

Metropolitan Council's Role in Regional Transportation

Metropolitan Council's Role in Transportation

Transit Operations

- Provide, contract for, and coordinate metropolitan transit operations (bus and rail)
- Provide financial assistance to local transit providers

Planning

- Long-range transportation planning functions under both federal and state law
- Designated as the region's Metropolitan Planning Organization or "MPO"
- Federal transportation funds programming

Regional Transit Services

Metropolitan Council

- Bus Regular Route
- METRO Blue Line and METRO Green Line LRT
- METRO Red Line BRT
- Northstar Commuter Rail
- Regional Support and Rideshare services
- Metro Mobility
- Transit Link Dial-a-Ride
- Metro Vanpool

Suburban Transit Providers (Opt Outs)

- Bus Regular Route and dial-a-ride

Metropolitan Transportation Services (MTS)

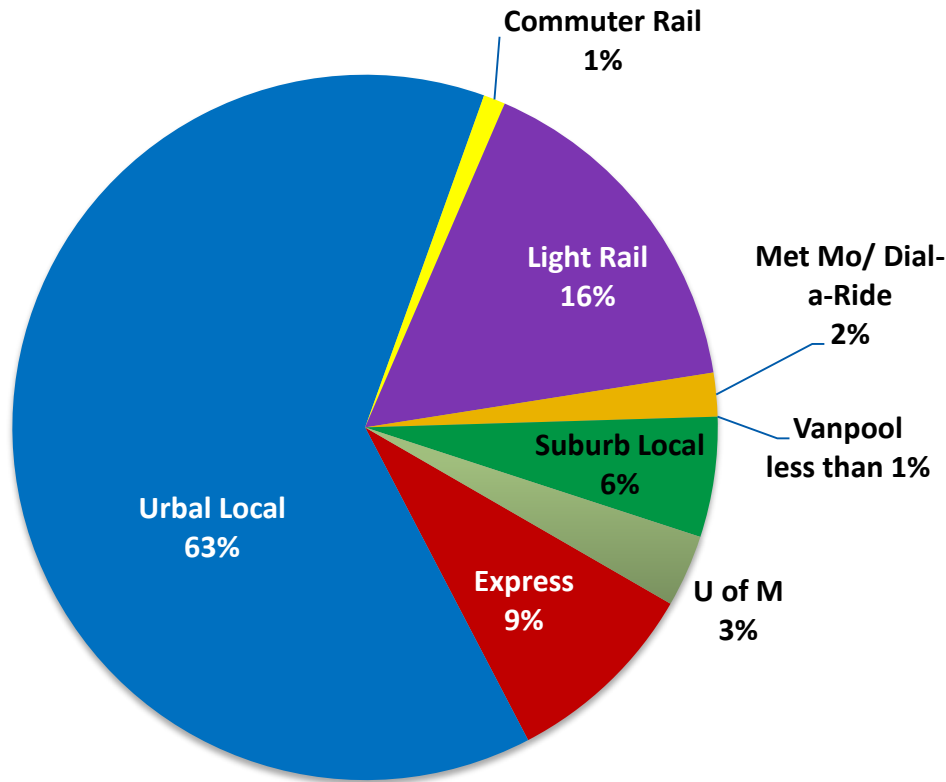
- MTS has both Transportation Planning/MPO responsibilities and Transit Operations functions
- Transit Operations includes:
 - Contracted Regular Route
 - Metro Mobility/ADA Services
 - Transit Link Dial-a-Ride
 - Metro Vanpool
- MTS provides pass-through funding to Suburban Transit Providers (STPs)



Transit Operations



2014 Regional Transit Ridership



**97.5 million
rides per
year**

Bus system accounts for **83%**
of regional ridership

Regional Transit Service Performance

2013 System Statistics

Service Type	Subsidy per Passenger	Productivity (Pass. per Hour)	Fare Recovery
Urban Local	\$2.72	44.5	24.6%
Suburban Local	\$4.81	21.0	16.3%
Express	\$3.30	36.2	40.9%
Light Rail	\$1.78	192.3	35.2%
Commuter Rail	\$14.15	262.4	18.9%
Metro Mobility/ADA*	\$23.88	1.70	13.0%
Dial-a-Ride	\$18.52	2.69	11.5%

***Required by federal and state law**

Does not include U of M routes because they do not collect fares.

