



TRANSPORTATION POLICY PLAN

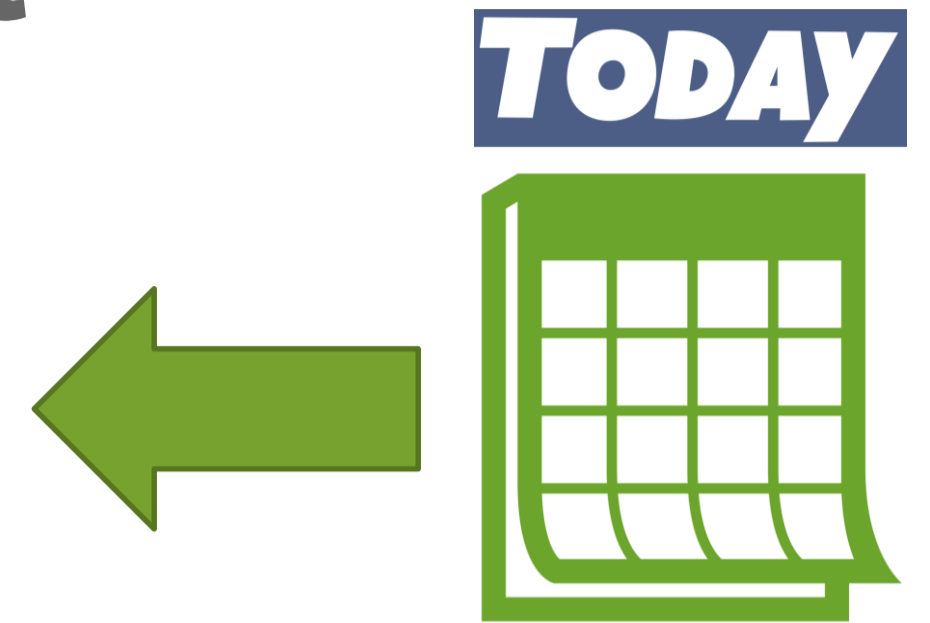
Transit Investment Direction and Plan Introduction

Transportation Advisory Board

October 18, 2017

Today's Topics - Transit

- 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”)



