

Governor's Transit Funding Initiative

Metropolitan Council Meeting
March 11, 2015



Transportation Needs Grow as the Region Grows

By 2040:

- **29%** population growth (over 800,000 people)
- **36%** employment growth (550,000 jobs)
- **62%** of net new households will not have children
- **100%+** growth in seniors

State Funding in recent years









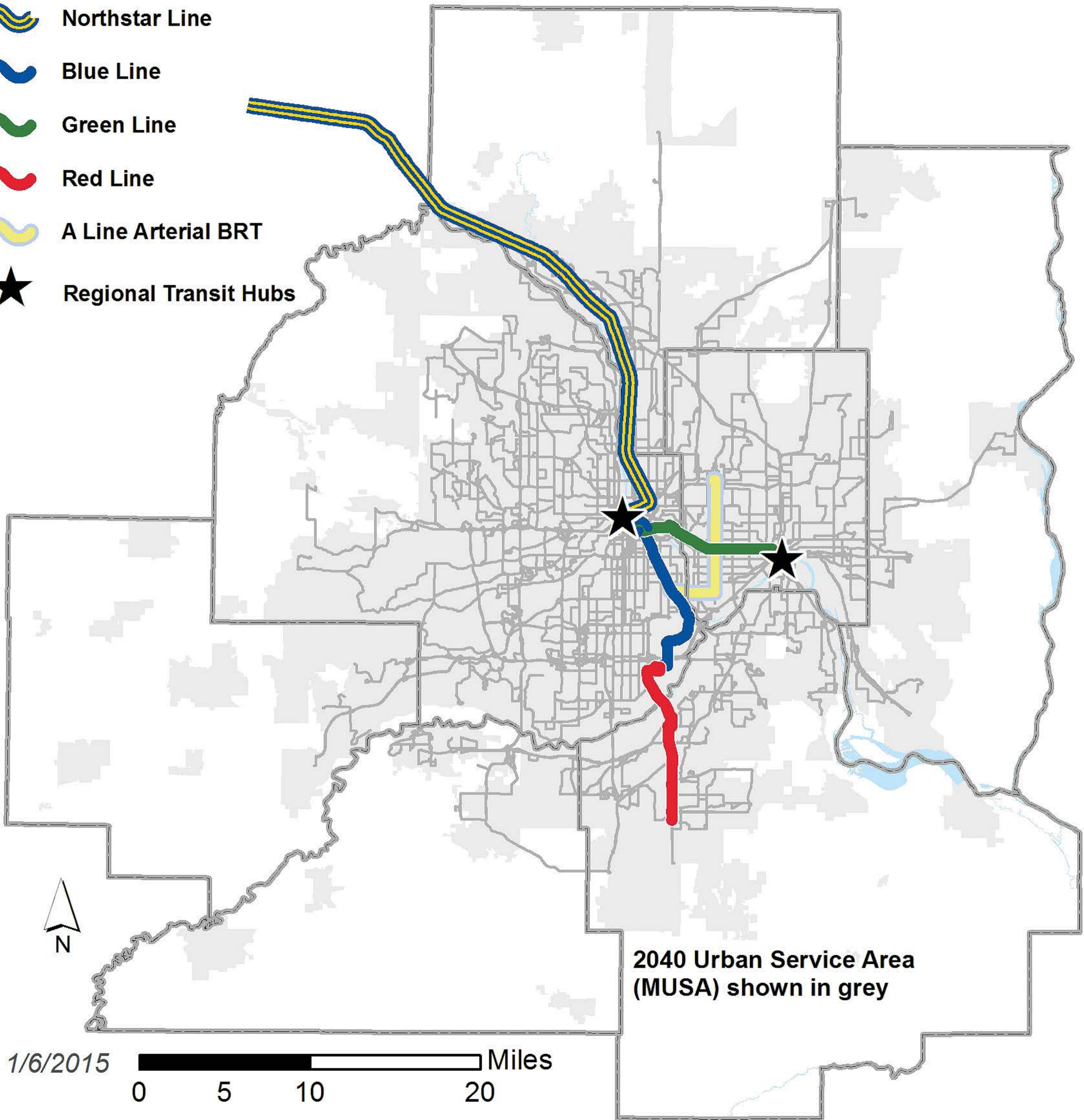
No Bus System Growth

- Past 10 years focused on overcoming bus funding shortfalls and maintaining the existing regular route system. Over this time:
 - Bus ridership has **grown 14%**
 - Recession resulted in significant declines in MVST revenues, recently stabilized
 - Bus General Fund appropriations spent to cover growing Metro Mobility demand and unfunded state share of rail operations

Next 10 yrs: No New Investment

- Transit system faces a **significant deficit**