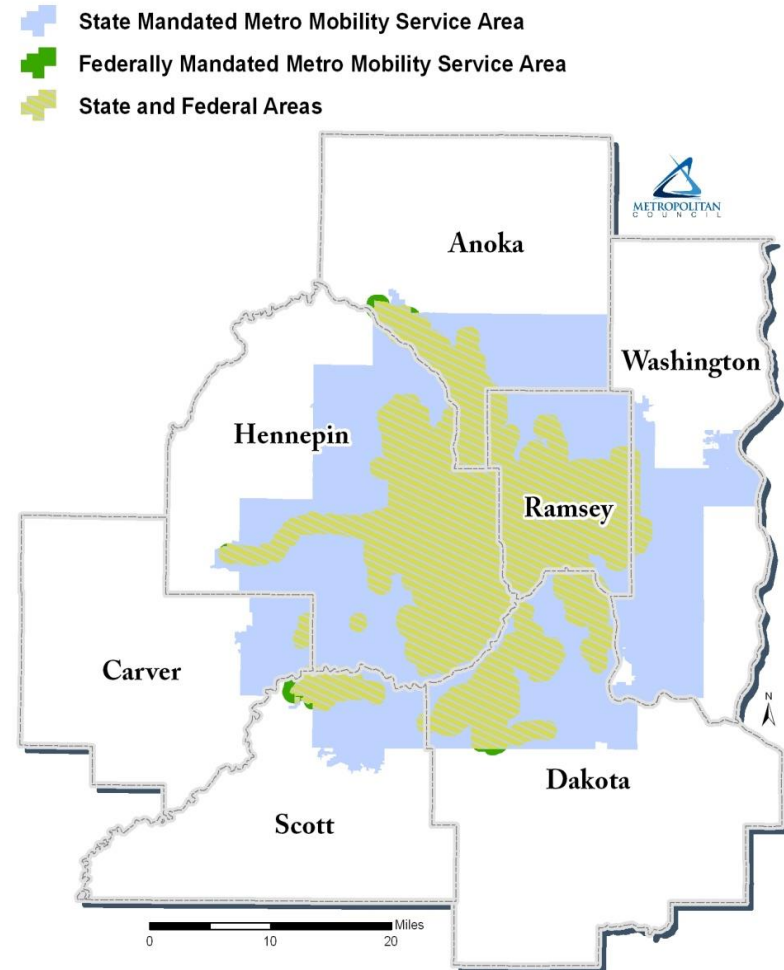
Reflects net operating costs.

Contracted Regular Route

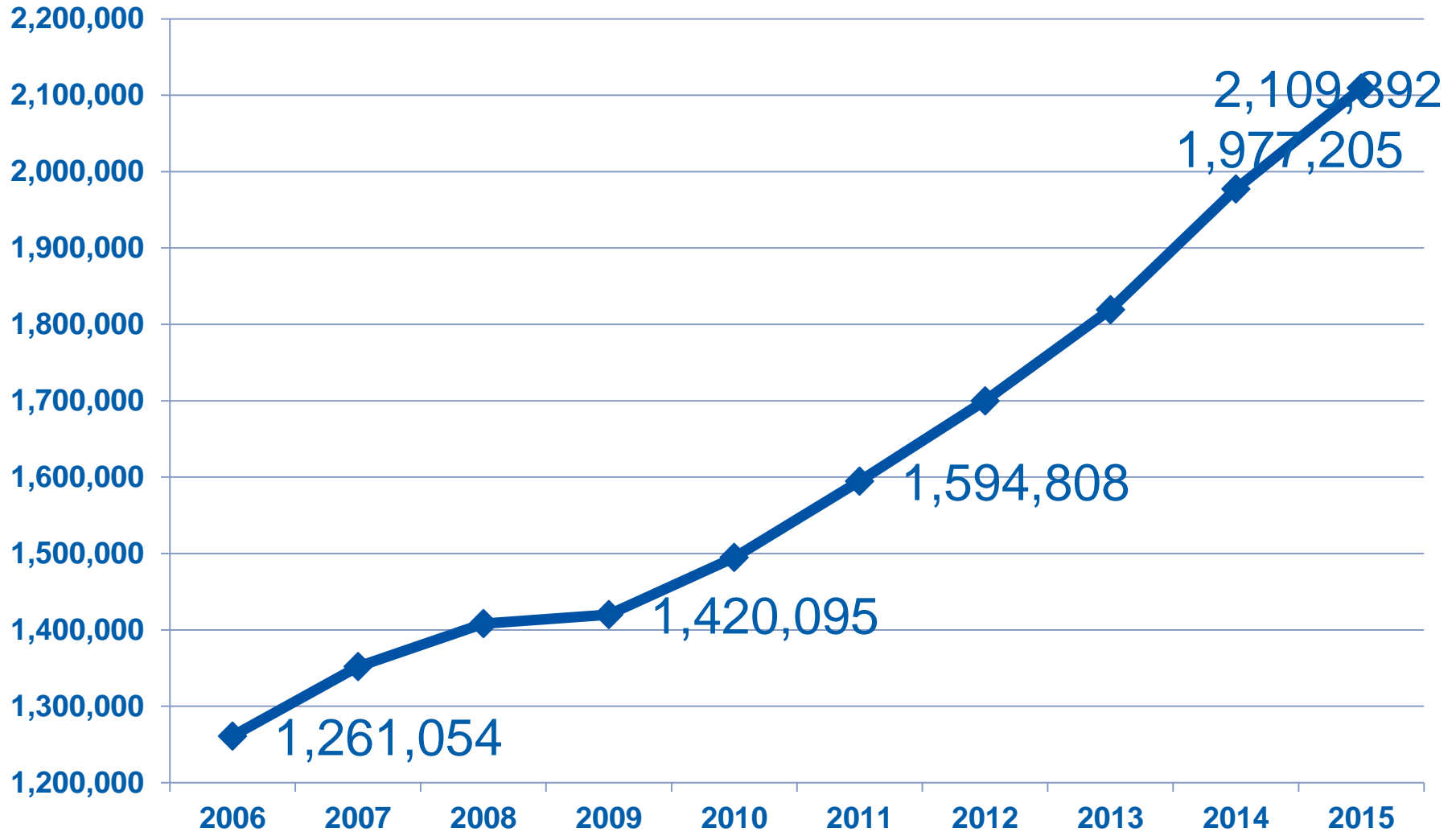
- Contracting is best suited for routes with lower productivity and peak loads
- Service can be operated in buses smaller than the 40-foot standard
- Contracted operations offers lower operating cost which:
 - Enables some routes to better meet regional performance standards
 - Allows retention of route providing regional coverage
- Transportation Policy Plan sets a target of contracting 20% of regional regular-route bus service

