

Future Transit Investments

Metropolitan Council Committee of the Whole

October 3, 2018

Background

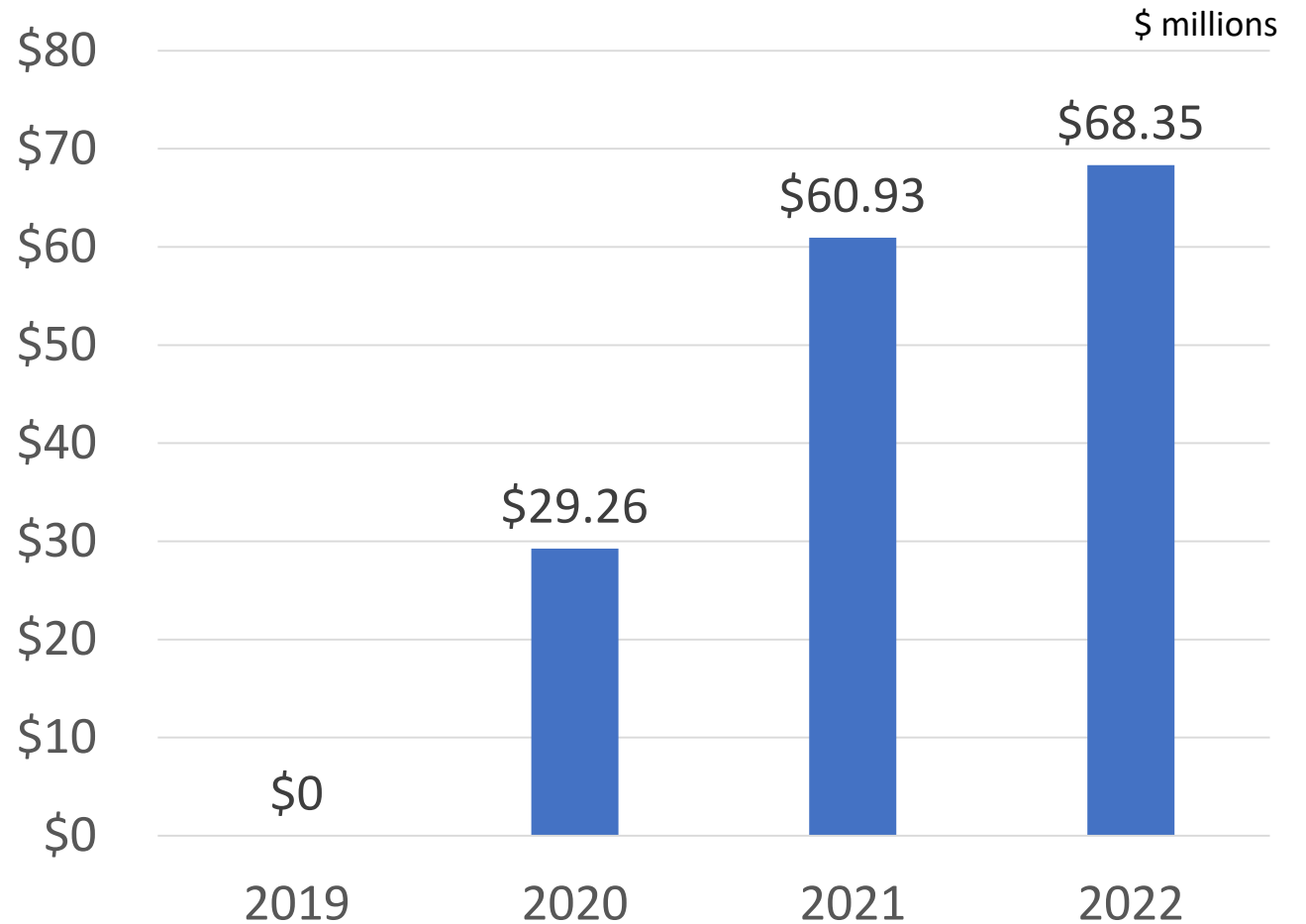
- Core mission to provide a high quality, multi-functional transit network that supports Thrive outcomes
- Transit is essential
 - Backbone of evolving multi-modal transportation network
 - Framework for efficient development patterns
 - Job access and personal mobility, especially for those who are most in need of transportation options



Investment Needs Background

- Transit Deficit over next four years is \$158.5 M for existing services
- Transit Asset Management needs are in development, not covered here
- State share of existing County-funded transitways assumed