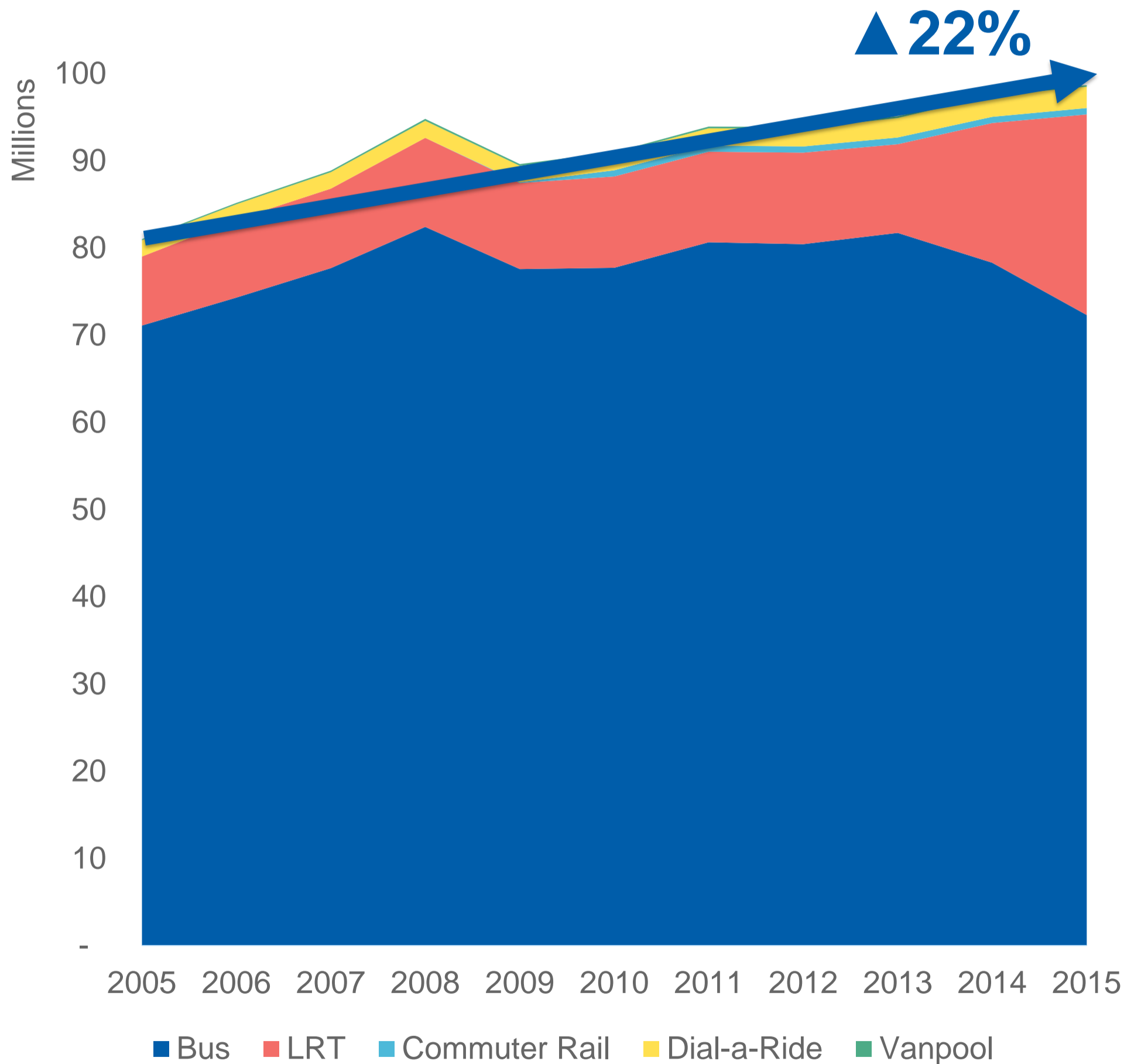
TRANSPORTATION POLICY PLAN

Where are We Now?

Transit Trends and Issues

Where are We Now?

Ridership



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

Recent major investments:

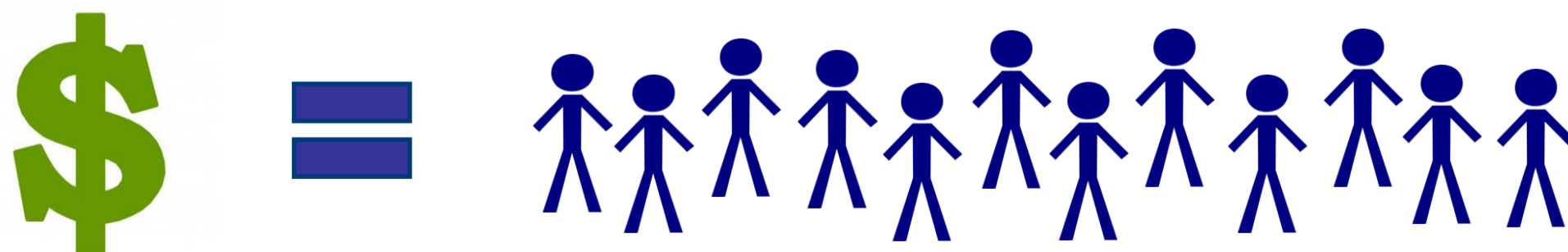
- 2013 – 1st Highway BRT
- 2014 – 2nd Light Rail
- 2016 – 1st Arterial BRT

Where are We Now?