- **Transitway development** will be limited and rely on local partners to contribute state shares
- **Regular route bus system will deteriorate** due to:
 - Growing population and demand
 - Aging of bus fleet, shelters and other facilities
 - Continued growth in Metro Mobility
 - Required funding of existing rail operations

-  Northstar Line
-  Blue Line
-  Green Line
-  Red Line
-  A Line Arterial BRT
-  Regional Transit Hubs



2040 Urban Service Area (MUSA) shown in grey

1/6/2015 0 5 10 20 Miles

SFY 2016-2017 Budget Proposal

Governor's Budget Proposal: **increases transit funding**

- **1/2 cent transit dedicates sales tax for the metro area raises \$2.8 billion over ten years**
 - SFY 2016: \$163.1 million
 - SFY 2017: \$256.7 million
- **Allows for accelerated expansion of the entire system**
- **Covers transit capital and operating costs**

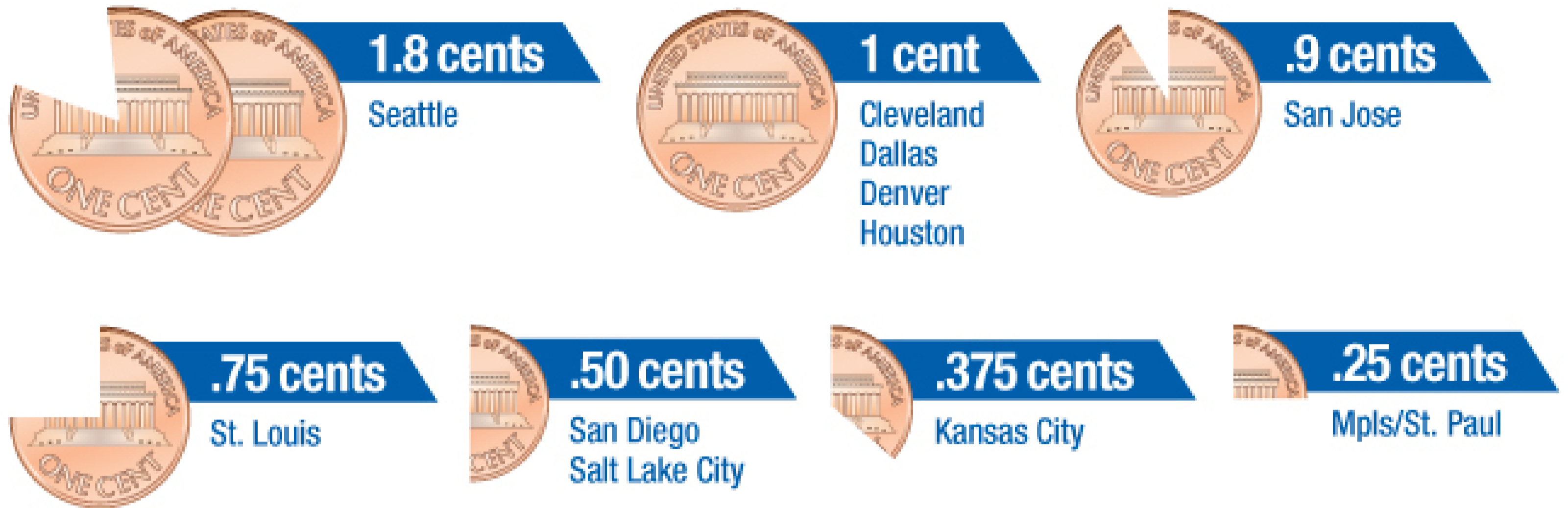
Governor's Budget Proposal: relieves pressure on state budget