Metro Mobility/ADA

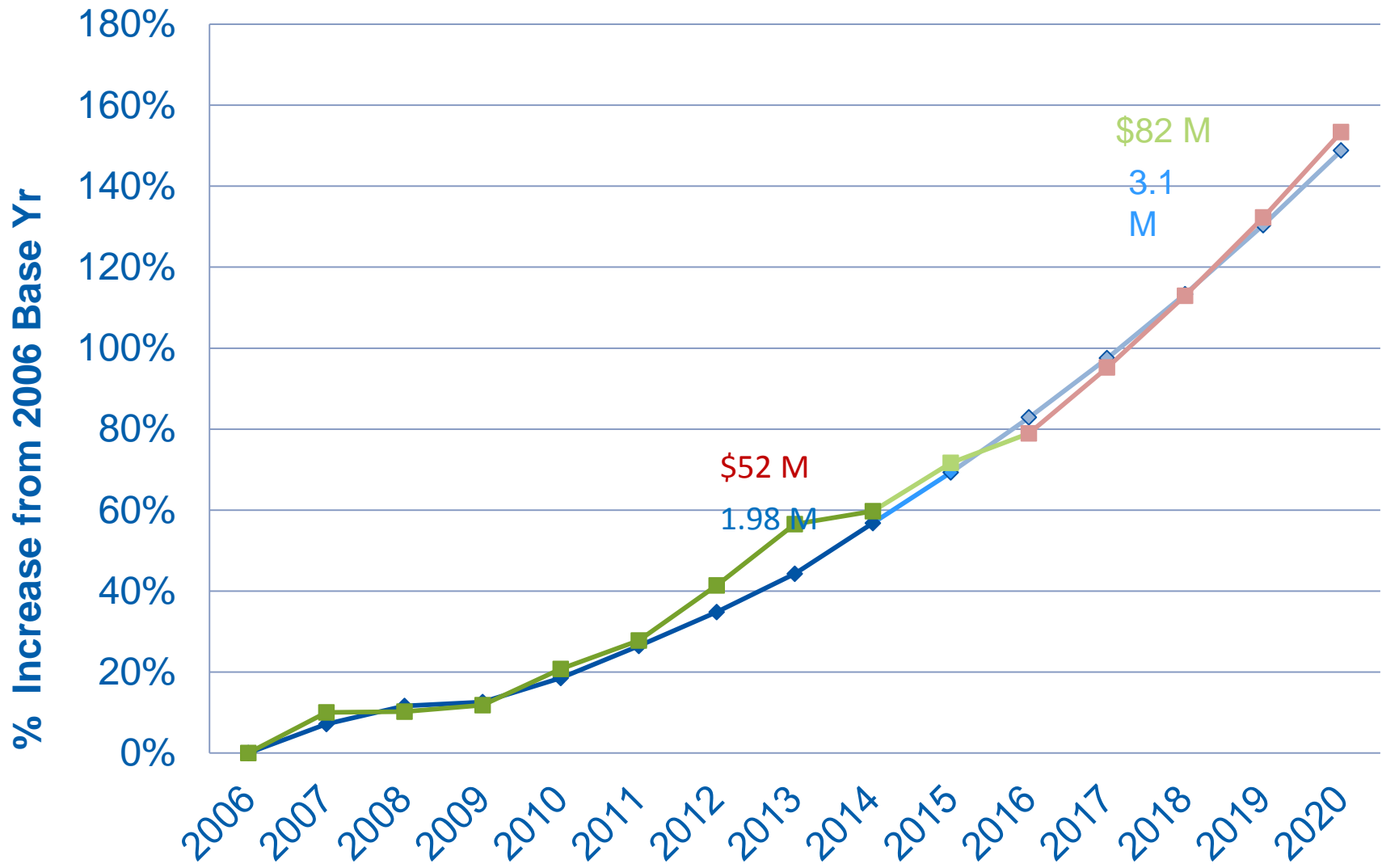
- Americans with Disabilities Act (ADA) requires transit service for persons who cannot use regular route due to disabilities
- Door through door dial-a-ride service for eligible persons in locations & times comparable to regular route local service
- 2013 Subsidy per passenger: \$23.88
- 2013 Farebox Recovery: 13.0%



