How Will We Get There?

Highway System

How Will We Get There?

Investment Focus

- Existing pavement and bridge conditions degrade
- Large bridge bubble for Metro in near future
- Continuing to meet targets will require increased percentage of MnDOT Metro District's resources
- $0 available for mobility after 2023
- 2017 session provided short-term ability for limited investments

How Will We Get There?

Highway Investment Direction

- Highway System Investment Prioritization Factors in TPP
- Requirements
  - Safety and security
  - Operate, maintain, and rebuild
- Prioritization Factors
  - Economic vitality
  - Critical system connectivity
  - Travel time reliability
  - Support job and population growth forecasts and local comprehensive plans
  - Regional balance of investments

How Will We Get There?

Highway Investment Philosophy

1. Priority is to operate, maintain and preserve the existing highway system
2. Preservation projects can be a catalyst for including other investments (i.e. safety, spot mobility and lower cost/high benefit improvements)
3. Prioritize today's problems over forecasted problems
4. Existing infrastructure and right-of-way should be utilized to the maximum extent possible

How Will We Get There?

Highway Investment Philosophy

5. Focus on lower cost/higher benefit solutions (i.e. 80% of the benefit at 30% of the cost)
6. Coordinate the timing of projects with local governments to achieve cost effective results with minimum disruption
7. Where mobility needs are identified, explore in order:
   - Traffic management technologies
   - Lower cost/high benefit spot mobility improvements
   - MnPASS lanes
   - Strategic capacity investments

How Will We Get There?

Highway Investment Categories

1. Operate and maintain highway assets
2. Program support
3. Rebuild and replace highway assets
4. Safety improvements
5. Bicycle and accessible pedestrian improvements
6. Mobility Improvements:
    - Traffic management technologies
    - Spot mobility improvements
    - MnPASS
    - Strategic capacity enhancements

How Will We Get There?

Highway Investment Summary

	Operations and Maint.	Program Support	Rebuild and Replace	Safety / Bicycle Ped.	Mobility	Total
Current Revenue Scenario 2015-2040	$2.0 billion	$900 million	$6.9 billion	$700 million	$700 million	**$11.2 billion**
Increased Revenue Scenario 2015-2040	+ $1.0 billion	+ $700 million	+ $2/$2.5 billion	+ $600 Million	+ $4/$5 billion	**+ $8/$10 billion**

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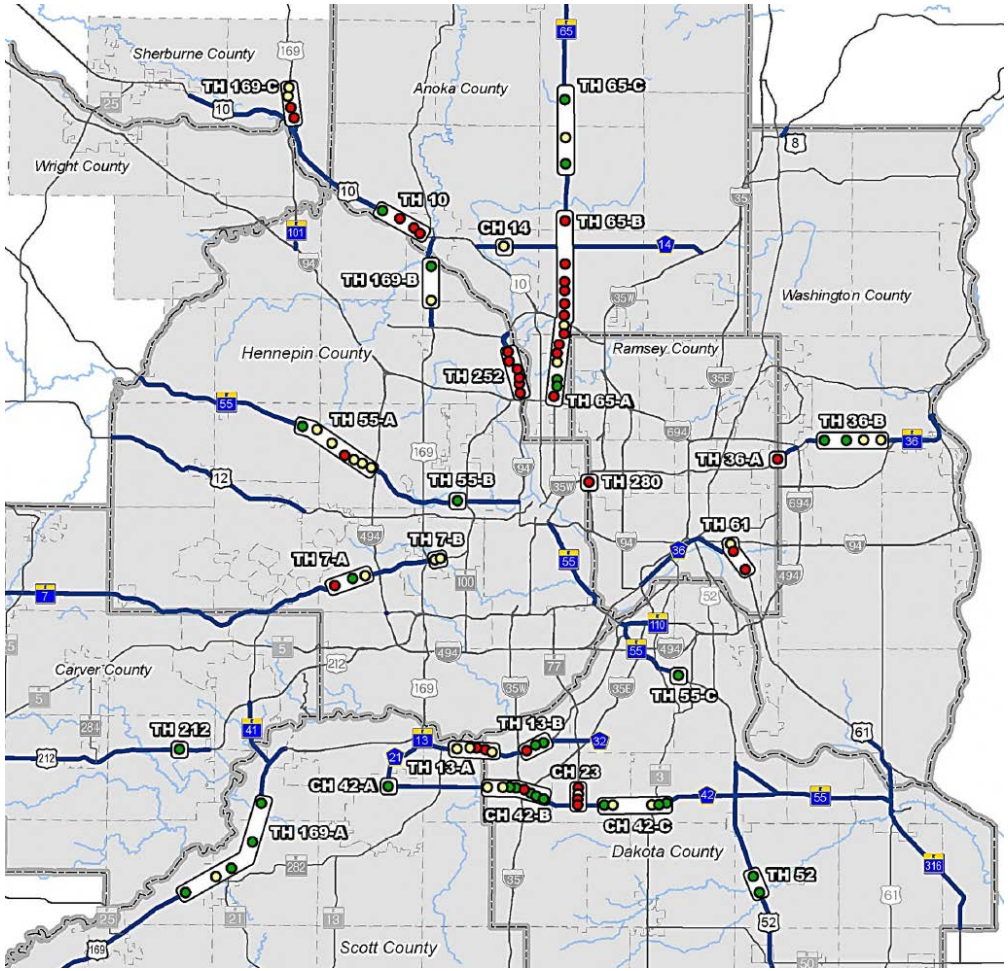
What Changes are Expected in the Plan Update?

Highway System

Expected Changes

Update Informed by Studies

- Principle Arterial Intersection Conversion Study
- Appendix F: Interchange Review Committee



Expected Changes

Update Informed by Studies

- Congestion Management and Safety Plan IV
- MnPASS III
- Highway Truck Corridors Study
- Regional Highway Spending & Investment Needs
- Statewide Freight System Plan

Expected Changes

Increases to Current Revenue Since 2015 TPP

- 2015: Federal FAST Act
  - Freight Projects ($23M/year statewide)
  - STP/CMAQ ($90M/year)
- 2017: State Legislative Action
- 2017: Changes to County Sales Tax
  - Potential inclusion of projects in TPP

Expected Changes

Work Program Items: Highways

- System-to-System Interchanges
  - High volume/high cost investments
  - Recent investments illustrate demand
  - Comparative analysis to help establish priorities under Strategic Capacity Investments

- Others?