Transit Operating Deficit



Transit Investments Align with 2040 TPP

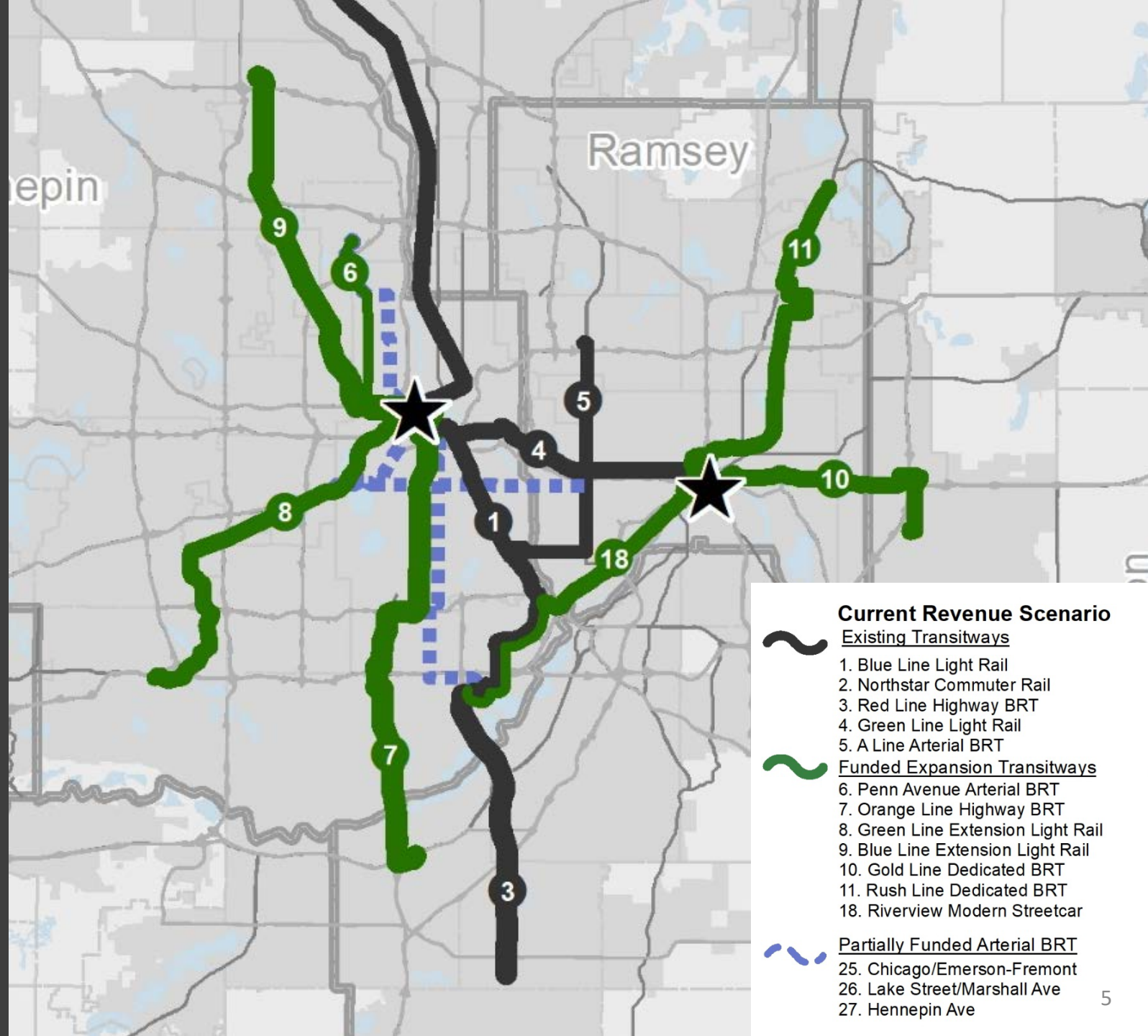


- Bus and Support System
 - Service expansion
 - Customer facilities
 - Transit technology
 - Transit advantages
- Transitways
 - County-funded projects
 - Arterial bus rapid transit vision
- Work program projects to update investment vision

Transportation Policy Plan – County-Funded Projects

- Orange Line
- Green Line Extension
- Blue Line Extension
- Gold Line
- Rush Line
- Riverview

Estimated 106,000 daily rides in 2040



Current Revenue Scenario

Existing Transitways

1. Blue Line Light Rail
2. Northstar Commuter Rail
3. Red Line Highway BRT
4. Green Line Light Rail
5. A Line Arterial BRT

Funded Expansion Transitways

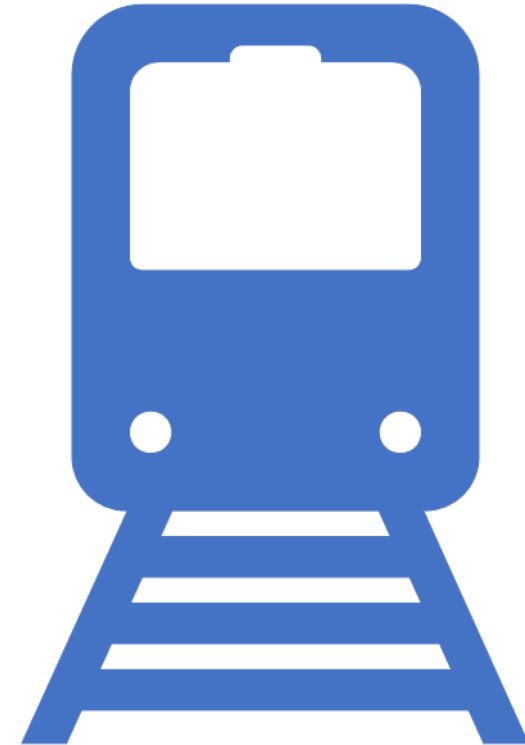
6. Penn Avenue Arterial BRT
7. Orange Line Highway BRT
8. Green Line Extension Light Rail
9. Blue Line Extension Light Rail
10. Gold Line Dedicated BRT
11. Rush Line Dedicated BRT
18. Riverview Modern Streetcar