Metro Mobility Ridership 2006-2014



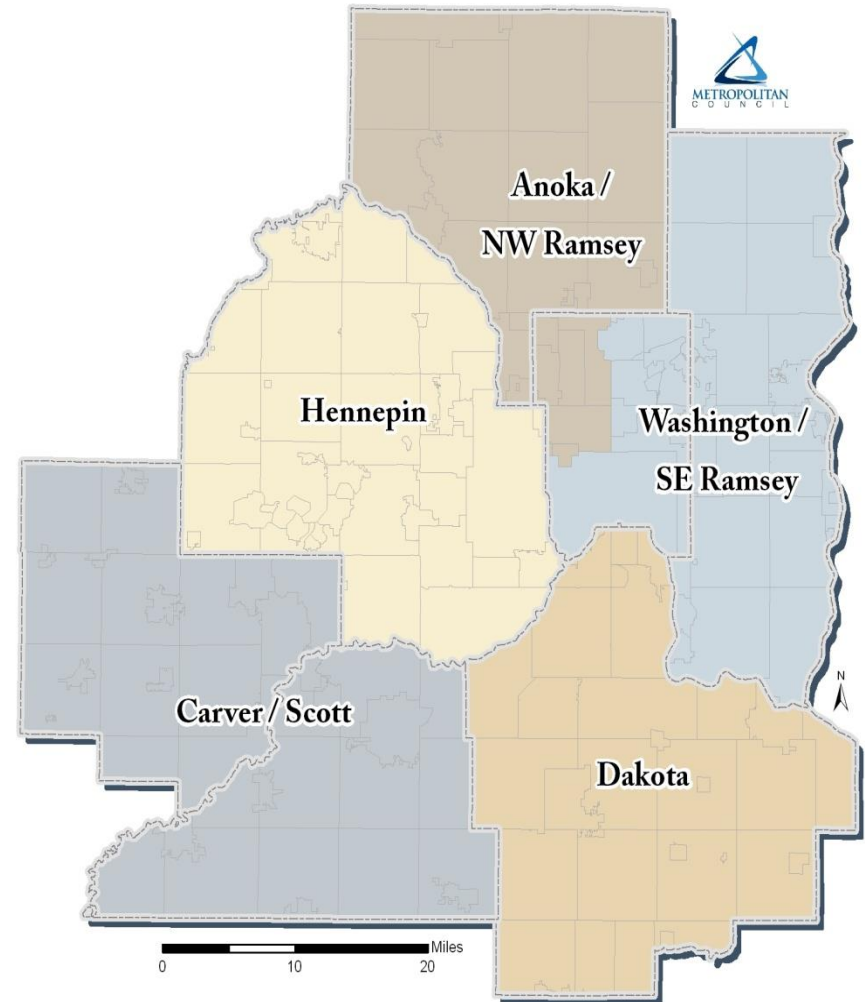
Metro Mobility Ridership, Operating Costs



◆ Ridership ■ Operating Cost

Transit Link Dial-a-Ride

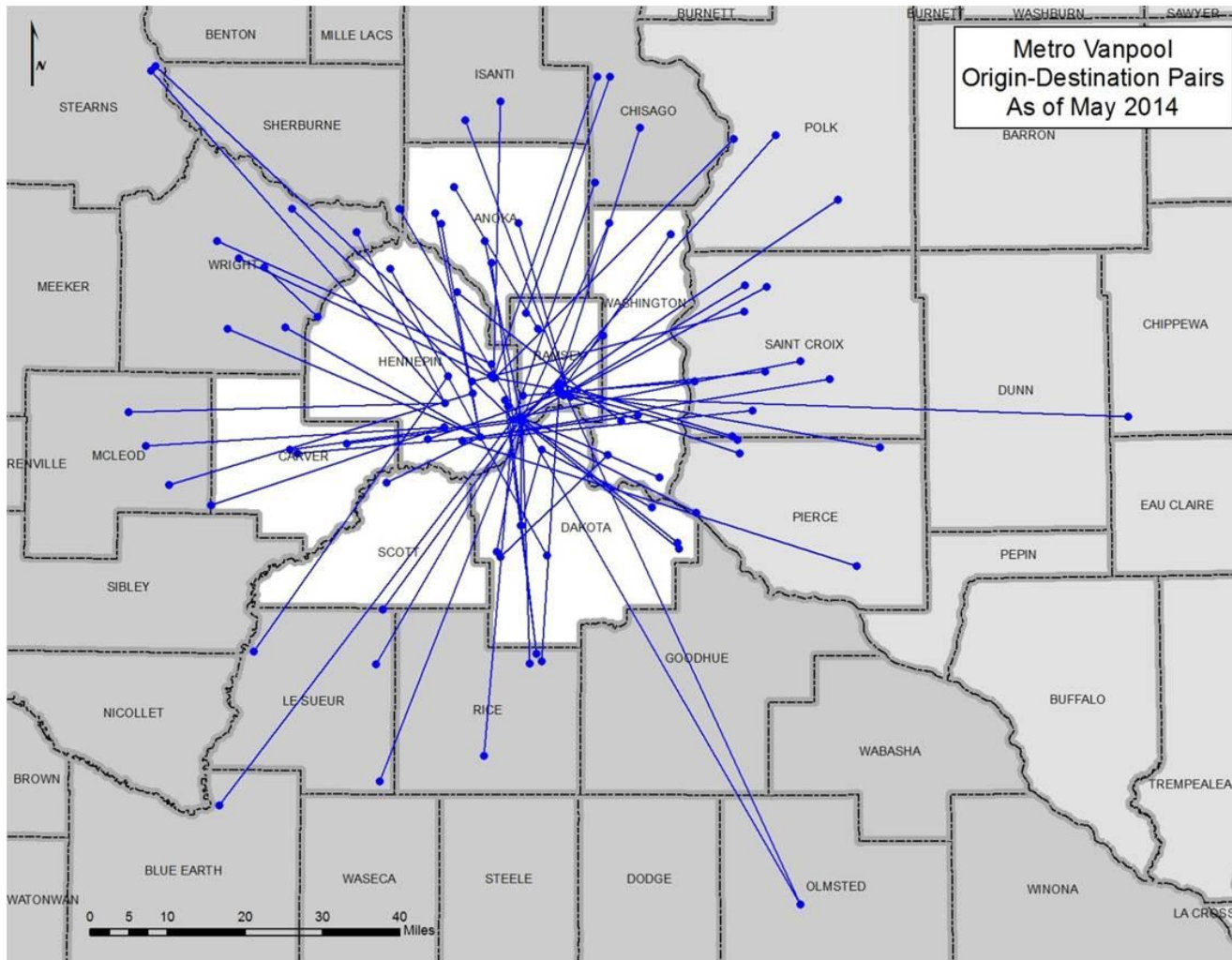
- General public dial- a-ride offering a transit solution where regular route is not available
- Service in five zones coordinate with regular route and Metro Mobility
- 2015 ridership: 326,000
- 2013 Subsidy per passenger: \$19.17
- 2012 Farebox Recovery: 11.7%