Expected Changes

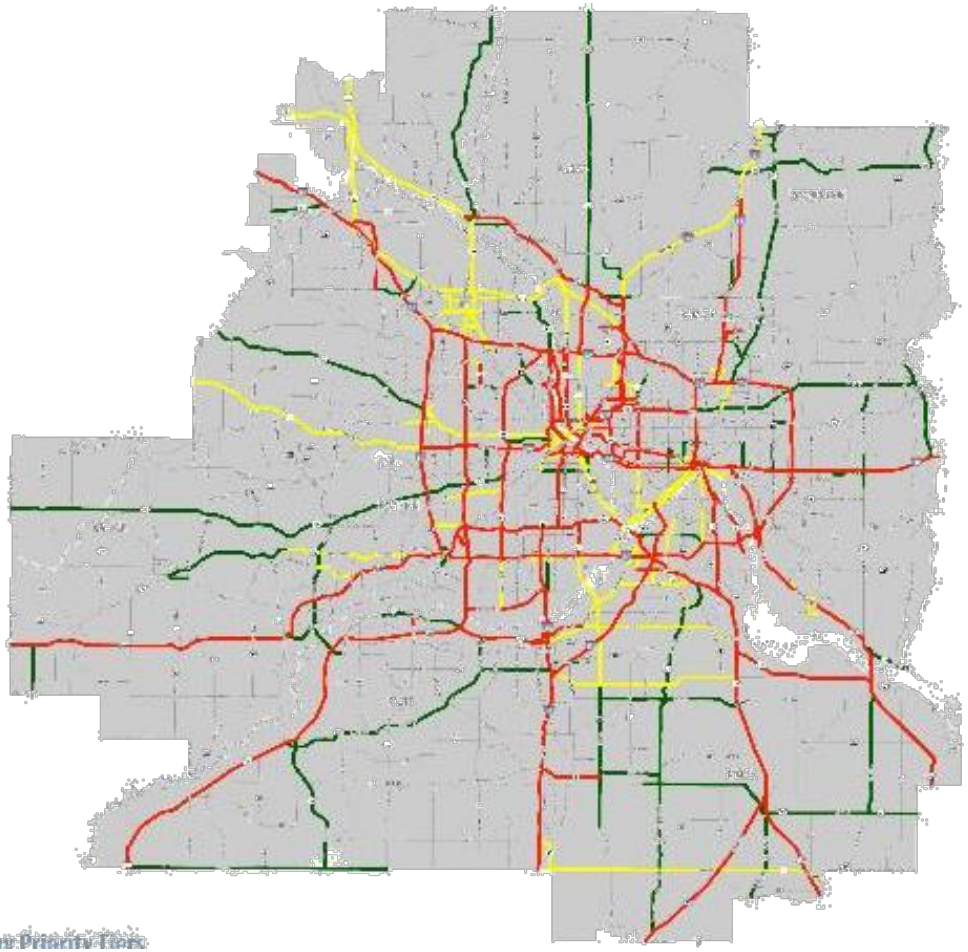
Freight Changes in the TPP Update

- Freight modal trends updates
  - e.g., Trucking delivery systems
- Metro Freight System map update
- Railroad Bottlenecks map update
- Industrial lands inventory results relative to river barge and rail spur access
- Incorporate results from Regional Truck Corridors Study

Expected Changes

Freight Changes to TPP

Key Regional Truck Corridors



Expected Changes

Work Program Items: Freight

- Periodic updates to key regional truck corridors
- Develop process for coordinating truck counts on key truck corridors
- Investigate application of new & emerging technologies

- Others?

The Highway “Story”

Reflections and Feedback

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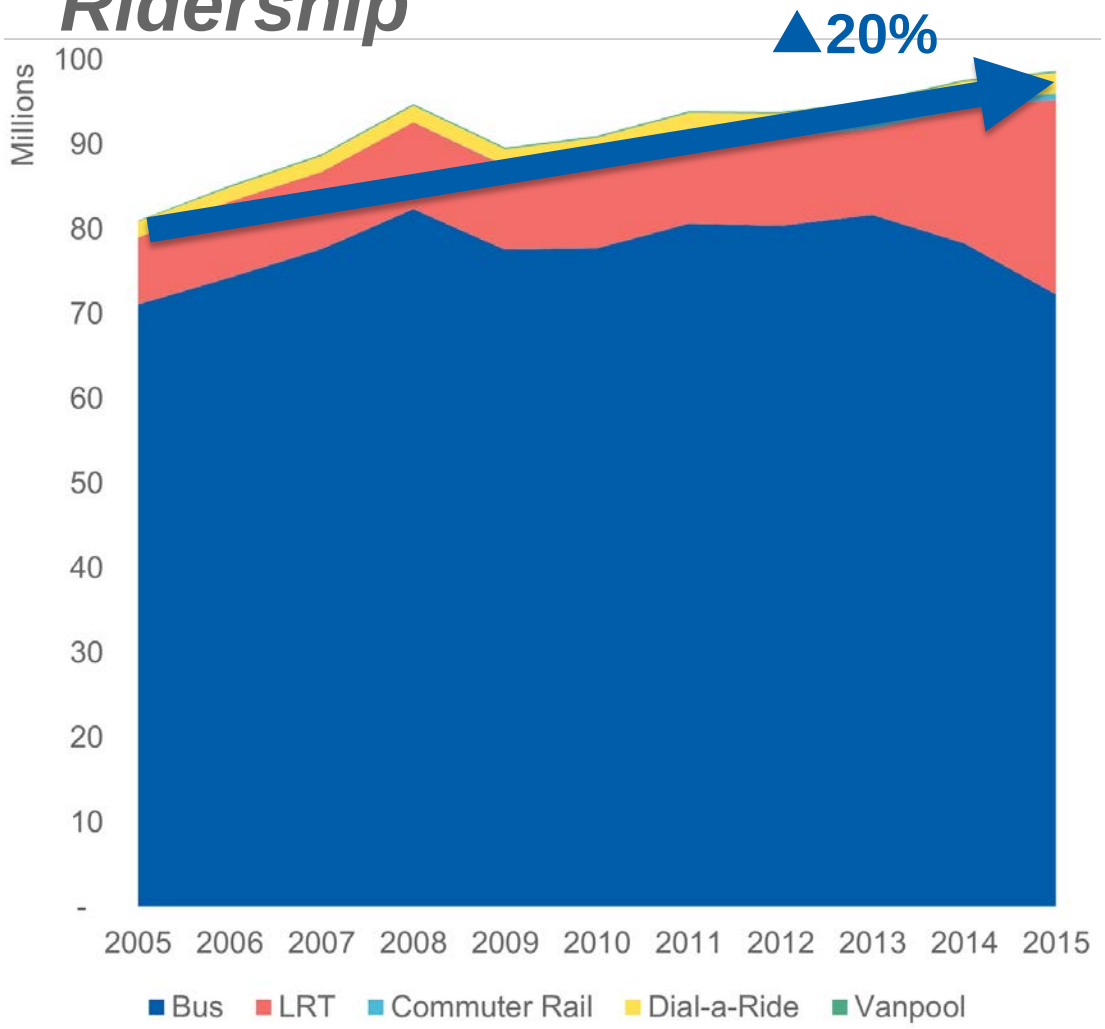
Where are We Now?

Existing Transit System Performance and Issues

Where are We Now?

Ridership



- Ridership up in the last decade
- Investment are paying ridership dividends

Recent major investments:

- 2013 – 1st Highway BRT
- 2014 – 2nd Light Rail
- 2016 – 1st Arterial BRT

Where are We Now?