Partially Funded Arterial BRT

25. Chicago/Emerson-Fremont
26. Lake Street/Marshall Ave
27. Hennepin Ave

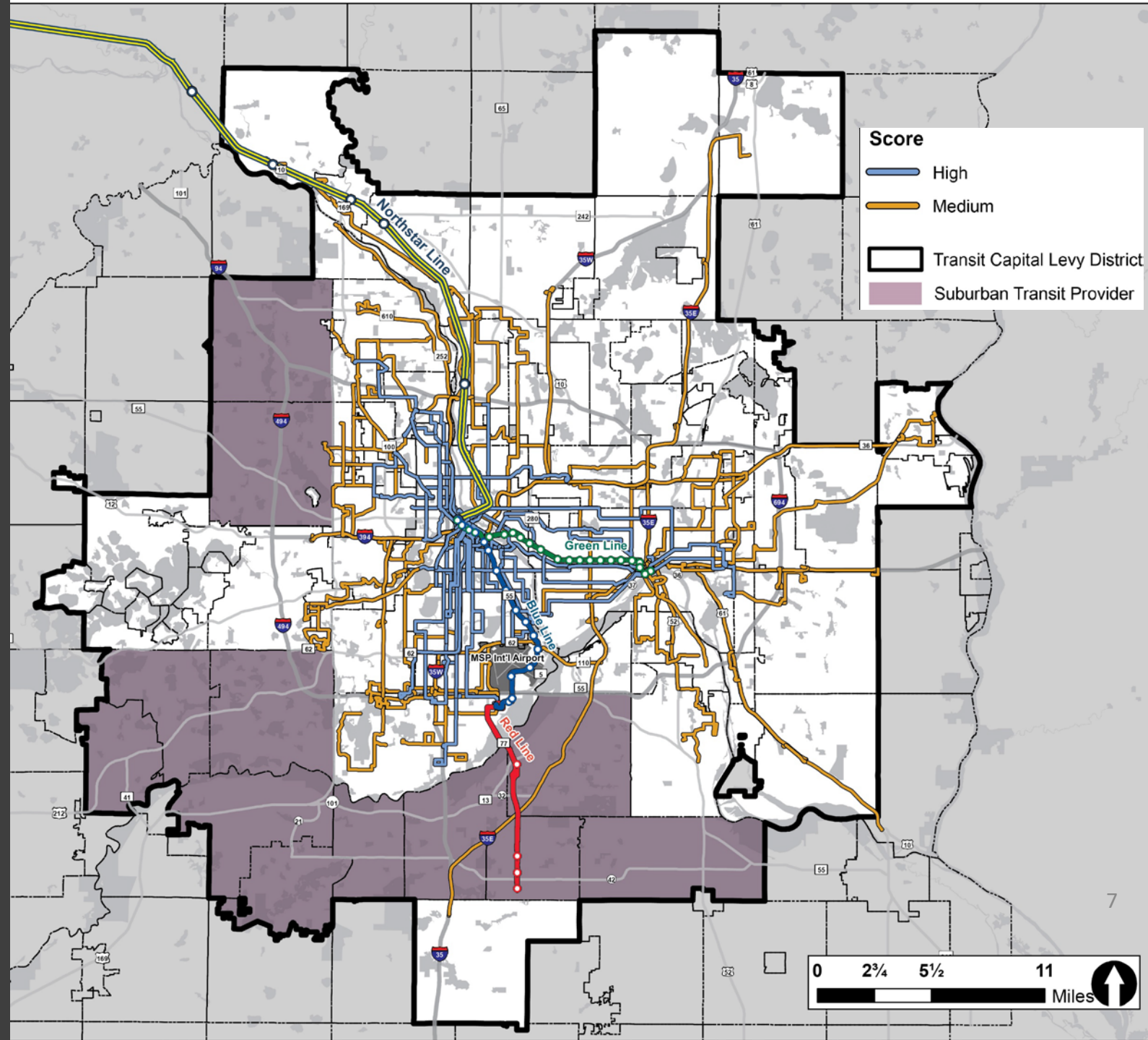
Transportation Policy Plan – County Funded Projects

Orange Line	Highway BRT	\$150 M
Green Line Extension	Light Rail	\$2,003 M
Blue Line Extension	Light Rail	\$1,536 M
Gold Line	Dedicated BRT	\$420 M
Rush Line	Dedicated BRT	\$538 M
<u>Riverview</u>	<u>Modern Streetcar</u>	<u>\$2,066 M</u>
Total		\$6,713 M
Federal Funding Share		\$3,270 M

