

Metropolitan Council Budget Overview SFY 2016-2017

Transportation Advisory Board
February 18, 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









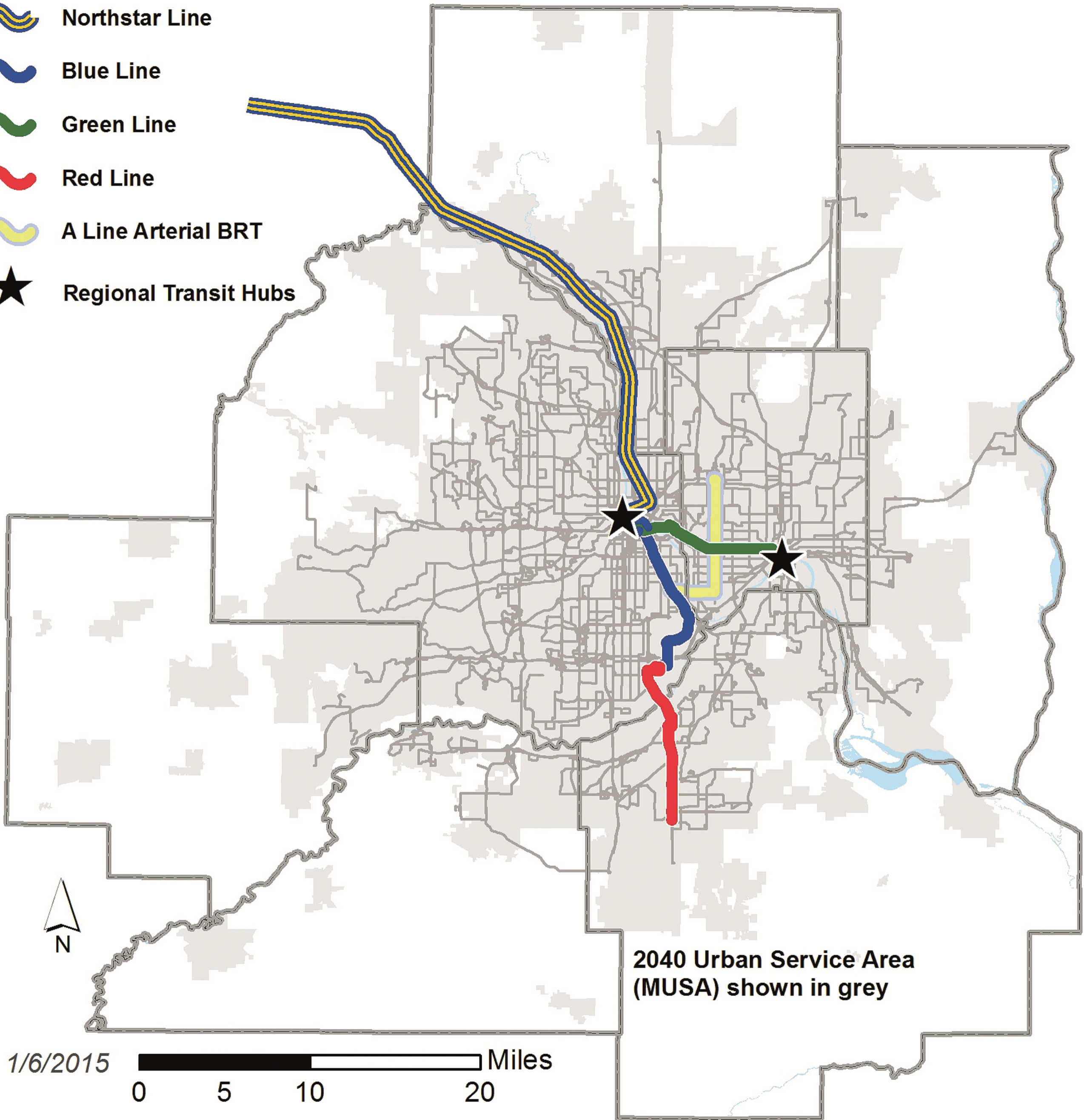
No Bus System Growth

- 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