Return on Investment

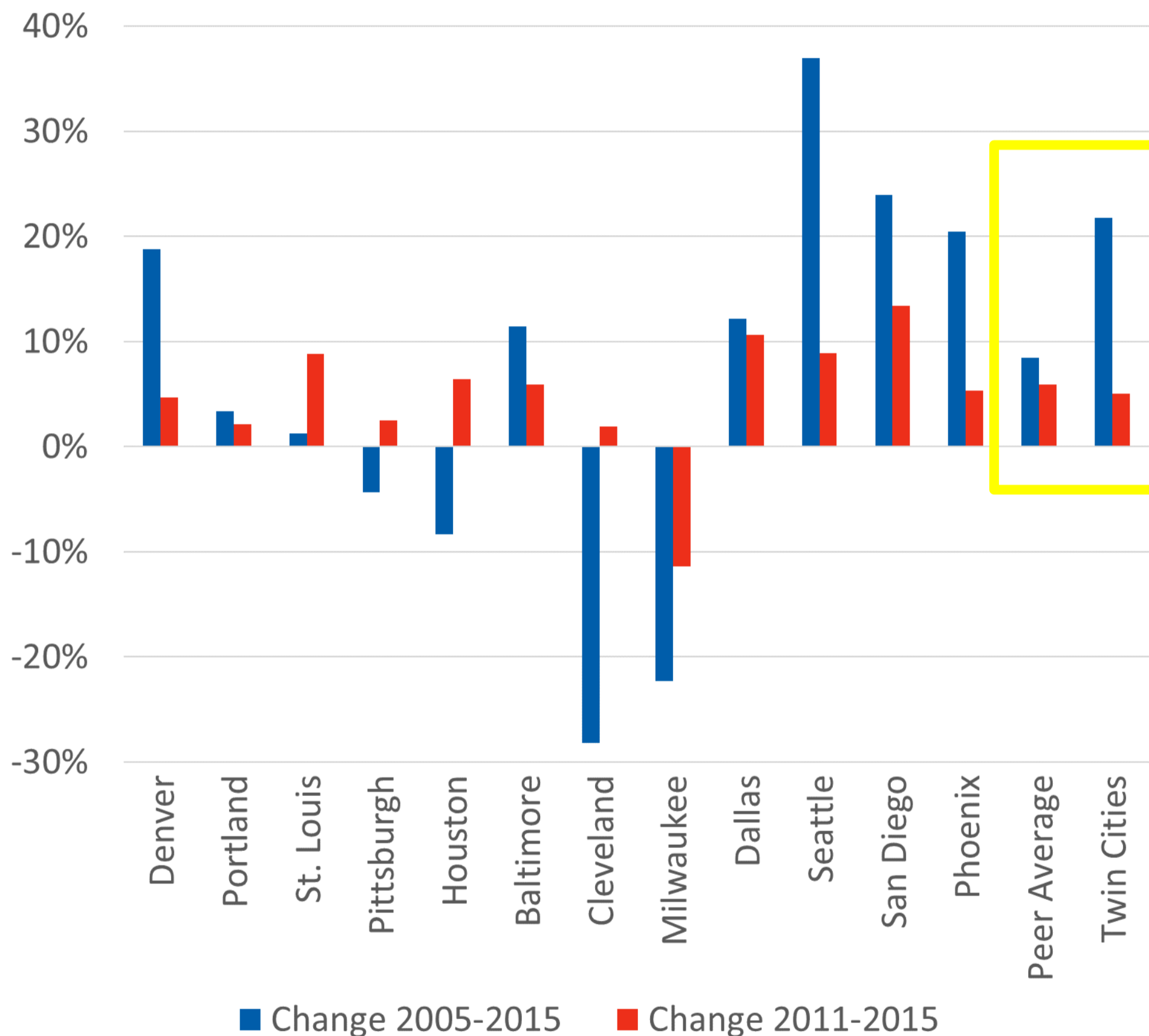
Recent Case Studies:

- 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?