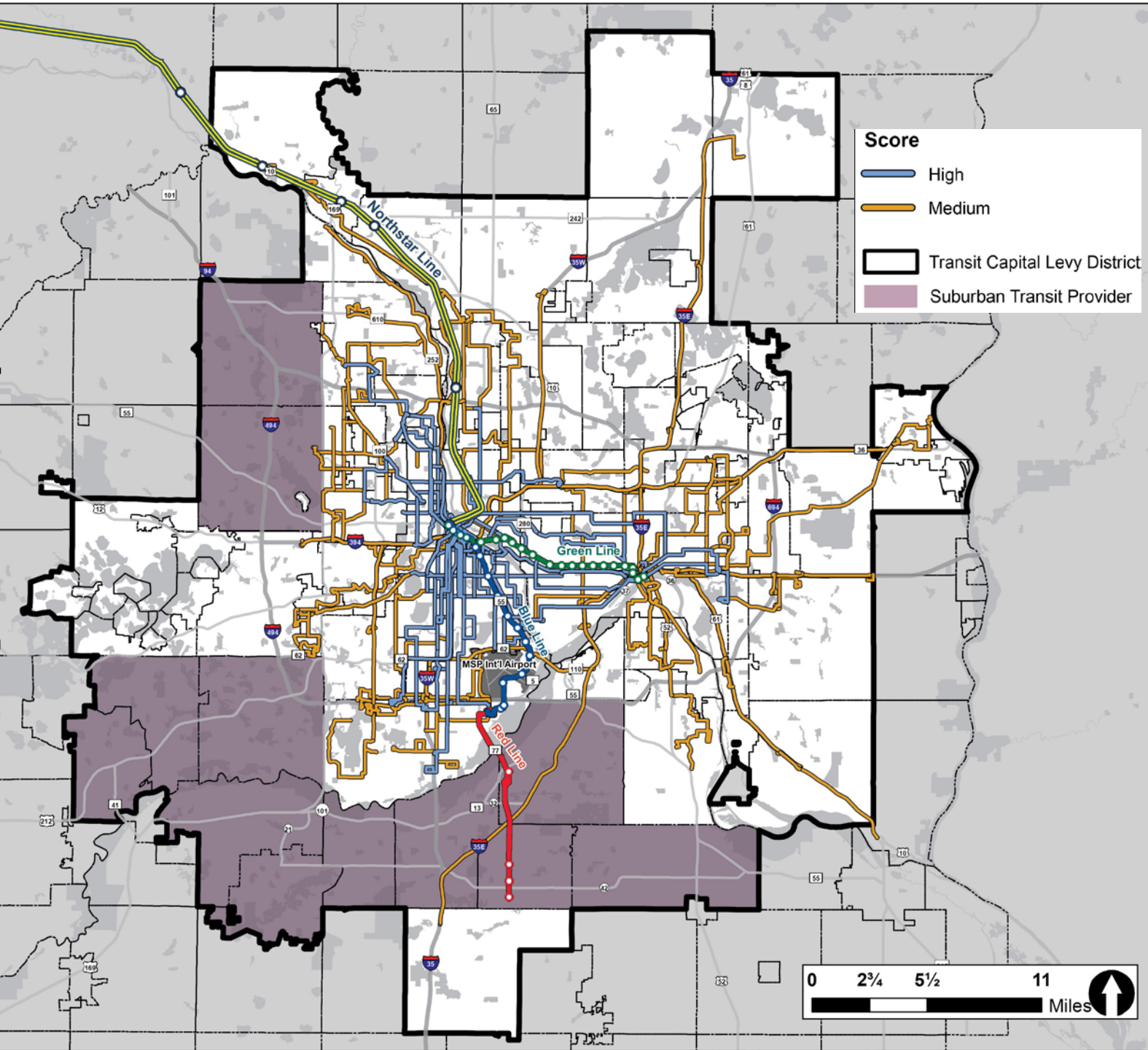


Bus Service Improvement Plan (SIP)

- 80,000 new daily rides by 2030
- \$54 million annual subsidy by 2030
- 154 additional buses, \$100 million
- Improvements on 137 new and existing routes
- Includes:
 - System growth
 - Connections to BRT and LRT



Bus Service Improvement Plan (SIP)