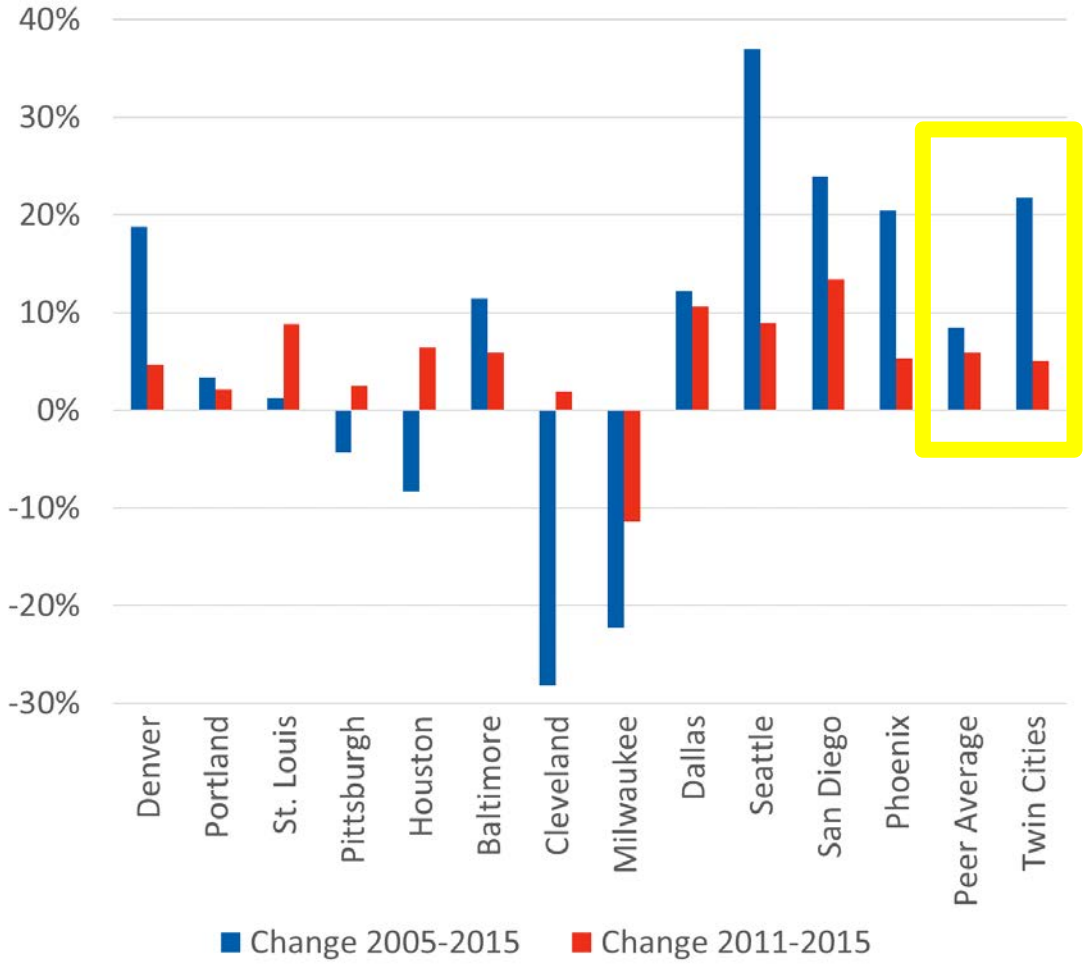
Return on Investment

Recent Case Studies:

- A Line
  - 33% more riders in corridor
- METRO Green Line
  - $5+ billion in development
  - 50%+ more riders in corridor
- Route 11 High-Frequency
  - 20% more riders on route
- METRO Red Line Cedar Grove Station
  - Lower cost, faster trip, more riders

Where are We Now?

Transit System: Peer Ridership

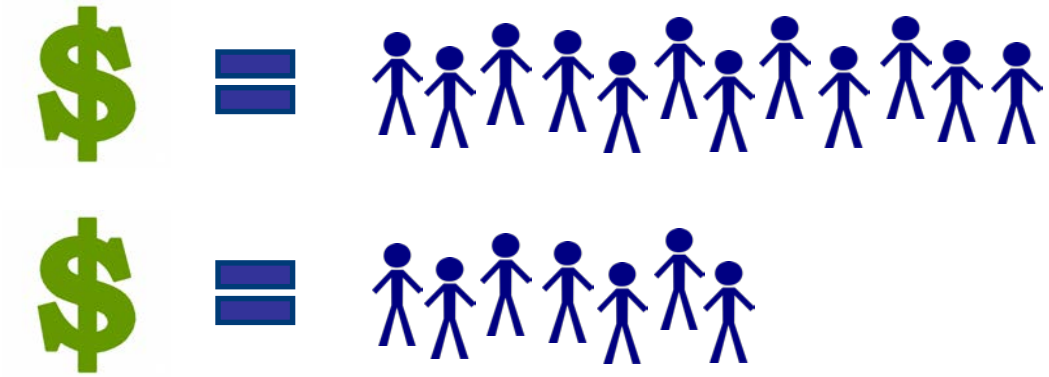


- Ridership growth has outpaced the peer average since 2005
- Twin Cities: 3rd

- Ridership growth in peer regions has outpaced Twin Cities since 2011
- Twin Cities: 8th

Where are We Now?

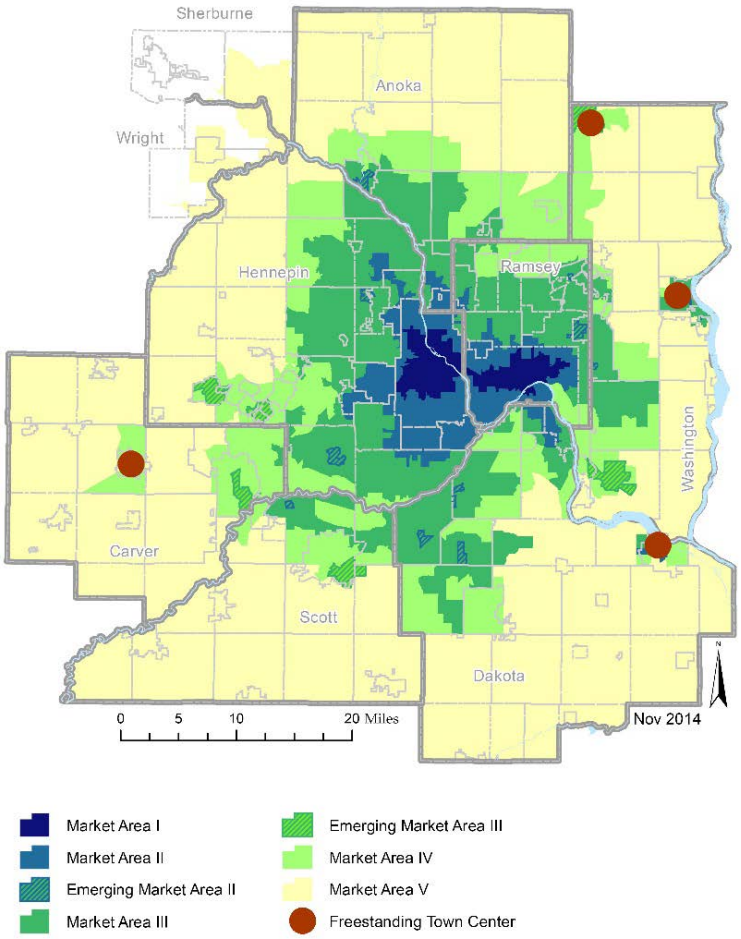
Return on Investment



Optimal Investments:

Where are We Now?