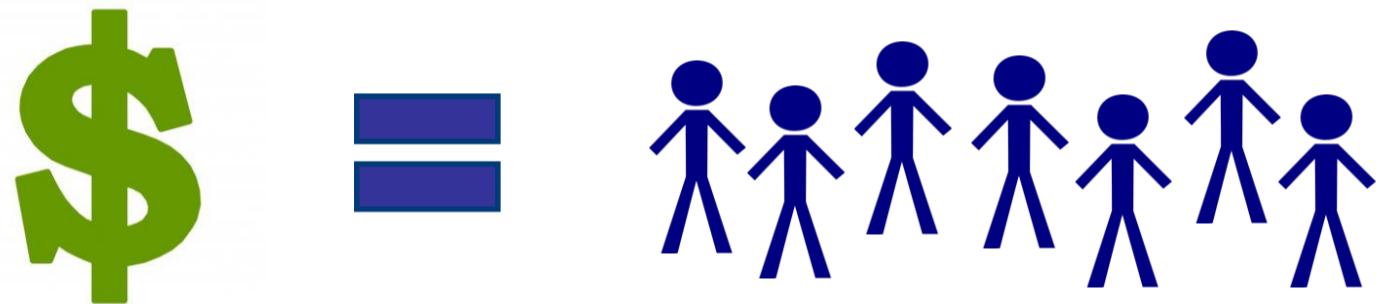
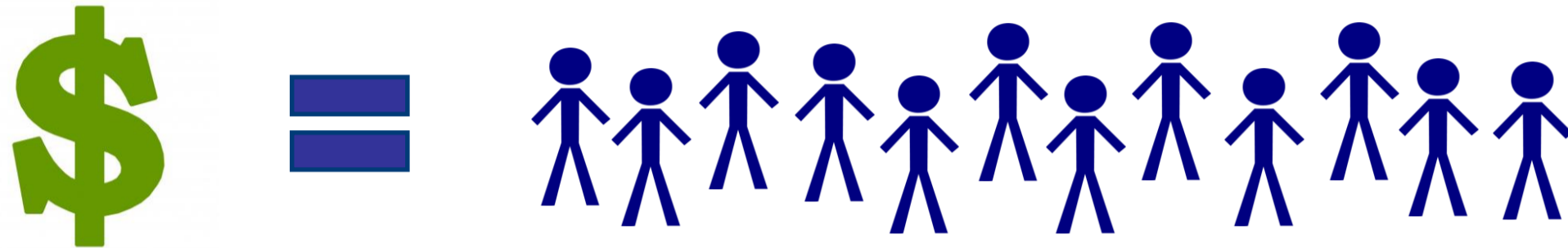
Transit System: Peer Ridership



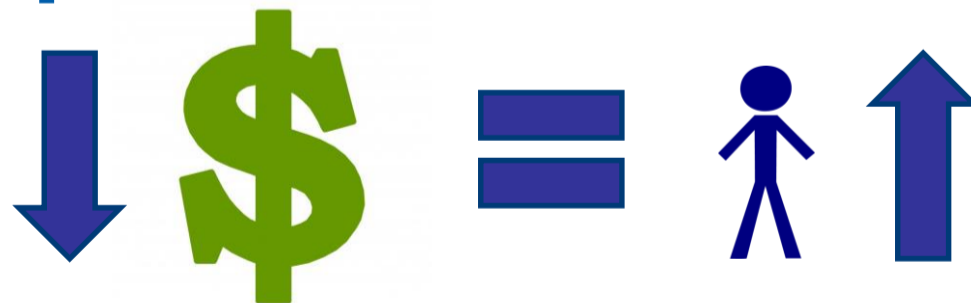
- Ridership growth has outpaced the peer average since 2005
- Twin Cities: 3rd
- Ridership growth in peer regions has outpaced Twin Cities since 2011
- Twin Cities: 8th

Where are We Now?