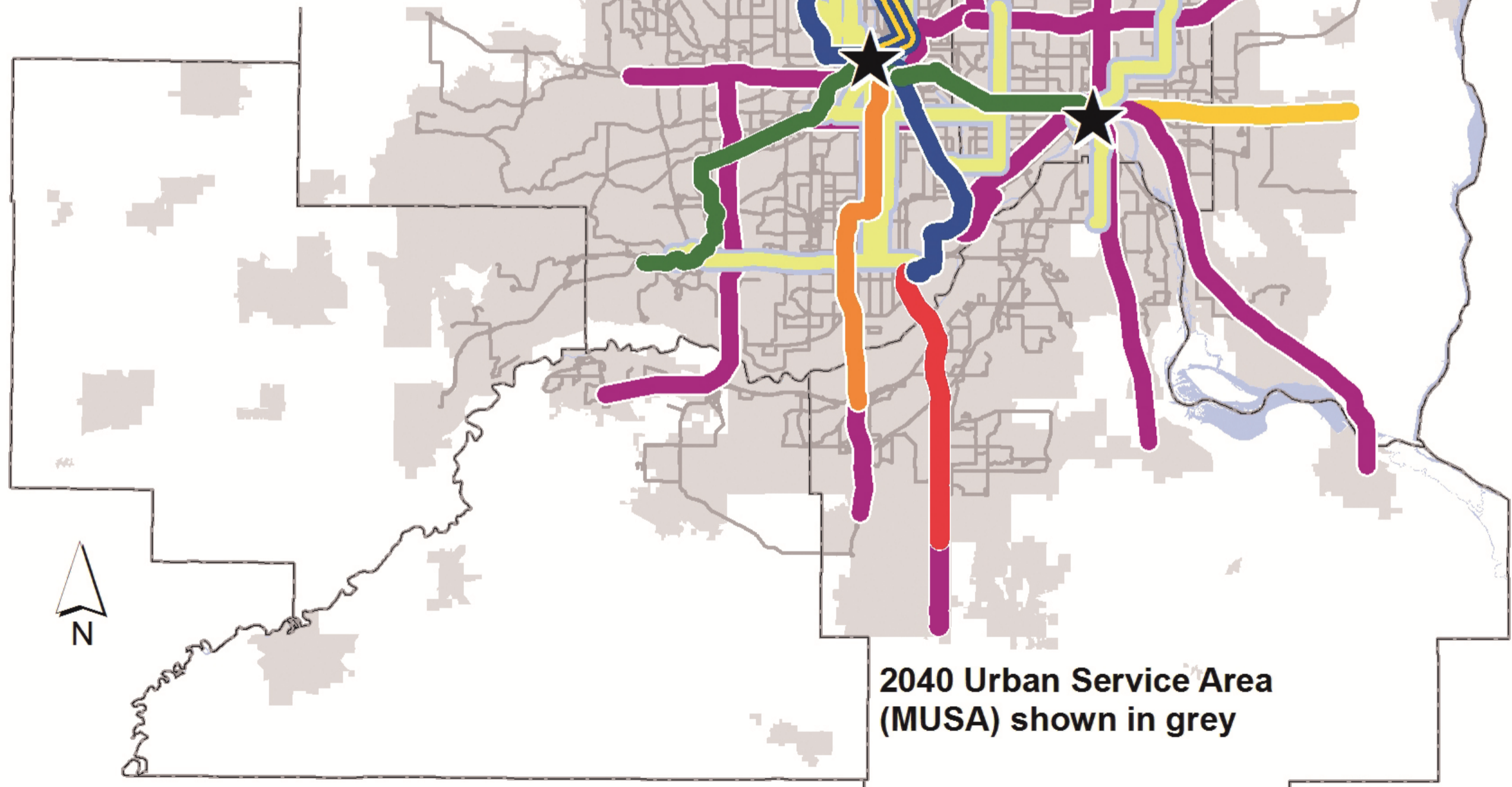
 Orange Line

 Gold Line

 Future Arterial BRT

 Future Transitways TBD

 Regional Transit Hubs



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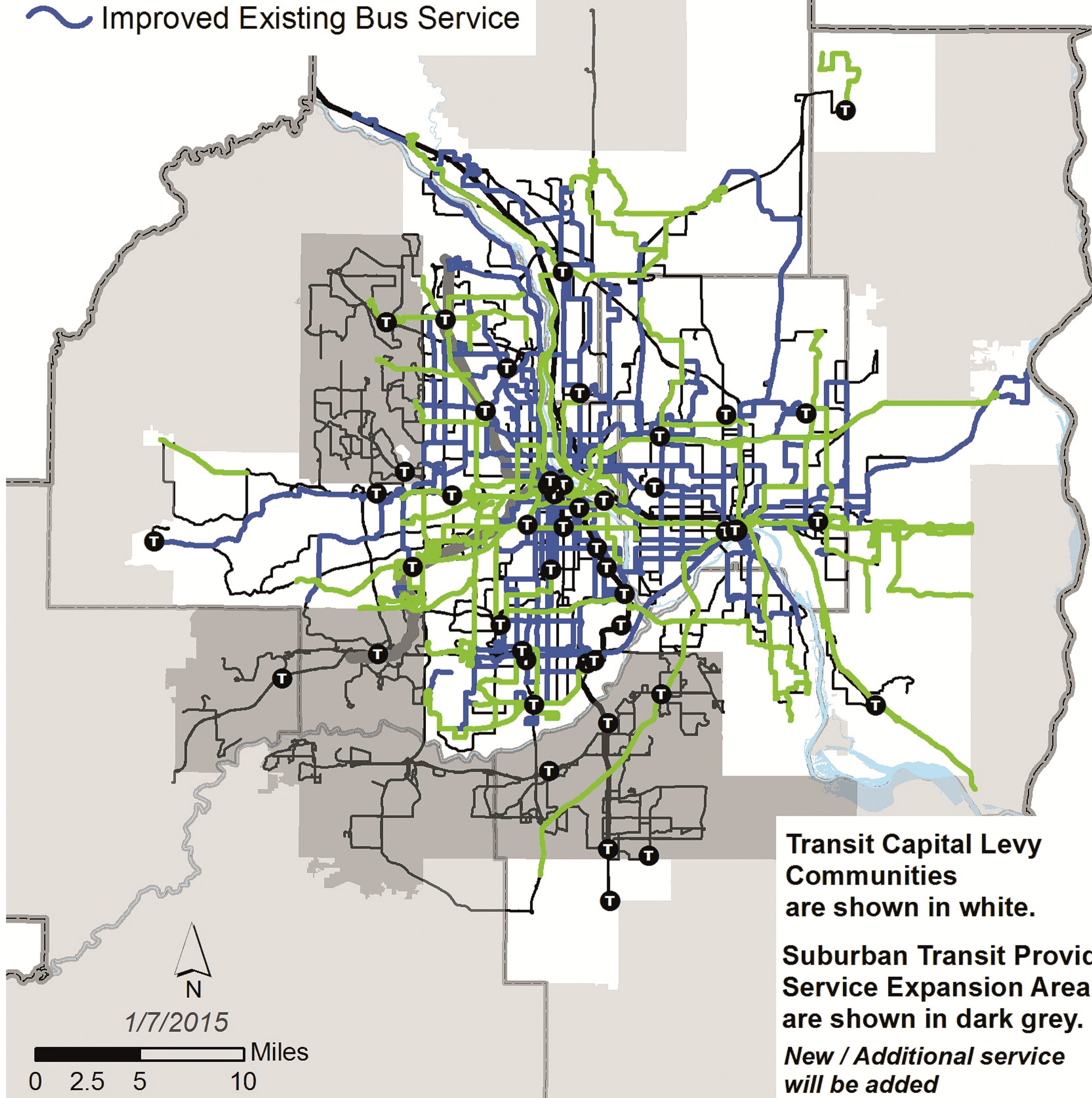


1/6/2015  Miles
0 5 10 20

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

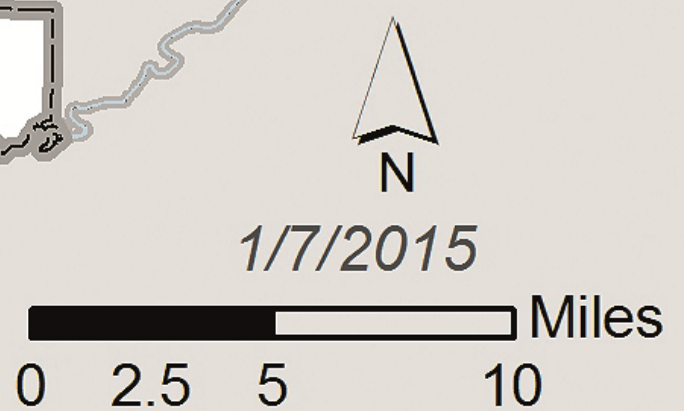
-  New Bus Service Coverage
-  Improved Existing Bus Service



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



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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