Metro Vanpool Services

- Provides a commute option for serving locations or times not well served by the regular-route transit network
- Council subsidizes approximately half the lease cost for eligible vans
- Program supplies all necessary operating elements including vehicle, insurance, maintenance, breakdown assistance, etc.
- Driver receives modest number of personal miles, so program van may substitute for personal vehicle

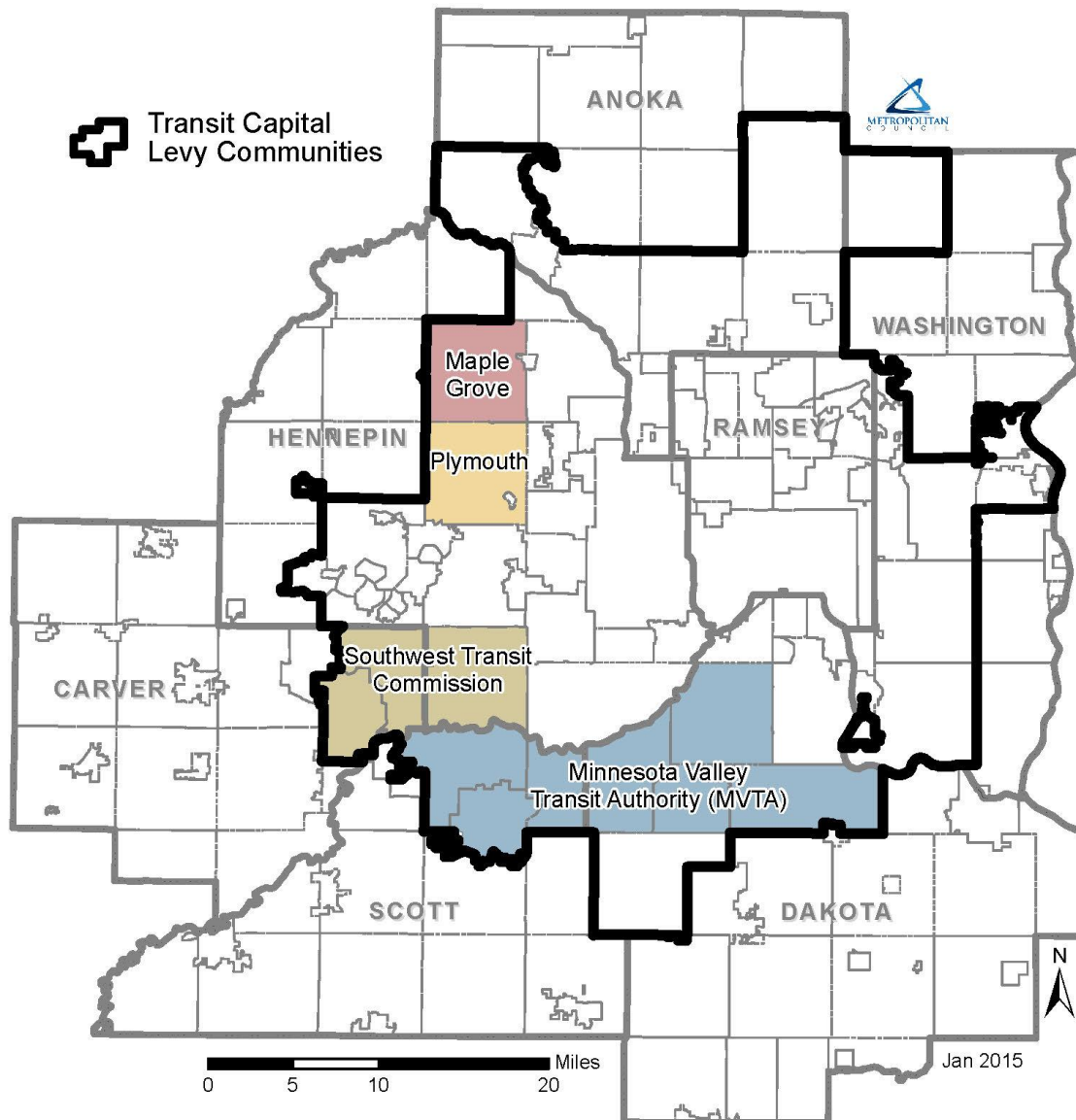
Metro Vanpool Services



Suburban Transit Providers

- Twelve suburban communities operate regular route express and local bus services through four providers:
 - Minnesota Valley Transit Authority (MVTA)
 - SouthWest Transit (SWT)
 - Maple Grove Transit
 - Plymouth Transit
- MVTA also operates the Red Line (Cedar Avenue) BRT service under contract with the Council