- Relieves General Fund of operating costs for current transitways (M.S. 473.4051)
 - \$270 million over 10 years
- Relieves state's GO bonding share for future transit capital investments

Governor's Budget Proposal: **provides stable & reliable funding**

- Predictable funding source allows for long-term transit system investment
- Governor's budget would:
 - Keep the metro area highly competitive with other regions
 - Encourage private economic investment by bringing greater certainty to transit investment
 - Provide easy to administer collection source

Transit-dedicated sales tax is ongoing & stable



**Next 10 yrs: \$2.8B stable
investment keeps our region
economically competitive
with significant
transitway expansion
and bus system growth**

Next 10 yrs: \$2.8B investment

Allows our region's to build:

- Southwest LRT (Green Line Extension)
- Bottineau LRT (Blue Line Extension)
- Red Line Extension
- Orange Line BRT (35W)
- Gold Line BRT (Gateway)
- 11 Arterial BRT lines
- Red Rock, Riverview, Robert Street
- Additional transitways under development

 Northstar Line

 Blue Line

 Green Line

 Red Line

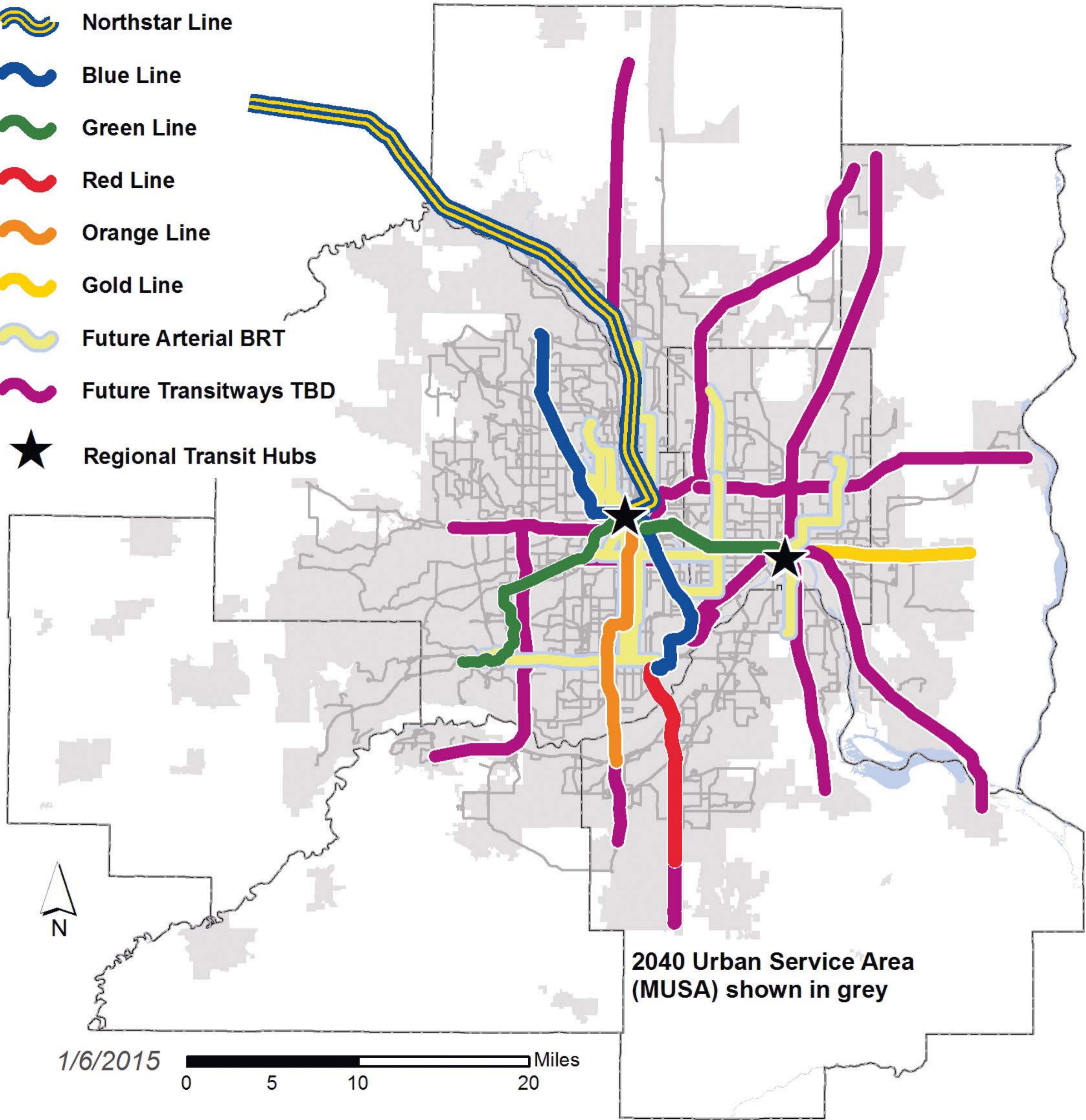
 Orange Line

 Gold Line

 Future Arterial BRT

 Future Transitways TBD

 Regional Transit Hubs



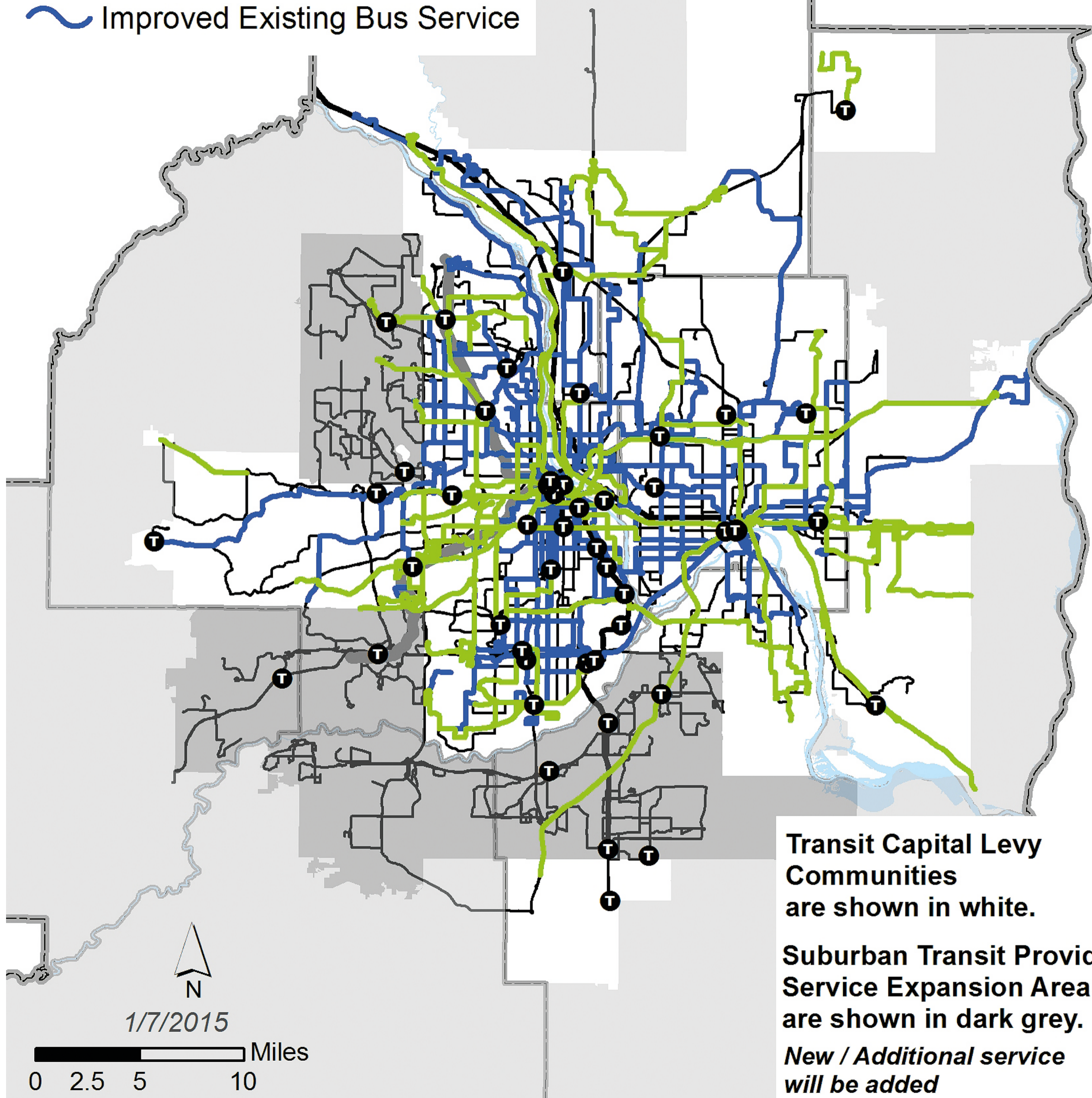
2040 Urban Service Area (MUSA) shown in grey