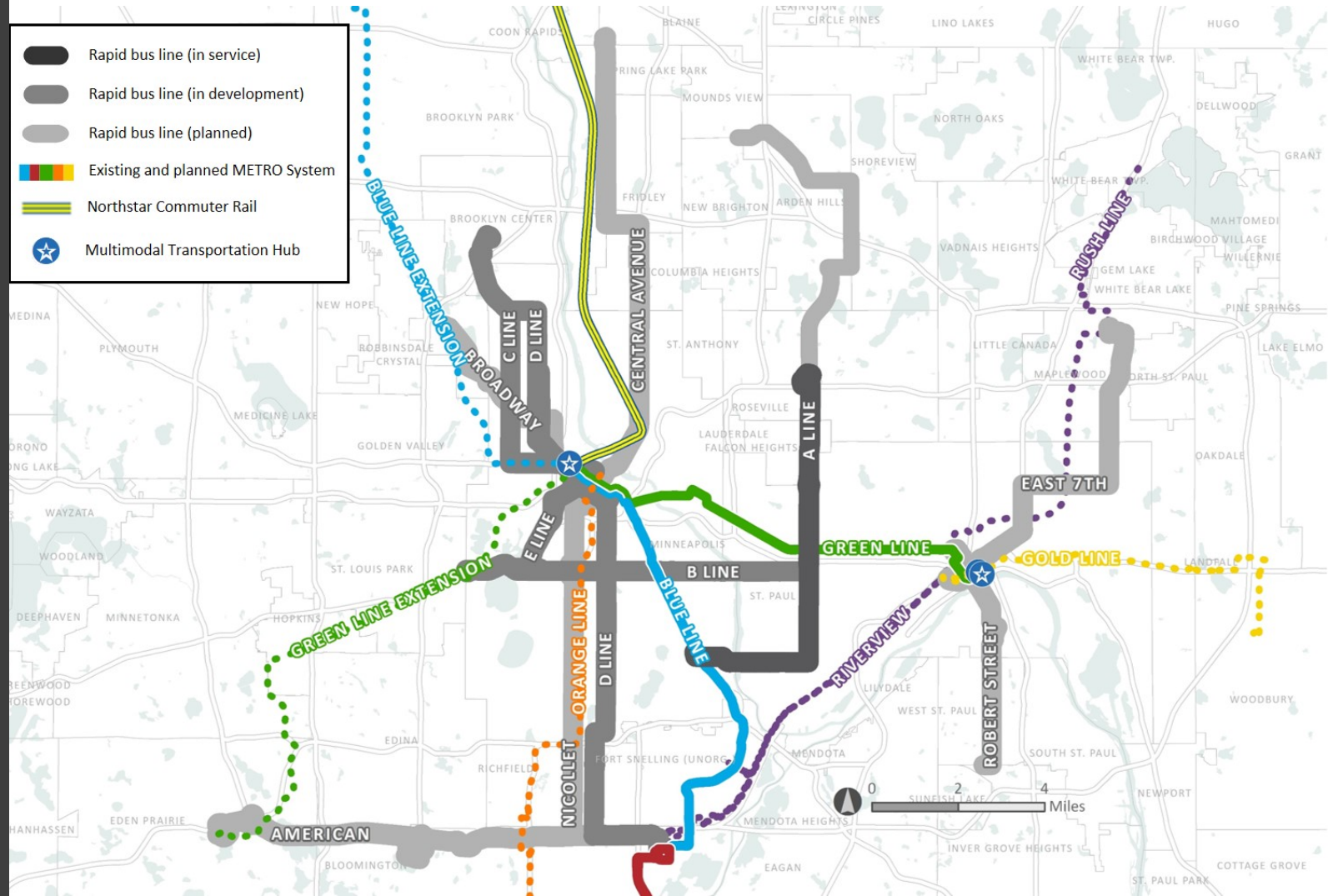


- Projects evaluated on core principles and ranked
- *High ranked (blue)*
 - Urban focus
 - More frequency
 - More span
- *Medium ranked (orange)*
 - Suburban and express focus
 - More route coverage
 - More span on
- Suburban transit providers
 - Additional improvement needs

Arterial Bus Rapid Transit

2012 Study – 11 Corridors

- Nearly 500,000 jobs served
- \$400-500 million capital cost estimate
- 150,000 daily rides
- +70,000 additional daily rides



Arterial Bus Rapid Transit

Cost Assumptions for Today's Presentation:

- A and C lines: project budgets
- D and B lines: project estimates
- E and remaining lines: generic corridor costs
- Inflated costs
- Assumes 50% electric fleet

A Line (Snelling)

- **Open**

C Line (Penn Ave)

- **Under Construction, fully funded – Opening 2019**

D Line (Chicago-Emerson/Fremont)

- **In Design, partially funded**

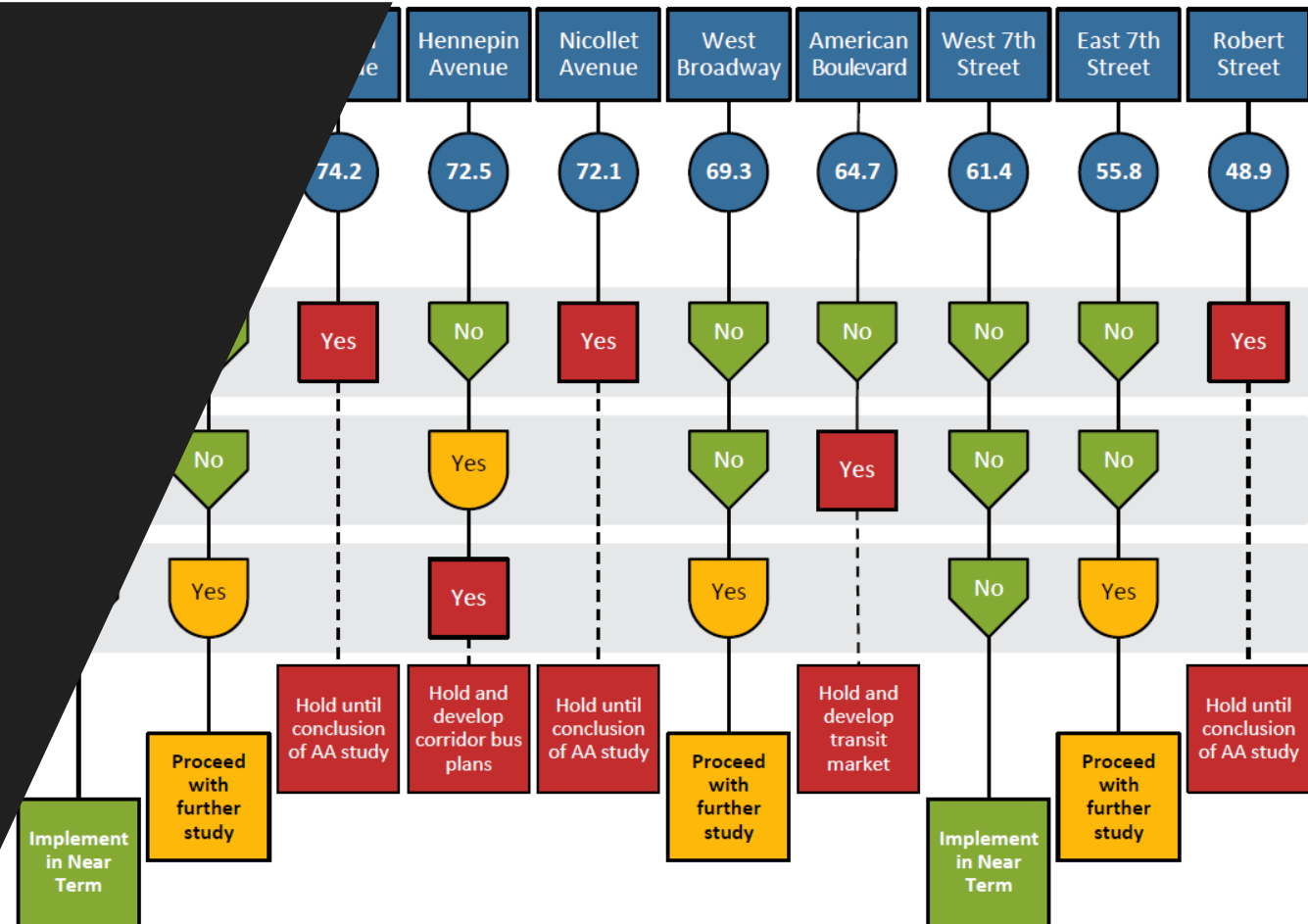
E (Hennepin) and B line (Lake St)