Suburban Transit Providers



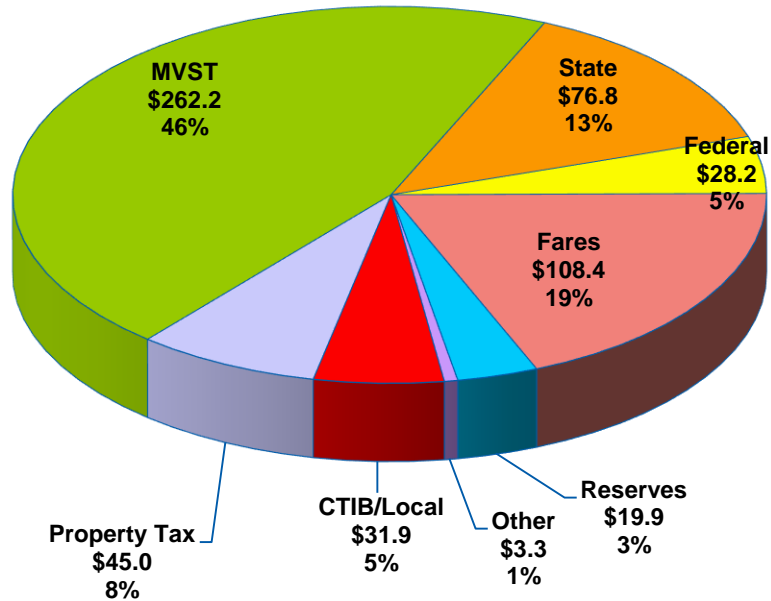
Transit Funding

Transit Operating Funding Sources

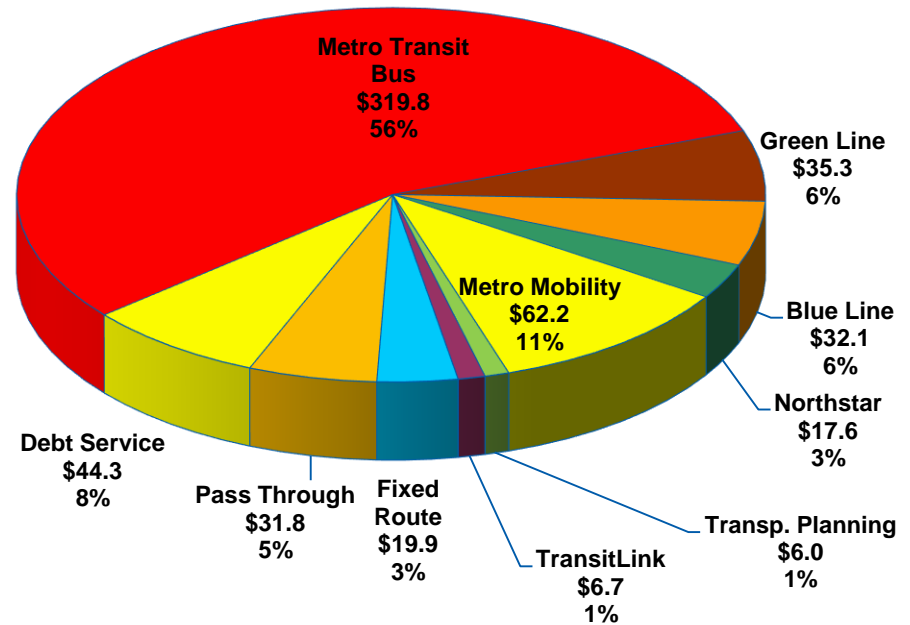
- **Motor Vehicle Sales Tax (MVST)**
Metropolitan area transit receives 36% of statewide MVST
- **State General Fund**
Legislatively appropriated for bus and rail operations
- **Federal Funds**
Formula capital funds used for preventive maintenance in operating budget
- **Fares**
Passenger fares from all services
- **Local and Other**
CTIB transitway operating funds
Advertising and other revenue