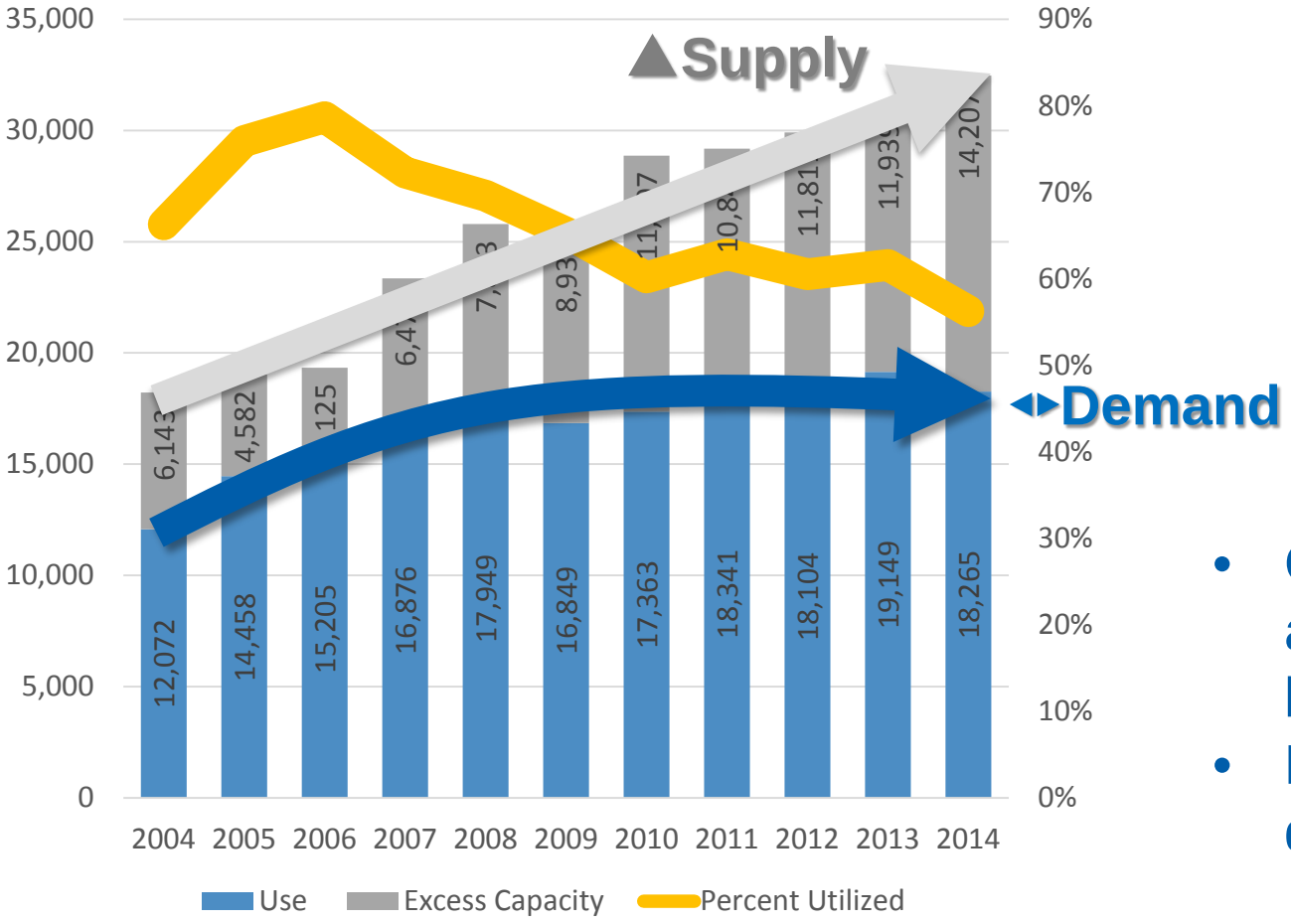
Transit Market Areas



- Market Areas broadly quantify & estimate transit demand
- Return on investment; Guiding investment levels relative to demand
- Much of the region currently not well suited for high-level of service
- …BUT land use is changing! Opportunities exist, implementation takes time!

Where are We Now?

Diminishing Returns, Park-and-Ride Example



- Growth in park-and-ride capacity has outpaced use
- Built for 2030 demand

Where are We Now?

Land Use Planning Coordination

Design for a pedestrian-friendly environment

All transit users are pedestrians for at least some portion of the beginning and end of their trip. A pedestrian-friendly environment encourages transit use by providing a comfortable walking environment and minimizing the walking distance from the transit stop to front doors.

More Transit Supportive

Less Transit Supportive

Where are We Now?

Land Use Planning Coordination

Design for a pedestrian-friendly environment

More transit supportive

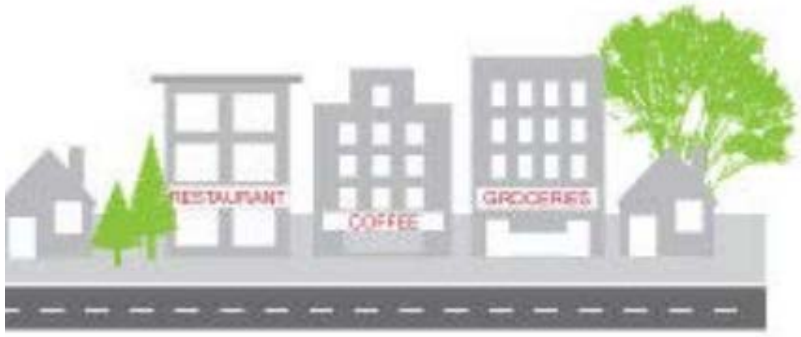
Less transit supportive

Where are We Now?

Land Use Planning Coordination

Encourage a mixed-use land use pattern

Transit is most effective when it serves a variety of trip purposes and destinations. Mixed-use development patterns encourage travel patterns with many origins and destinations throughout the day, making transit more effective and easy to provide for a variety of purposes.



More Transit Supportive

Less Transit Supportive

Where are We Now?

Land Use Planning Coordination

Encourage a mixed-use land use pattern

More transit supportive

Less transit supportive

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Where Do We Want to Go?

Transit System

Where are We Headed?