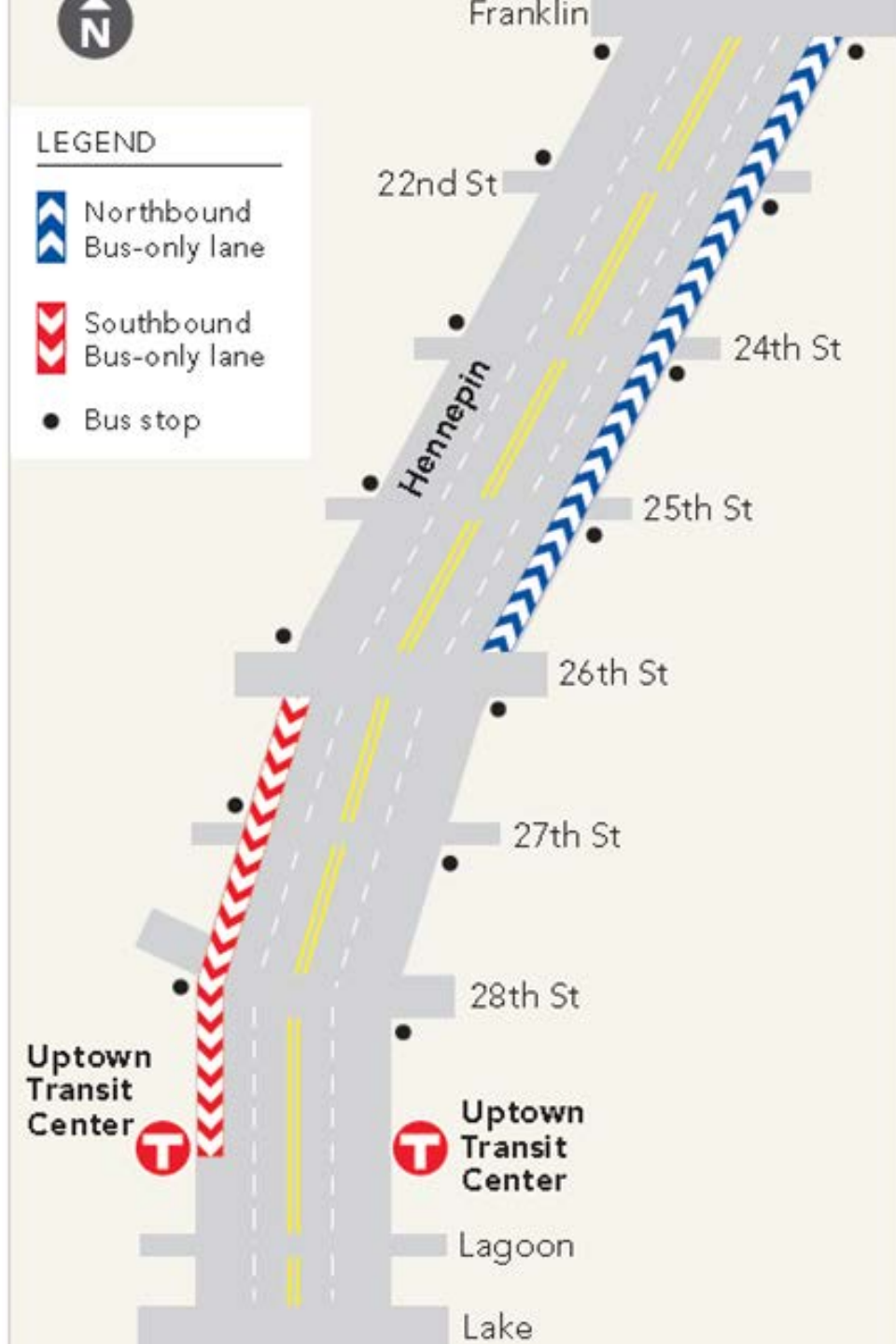
- **In Planning and Development, partially funded**