CY 2015 Transportation Operating Budget

Revenue
\$575.7M



Expenses
\$575.7M



Transit Capital Funding Sources

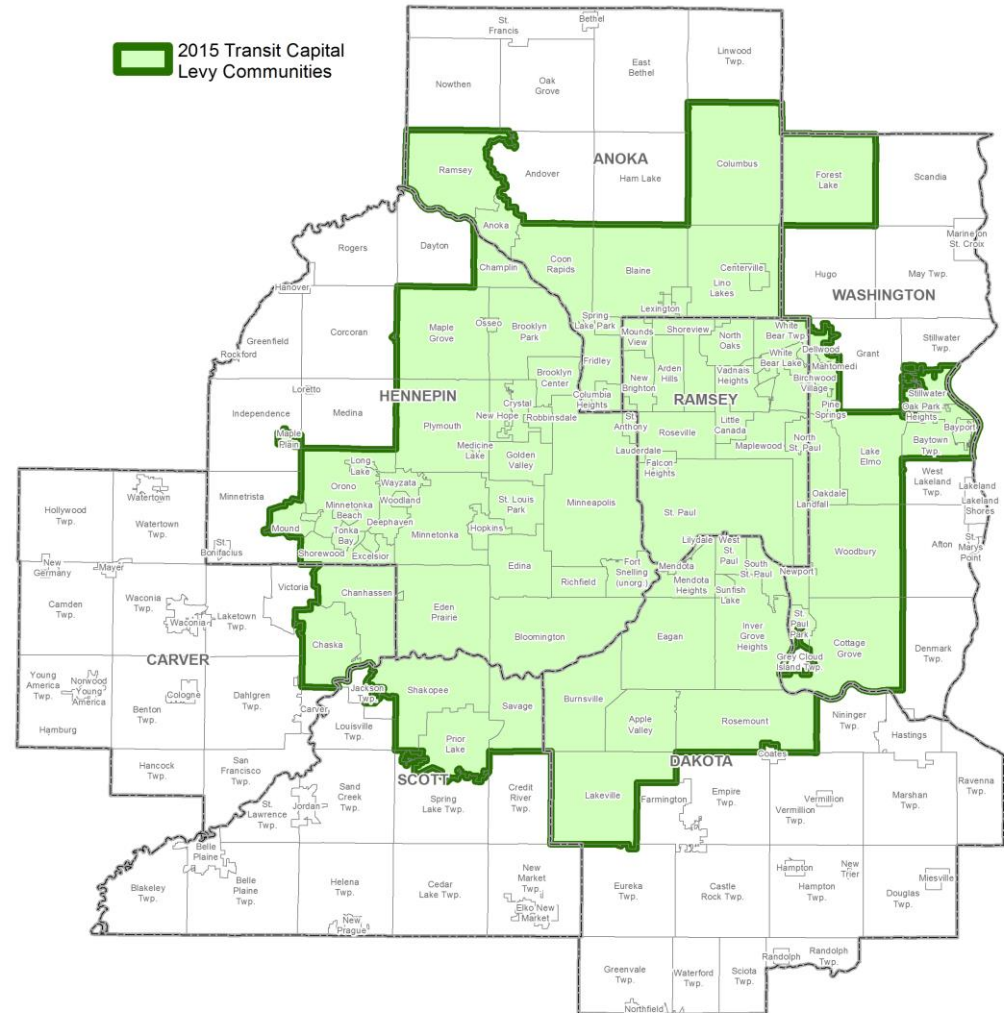
- State bonds
- Regional Transit Capital
- Federal Funds
- CTIB Sales Tax
- Regional Rail Authorities/Other Local

Regional Transit Capital

Transit Capital Levy Communities

Seven County Metro Area
January 2015

- Source of capital funds for basic transit system
- Legislature authorizes the sale of bonds
- Debt service paid with property taxes levied by Council
- Levy paid by Transit Capital Levy Communities



Transit Operations Potential Equity Issues

- Regional fare policy
- Regional fleet policy
- Funding
 - Geographic balance
 - Bus and Transitway spending

Transportation Planning

Transportation Planning Activities

- Highway Planning
- Transit Planning
- Airport Planning
- Freight Planning
- Travel Forecasting
- Corridor Studies



MPO Functions

- **Perform federal and state mandated planning**
 - Long-range: Transportation Policy Plan (TPP)
 - Short-range: Transportation Improvement Program (TIP)
 - Unified Planning Work Program (UPWP)
 - Major transportation studies
- **Allocate federal funds** through competitive solicitation overseen by Transportation Advisory Board (TAB)
- **Coordinate planning activities** with MnDOT, transit operators, MAC, and local governments
- **Ensure public input** in planning and federal funds programming

Transportation Advisory Board

- Comprised of 34 members (M.S. 473.196):
 - Elected officials from cities and counties
 - State and regional agencies
 - Citizens
 - Modal representatives (transit, bike/ped, freight)
- Helps fulfill requirement that local elected officials participate in selecting federally-funded projects
- TAB recommends projects, Council concurs/denies

2040 Transportation Policy Plan

- Council updates the Transportation Policy Plan (TPP) every 4 years
- 2040 TPP adopted by the Metropolitan Council in January 2015
- TPP addresses a variety of modes
 - Highways
 - Transit
 - Non-motorized (Bicycling / Pedestrian)
 - Freight
 - Aviation

Equity in the Transportation Policy Plan





- Healthy Environment goal specifically includes that the “regional transportation system advances equity”
- Related goal objective: “Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.”
- Strategies relate to public engagement, considering the needs of all users, and avoiding or mitigating disproportionately adverse impacts to historically underrepresented communities
- Performance measures