1/6/2015  Miles
0 5 10 20

Next 10 yrs: \$2.8 B investment

- Expands current bus system by almost 30% by 2025
- More routes, more frequent service, more coverage
- Modernized system using new technologies and real-time updates
- Adds 1000 more shelters, many with light and heat

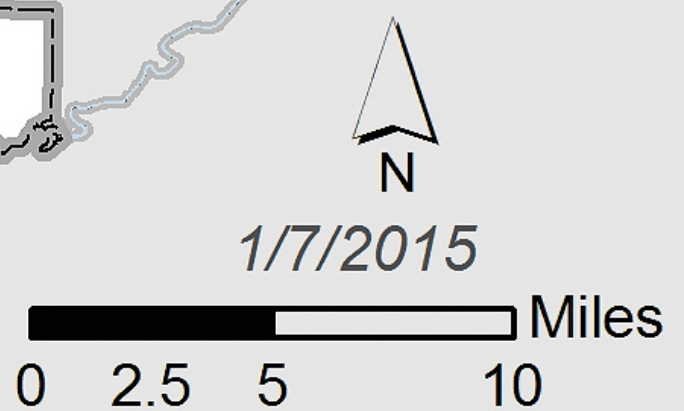
-  New Bus Service Coverage
-  Improved Existing Bus Service



Transit Capital Levy Communities are shown in white.

Suburban Transit Provider Service Expansion Areas are shown in dark grey.

New / Additional service will be added



1/7/2015

Outcomes

- Ridership increases to 170-180M riders by 2040
- Attracts new residents and jobs to the region
- Improves bus access to 1M jobs
- Gives regional employers access to an additional 500K people within a 30 minute commute
- More frequent service and more hours of service
- Safer service – more policing

Investing less than \$2.8B

- First call on any new funds – address Metro Mobility growth and transitway operations*
- Transitway development is slowed – increased reliance on funding from local partners and state bonds
- Limited or no bus expansion; possible reduction of current service levels
- Regional projects may compete for state funding
- Makes us less competitive for federal matching funds

* Statutory requirement



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