2019: Rapid Bus Corridors Study

- Review and refresh previously studied corridors
 - American, Central, East 7th, Nicollet, Robert, West Broadway, A Line extension
- Study new corridors
 - Connect to Service Improvement Plan (SIP)
 - Engage stakeholders on local priorities
- Develop & apply evaluation criteria and framework for prioritization





Other Improvements: Improve Transit Service Speed and Reliability

- Transit Advantages
 - Transit Signal Priority (TSP) and queue jumps
- Transit System Management & Operations
 - Advanced Transit Operations System connecting Dispatch, Control Center and Operators
 - Transit Corridor Management
 - On-board Innovative Transit V/MNDOT



60 VIA XERXES

TO CROSS SAFELY
WAIT FOR
WALK SIGNAL

India Palace

nico

LIVE HILL


ALJ-616

7AP331

HONDA

Other Improvements: Improve Transit Customer Information

- Expand and Improve Real-Time Transit Information for Customers
 - Expand real time signs at bus stops & on buses and trains
 - Improved detour management and communications systems
 - Improve accuracy of NexTrip information



DON'T CHASE!

NEVER run after a moving bus.
The next trip is only a few minutes away!

NexTrip NOW: 1:46 PM

A Line Test Display Station STOP#: 11167

ROUTE	DESTINATION	DEPARTS
7E	Minnehaha / 46St Sta / 34Av-Hwy 62	1:48
46C	42St-46St/Eden-Vernon/Via Bryant	1:48
A Line	46 ST Station/Rapid	1:53
9A	E 25St - 36Av / 46St Station	1:55
A Line	46 ST Station/Rapid	2:03
74A	Randolph / Via Edgcumbe / 46St Sta	2:06