Current TPP Planning Framework

Goals	Objectives (Transit-related Only)
Transportation System Stewardship	• State of good repair (Maintain what we have!) • Operate efficiently and cost-effectively
Safety and Security	• Improve safety and security
Access to Destinations	• More multimodal options (esp. in congested corridors) • Increase reliability and predictability • Increase transit ridership and transit mode share
Competitive Economy	• Improve multimodal access to job concentrations • Invest in multimodal to attract and retain businesses and residents
Healthy Environment	• Reduce air emissions • Increase availability and attractiveness of transit, encourage healthy communities and car-free lifestyles
Leveraging Investments to Guide Land Use	• Focus growth to support multimodal travel • Encourage local land use to integrate all modes

← Equity Throughout! →

Key Transit Outcomes

Efficient

Cost Effective

Reliable, Predictable, Attractive, and Safe

Attract More Transit Riders

Provide More Access to Jobs

Attract Businesses and Residents

Support Focused Growth that Integrates Modes

Support Equity, Clean Air, and Healthy Communities

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How Will We Get There?

Transit System

How Will We Get There?

Transit Investment Direction and Plan

- **Regional Solicitation Transit Criteria**

Solicitation Criteria	Key Transit Outcomes
Role in the Regional Transportation System and Economy	Access to Jobs
Usage	Attract More Transit Riders
Equity and Housing Performance	Equity and Healthy Communities
Emissions Reduction	Clean Air
Service and Customer Improvements	Reliable, Predictable, and Attractive
Multimodal Elements and Existing Conditions	Integrate Modes
Risk Assessment	
Cost Effectiveness	Cost Effective

How Will We Get There?

Transit Investment Direction and Plan

- **Build a Common Understanding:**
  - Transit Planning Basics – Principles for understanding transit and land use relationship
  - Transit Market Areas – Framework for evaluating potential return on investment
  - Regional Transitway Guidelines – Build out a transitways system that is consistent for the user and equitable across the region

How Will We Get There?

Transit Investment Direction and Plan

Bus and Support System

- **Manage Performance on the Transit System:**
  - Appendix G: Regional Transit Design Guidelines and Performance Standards
  - Route Performance Analysis – Evaluate regular route service to ensure it is efficient and cost-effective
  - Provide service alternatives to regular route bus in lower demand areas

How Will We Get There?

Transit Investment Direction and Plan

Bus and Support System

- **Identify Opportunities to Expand Service:**
  - Service Improvement Plans
  - Transit providers responsible for coordinating input on service improvement opportunities
  - Regional Service Improvement Plan will prioritize short-term expansion opportunities with investment factors:
    - Cost-effectiveness
    - Access to destinations and people served
    - Equity
    - Peak-period transportation benefits

How Will We Get There?

Transit Investment Direction and Plan

Bus and Support System

Tweaking Services and
Harvesting and Reinvesting
Inefficiencies

How Will We Get There?

Transit Investment Direction and Plan

Bus and Support System

- **Strategically Expand and Modernize Facilities:**
  - Regional solicitation funding available: ≈$21 M/year + inflation
  - Modernize
    - Improved amenities at bus stops
    - Improved maintenance and care of facilities
    - Upgraded transit centers
    - Technology improvements
  - Expand
    - Expansion of bus shelters
    - New or expanded capacity at transit centers or park-and-rides
    - Expanded garage or maintenance facilities

How Will We Get There?

Transit Investment Direction and Plan

Bus and Support System

Maintain and Operate Existing System*	Expand and Modernize System
2015-2040	2015-2040
$18.5 Billion	$0.6 Billion
	(Through Regional Solicitation)

*Includes Metro Mobility

How Will We Get There?

Transit Investment Direction and Plan

Transitways

- Transitways are investments in existing and potential high-demand transit corridors:
  - Bus Rapid Transit (BRT)
    - Dedicated BRT
    - Highway BRT
    - Arterial BRT
  - Light Rail
  - Commuter Rail
  - Potential future modes (Streetcar)

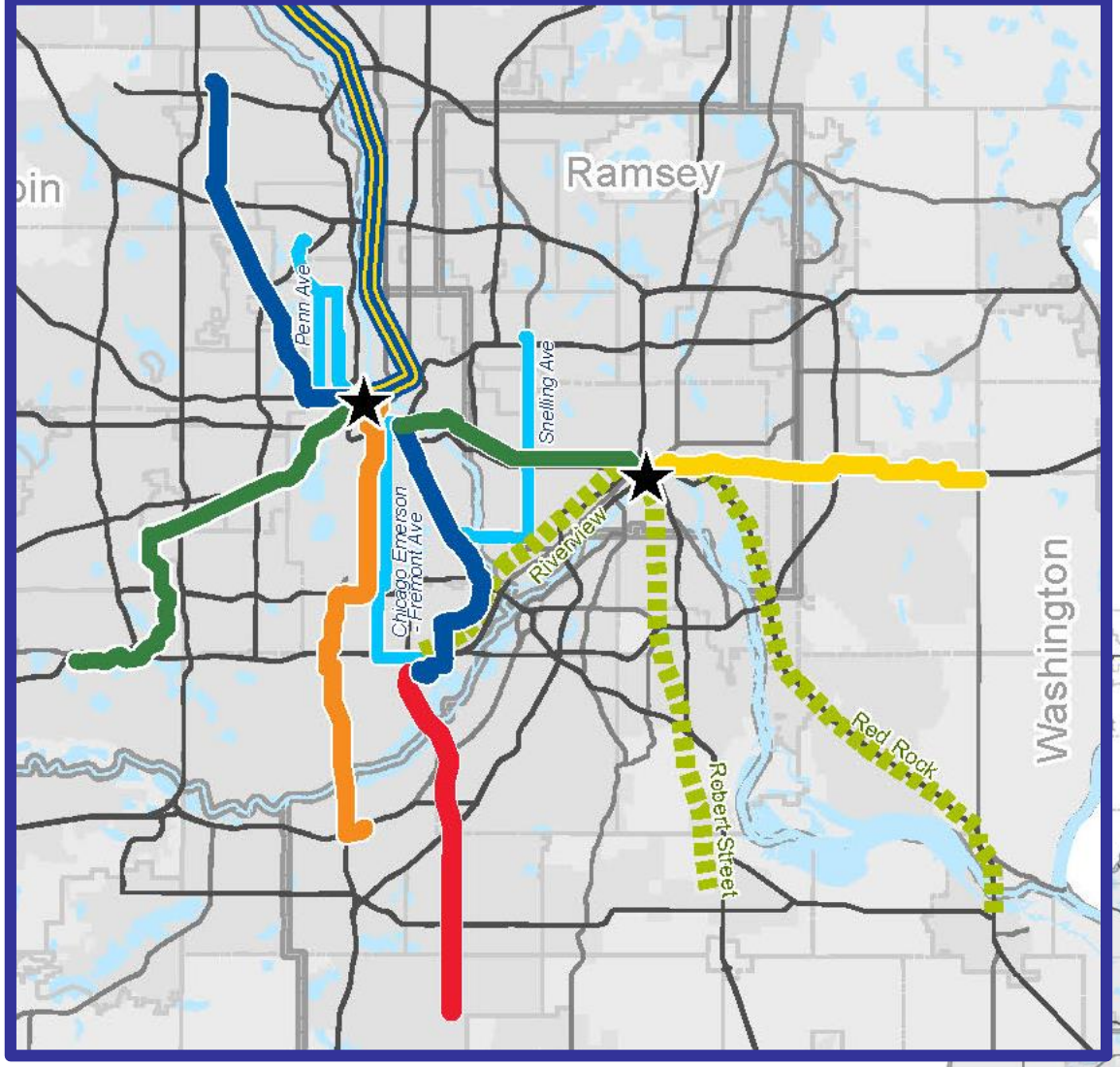
How Will We Get There?