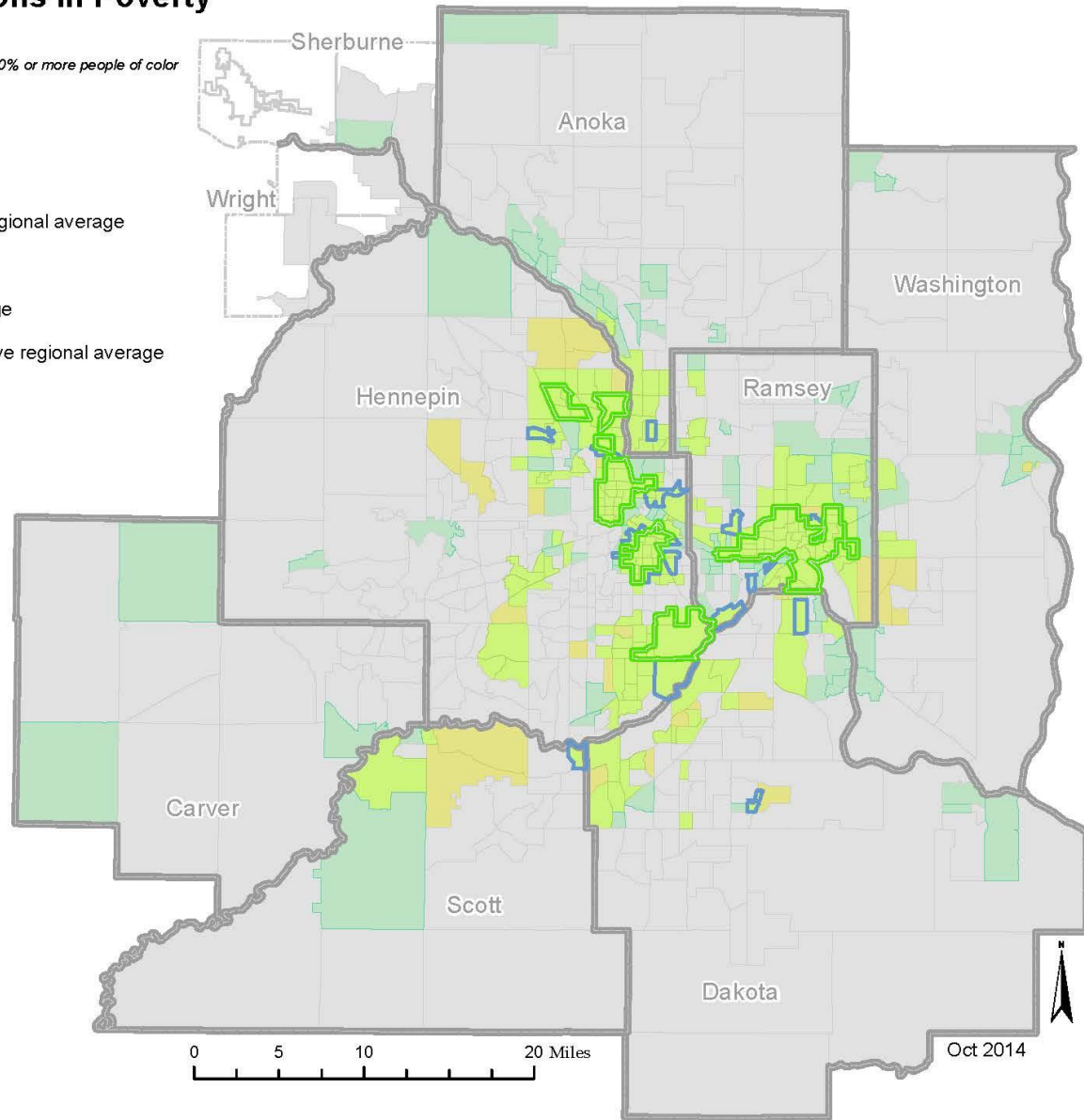
Populations of Color / Persons in Poverty

-  Racially Concentrated Areas of Poverty
40% or more in 185% poverty and 50% or more people of color
-  Areas of Concentrated Poverty
40% or more in 185% poverty

Regional Average

by Tract

-  Both Poverty and Pop. of Color below regional average
-  Pop. of Color above regional average
-  Individual Poverty above regional average
-  Both Ind. Poverty and Pop. of Color above regional average



People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional averages at either level.

100% poverty regional average is 10.5%
185% poverty regional average is 21.9%

Population of Color

Population of Color is defined as all persons not classified as White, Non-Latino

Regional Average is 23.4% People of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) the regional average

Data source: 2008-2012 ACS by Tract

Equity and the Regional Solicitation

- Regional Solicitation has contained criteria/points for housing for many years
- 2014 Solicitation Evaluation added additional criteria for
 - Connection to disadvantaged pop and benefits, impacts, mitigation
 - Regional Housing Performance Score
- Equity criteria weighting varies by application category
 - Roadways 10%
 - Transit Expansion 20%, Transit Modernization 15%
 - Bicycle and Pedestrian 12%

Other Equity-Related Work

- TAB and Councilmember Equity workshops in 2015
 - What is Equity?
 - Why is Equity important?
 - How should Equity apply to the region and for transportation?
- Equity continues as a criteria/scoring measure in 2016 Regional Solicitation
- TPP Work Program calls for additional analysis on transportation-related equity issues:
 - Safety outcomes by race and income
 - Spending on preservation and asset management
- More work is needed to integrate equity into the transportation planning process



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