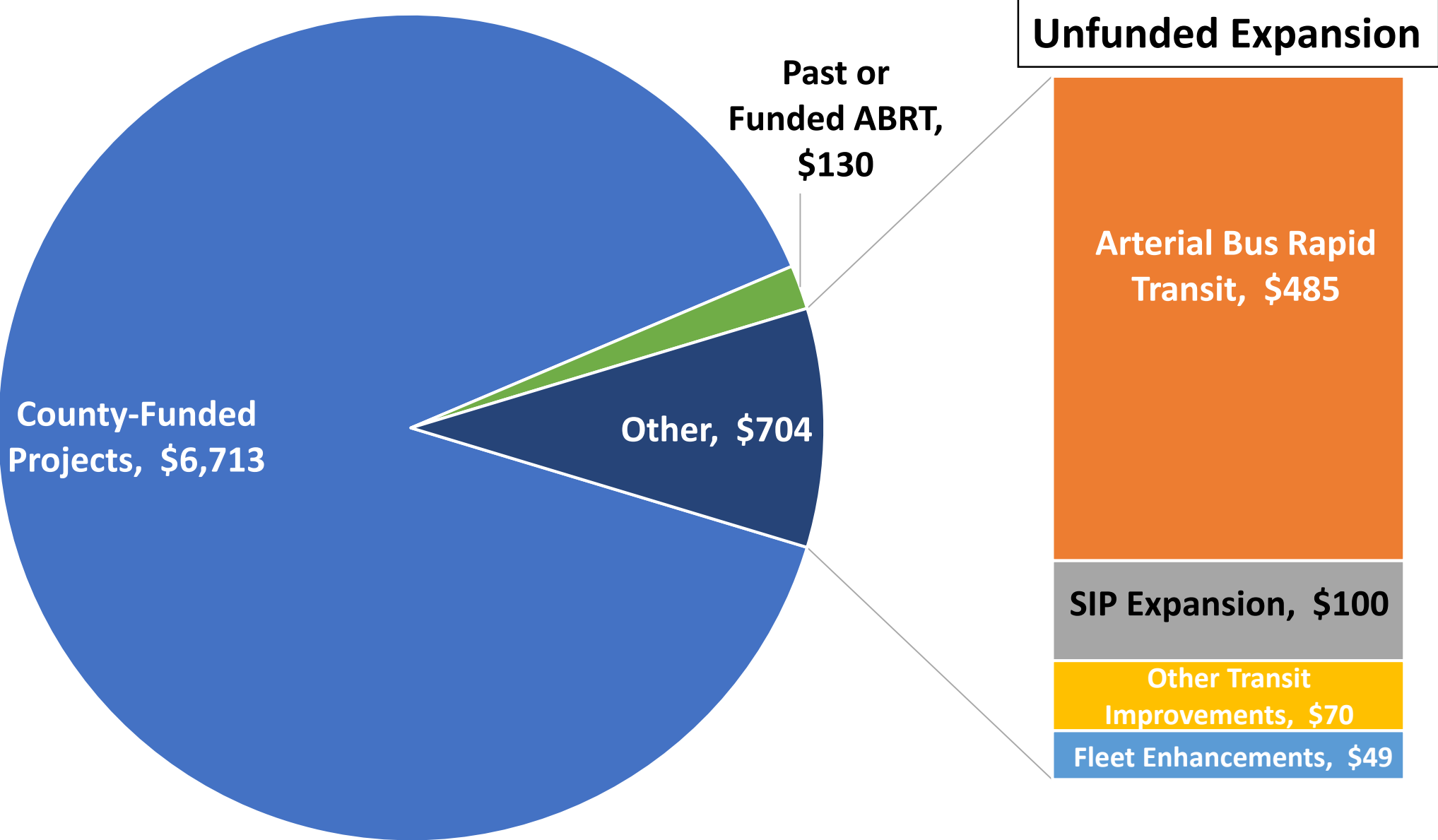
• Real Time • Scheduled



Fleet Enhancements

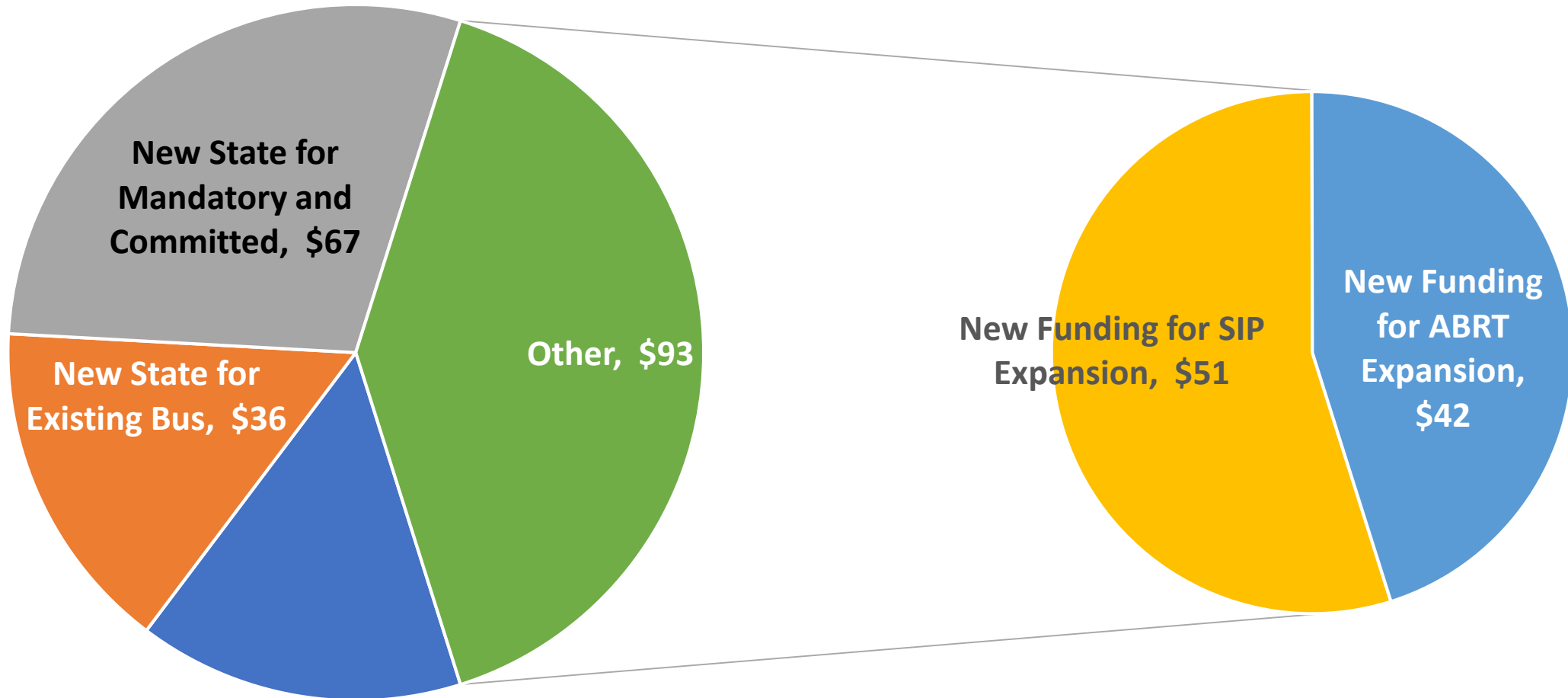
- Electric buses cost increase: \$25 M
 - Replace 85 current hybrid electric
 - Core Urban Local routes
- Charging stations: \$24 M
- ABRT plans also include 50% electric fleet

Capital Expansion (Year of Expenditure, Millions)



New Annual Operating Funding, 2028\$ (Millions)*

\$231 Million Total New Funding



State Share of County-Funded Projects, \$35

*All proposed lines included in estimate, even though not all would likely be operating by 2028

Regional Ridership Estimates

2017 Existing Average
Weekday:
315,000

New County-Funded
Transitways 2040
Weekday:
106,000*

ABRT System 2030
Weekday:

- Total Riders: 150,000
- New Riders: 70,000

SIP 2030 Weekday
New Riders:
80,000

*Represents total rides, not necessarily new rides

Cole Hiniker

Multimodal Planning Manager

651-602-1748

Adam Harrington

Service Development Director

612-349-7797