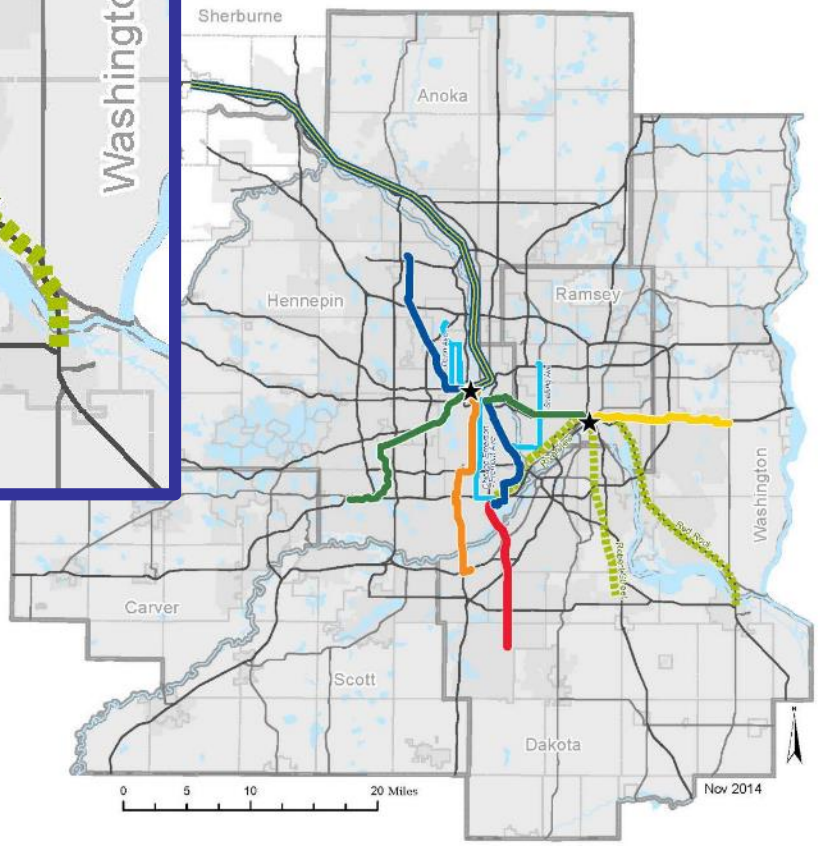
Transit Investment Direction and Plan

Transitways

- **Set Expectations for Regional Transitway Priorities**
  - Technical Factors:
    - Ridership
    - Access to Jobs and Activity
    - Cost-Effectiveness
    - Existing Land Use
    - Future Land Use and Development
    - Equity
    - Environment
  - Policy Factors:
    - Regional Balance
    - Funding Viability
    - Community Commitment
    - Risk Assessment and Technical Readiness

Current Revenue Scenario Transitways (Funded Projects In the Plan)





Northstar Line
Blue Line
Green Line
Arterial BRT
CTIB Phase I Program of Projects under study mode and alignment not yet specified
Regional Multimodal Hub
Red Line
Orange Line
Gold Line

How Will We Get There?

Transit Investment Direction and Plan

Transitways

- Gold Line Dedicated BRT (new)
- Highway BRT
  - Red Line (existing)
  - Orange Line (new)
- Arterial BRT
  - Snelling Ave (new/now existing)
  - Penn Ave (new)
  - Chicago-Emerson-Fremont (new)
- Light Rail
  - Blue Line (existing) and Blue Line Extension (new)
  - Green Line (existing) and Green Line Extension (new)
- Northstar Commuter Rail (existing)

CTIB Priority Corridors under study:

Riverview
Red Rock
Robert Street

How Will We Get There?

Transit Investment Direction and Plan

Transitways

- **Other Transitway Considerations:**
  - Current plan has aggressive assumptions for competitive federal funding
  - There are opportunities to do more, faster:
    - Lower-cost Arterial BRT
    - Modern Streetcar local funding (City of Minneapolis)
  - A number of corridors under study, but uncertain funding moving forward

How Will We Get There?

Transit Investment Direction and Plan

Transitways

Maintain and Operate Existing System	Build and Operate Expanded System
2015-2040	2015-2040
$3.6 Billion	$8.5 Billion

*Includes $2.5 B undesignated CTIB revenue

How Will We Get There?

Transit Investment Direction and Plan

Bus and Transitways

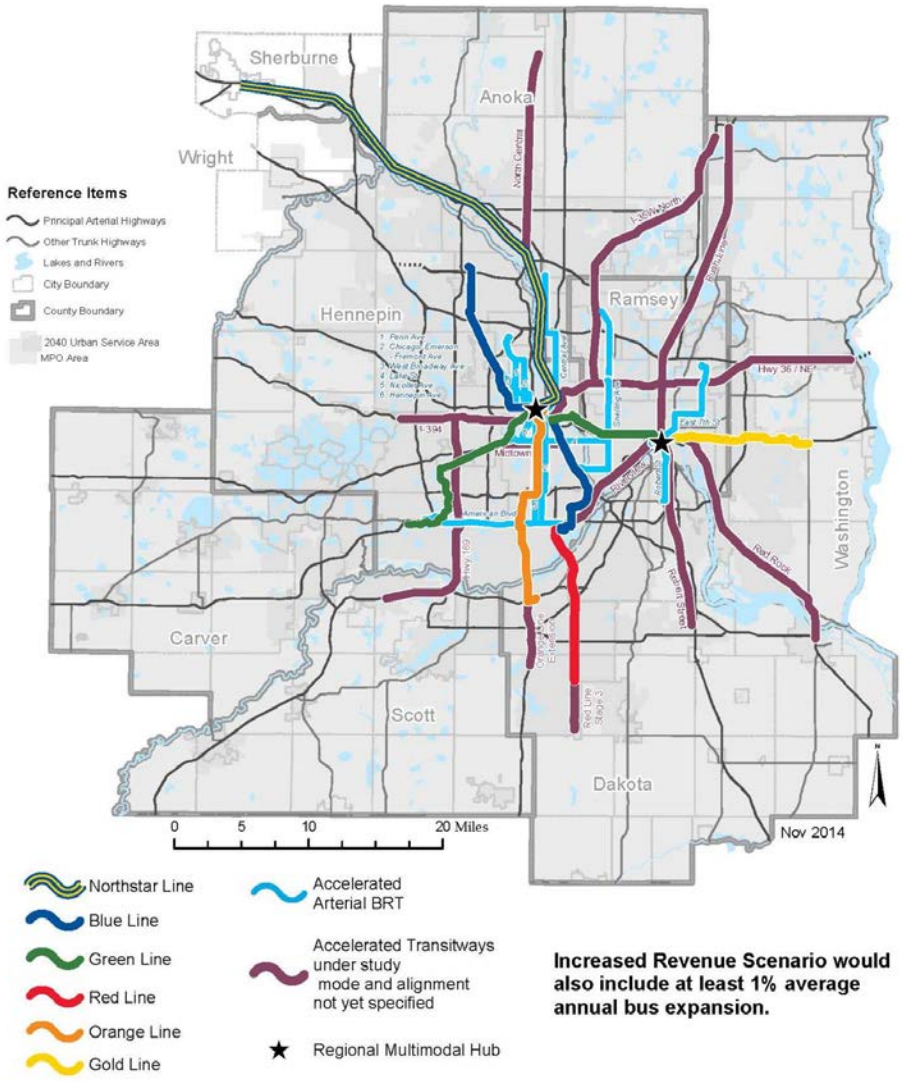
- **Increased Revenue Scenario**
  - Originated with Governor's Transportation Finance Advisory Committee (TFAC) analysis in 2012
  - Identified a need for transit system that would keep the region economically competitive

Bus Expansion	Transitway Expansion
+$2-3 Billion	+$5-6 Billion

Increased Revenue Scenario

- 1% annual bus expansion
- Additional and accelerated transitway investments

- *Transitways can move from Increased Revenue Scenario to Current Revenue Scenario with viable funding plan*



How Will We Get There?

Transit Investment Summary

	Operate and Maintain Bus System	Expand and Modernize Bus System	Operate and Maintain Transitways	Operate and Build New Transitways	Total
Current Revenue Scenario 2015-2040	$18.5 billion	$0.6 billion	$3.6 billion	$8.5 billion	**$31.2 billion**
Increased Revenue Scenario 2015-2040	-	+ $2-3 billion	-	+ $5-6 billion	**+ $7/$9 billion**

How Will We Get There?

Land Use and Local Planning

- Residential density requirements supporting transit investment stewardship
  - Depends on community designation level that relates to “stage of development” from Thrive MSP 2040
  - Minimums
    - Rail/Dedicated BRT stations: 20-50 units per acre
    - Highway BRT stations: 10-25 units per acre
    - Arterial BRT: 15 units per acre
  - Targets
    - Rail/Dedicated ROW stations: 40-150+ units per acre
    - Other BRT stations: 20-75+ units per acre
    - Arterial BRT: 15-60+ units per acre
  - Activity guideline of 7,000 people, jobs, or students per station

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What Changes are Expected in the Plan Update?

Transit System

Expected Changes

Counties Transit Improvement Board

- Counties Transit Improvement Board Dissolution
  - 5-county 1/4 cent = $120 M/year
  - Major current source of capital and operating funding for existing and future transitways
- Counties intend to implement individual sales taxes (1/4-1/2 cent) for transportation, all modes eligible
- Expected to replace unreliable state share of transitway capital
- May allow for additional projects to be funded

How does a Transitway Get in the Plan?

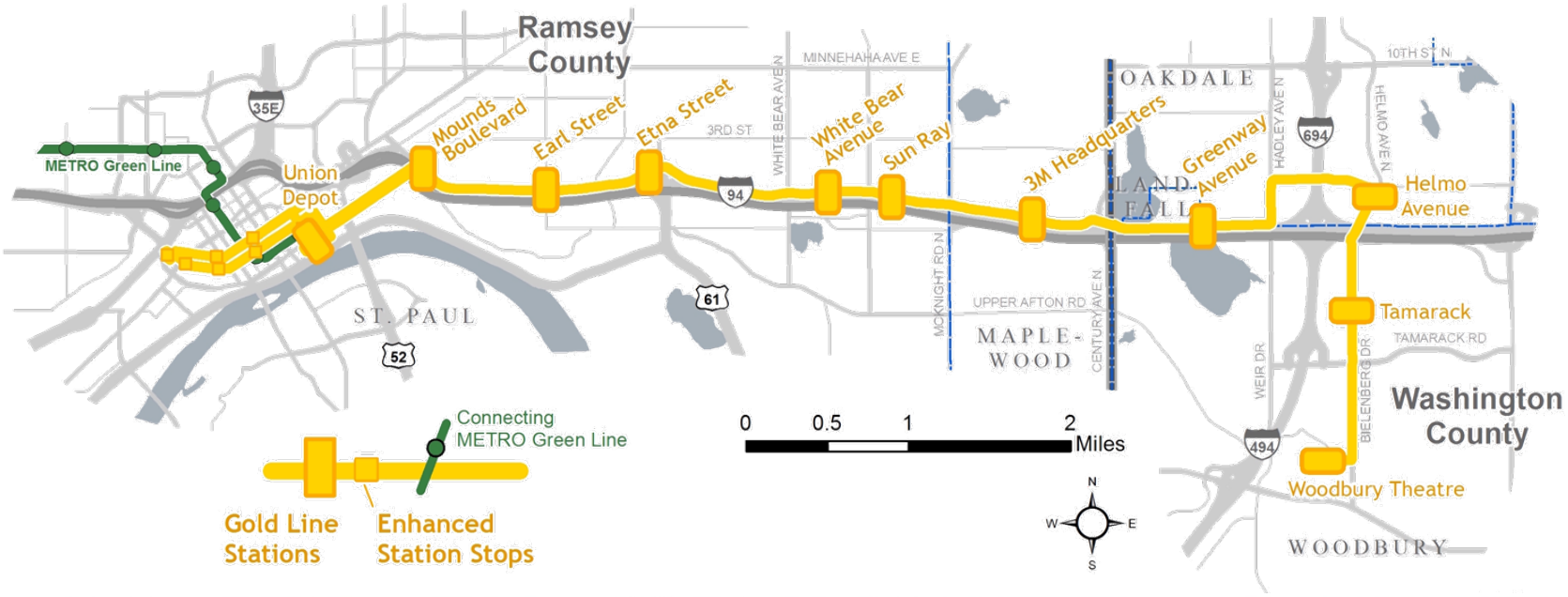
What the Council Requests to be in the TPP:

- Approved LPA recommendation on mode and alignment
- LPA report documenting the project process and merits
- Resolutions of support from local affected communities
- Viable funding plan for capital and operating (for fiscal constraint)
- Viable project schedule

Changes Expected

Project Updates (Funded Projects)

- METRO Gold Line
- Revised LPA alignment adopted in early 2017
- Updated costs



Changes Expected

Project Updates (Funded Projects)

- METRO Green Line Extension (Light Rail): Updated costs and station locations
- METRO Blue Line Extension (Light Rail): Updated costs
- METRO Red Line Future Stages (Highway BRT): Updated implementation plan
- METRO Orange Line (Highway BRT): Updated alignment and stations
- C Line/Penn Ave (Arterial BRT): Updated alignment and station plan

Changes Expected

Rush Line LPA Recommendation

Draft LPA Statistics

Approx. Length:	**14 miles**
Dedicated Guideway:	**85-90%**
# of Stations:	**20** (includes Union Depot & Maplewood Mall Transit Center)
Schedule:	**5 am to midnight 7 days/week**
Frequency:	**Rush hour: every 10 mins** **Non-rush hour: every 15 mins**
Travel Time:	**14 mins** One way, White Bear Lake > Maplewood **30 mins** One way, Maplewood Mall > Robert/5th **6 mins** One way, Robert/5th > Union Depot
Capital Cost ($2021):	**$420 M** (+ $55 M if other routes in guideway)
Annual O&M Cost ($2015):	**$7.8 – 8 M**
Average Daily Ridership (2040):	**5,700 – 9,700** (higher ridership if other routes use guideway)
# People Living below Poverty in Station Areas (2040):	**11,700**
# of Jobs in Station Areas (2040):	**106,700**
# of Residents in Station Areas (2040):	**60,200**

Changes Expected

Riverview Future LPA Recommendation

Characteristics of Alternatives Carried Forward

Key Characteristics	#1 No-Build (Route 54)	#2 Arterial BRT	#4 Modern Streetcar: W. 7th	#6 Modern Streetcar: W. 7th-Ford Site	#8 Modern Streetcar: W. 7th-CP Spur-Ford Site	#10 Modern Streetcar: W. 7th-CP Spur
River Crossing	Hwy 5	Hwy 5	Hwy 5	Ford Pkwy	Ford Pkwy	Hwy 5
Length	12.4 miles	12.4 miles	11.7 miles	15.7 miles	15.8 miles	11.9 miles
Number of Stations	26	26	20	27	27	20
Travel Time (Union Depot-Mall of America)	41 min	39 min	44 min	56 min	54 min	43 min
2040 Daily Ridership						
Total	10,700	11,100	20,400	19,000	18,400	19,600
Transit-Dependent	N/A	3,200	4,600	4,400	4,200	4,500
New Riders	N/A	200	2,700	1,800	1,500	2,200
Capital Cost (2015$)	N/A	$75M	$1.0B	$1.2B	$1.2B	$1.1B
O&M Cost (2015$)	N/A	$10M	$24M	$28M	$28M	$24M
Cost per Rider	N/A	$4-$6	$10	$12-$13	$12-$13	$10

Recent PAC action to reduce alternatives to six

Potentially coming in late 2017

PAC Draft
Work In Progress; Subject To Change Without Notice

RIVERVIEW CORRIDOR

30

Changes Expected

Corridor Study Updates (Not Funded or To Be Determined)

- Nicollet-Central: LPA recommendation; environmental work progressing
- Red Rock: LPA recommendation (post 2040); Implementation Plan update
- West Broadway: LPA recommendation
- Midtown: LPA recommendation
- Highway 169: Transit recommendations

Changes Expected

Arterial Bus Rapid Transit Discussion

- Projects open or with (mostly) full funding assumed in the TPP:
  - Snelling Ave
  - Penn Ave
- Projects with partial funding for elements of Arterial BRT that can be done independently:
  - Chicago-Emerson-Fremont Ave
  - Lake St
  - Hennepin Ave

Changes Expected

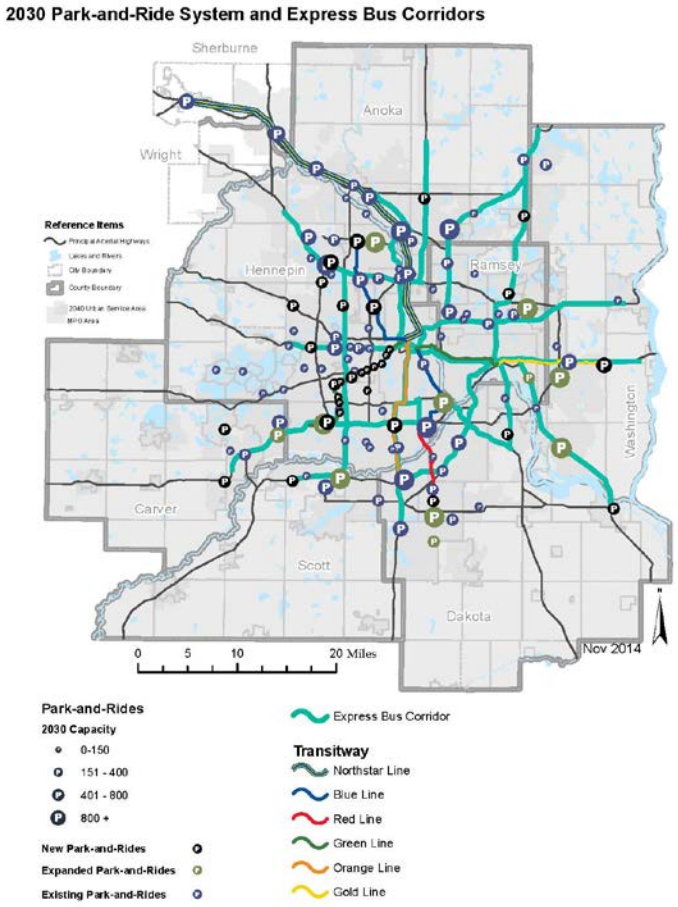
Previous Work Program Items

Changes Expected:

- Park-and-Ride Plan
  - 2040 demographic updates
  - Model refinement
- Bus Stop Facility Guidelines

Minimal Changes Expected:

- Setting Transitway Priorities
- Streetcar Policy
- Regional Transitway Guidelines
- Regional Service Improvement Plan



Changes Expected

Other Transit Items

Changes Expected:

- Shared Use/First Last Mile
- Role of Regional Solicitation Funding
- Asset Management/State of Good Repair and Performance Measures

Minimal Changes Expected:

- Land Use and Local Planning chapter
  - Most communities already in the midst of 2018 Comprehensive Planning process

Changes Expected

Performance Measures

- MAP-21 requires MPOs to define performance measures and targets to assess the impact of investments on the MAP-21 national goal areas
- Plan sets goals, objectives, strategies
- A key component of performance based planning is identifying the important investment factors or measures that will help the region select investments.
- The highway, transit and bicycle and pedestrian chapters each identify important investment factors that should be considered when making investment decisions.
- Defining measures and targets will continue

Example Performance Measures in the TPP

- Pavement Condition (IRI, RQI)
- Bridge Condition
- Number of fatalities and serious injuries
- Transit incidents
- Annual hours of delay and delay per capita
- Transit ridership
- Number of person trips by mode
- Greenhouse gas emissions
- Total VMT

The Transit “Story”

Reflections and Feedback

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Questions?

Plan available at:

www.metrocouncil.org