Return on Investment



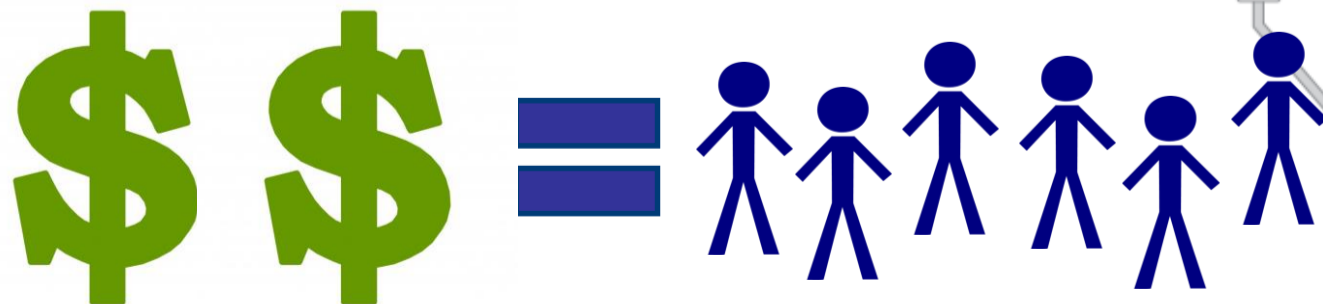
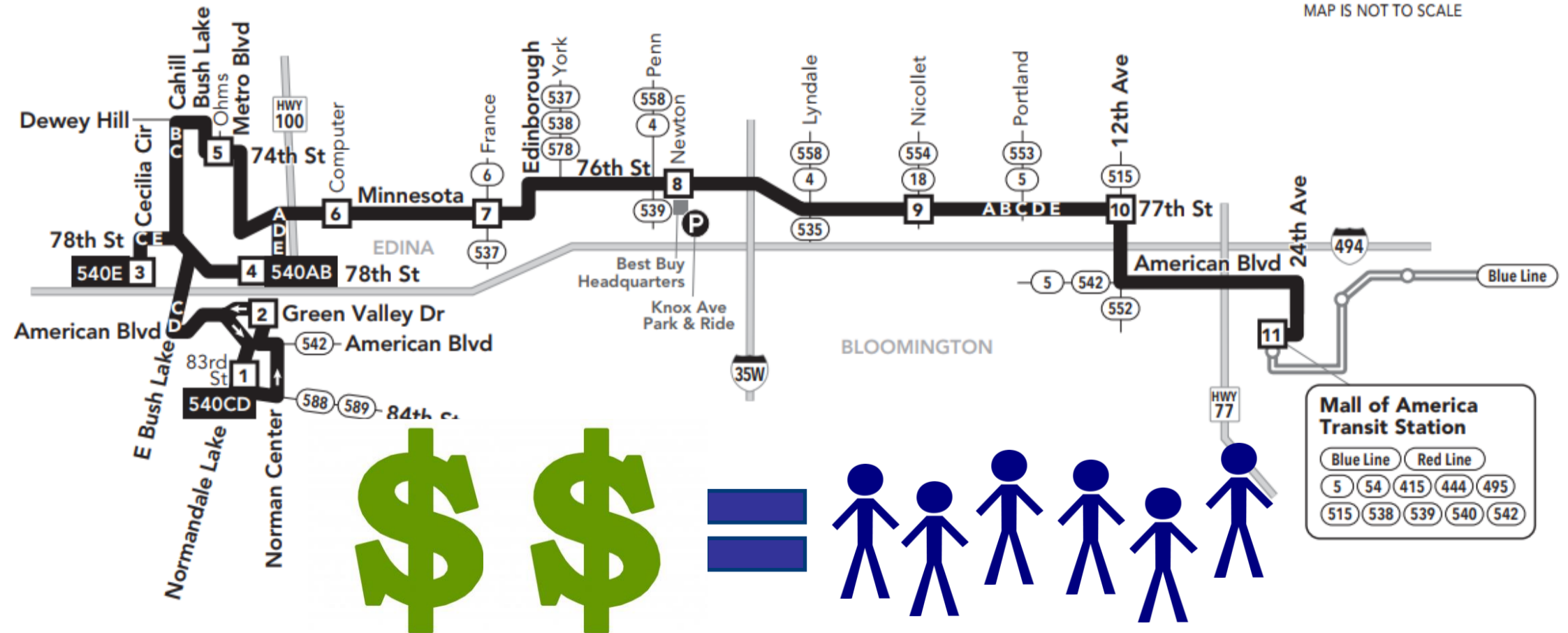
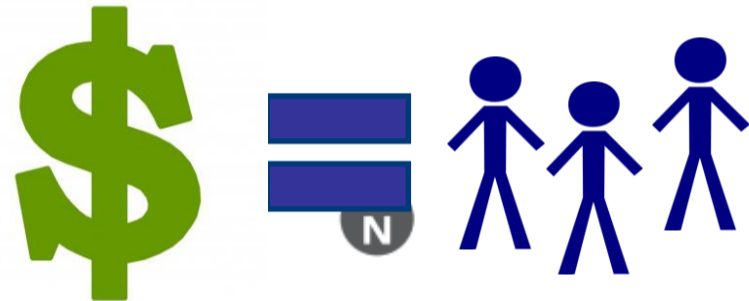
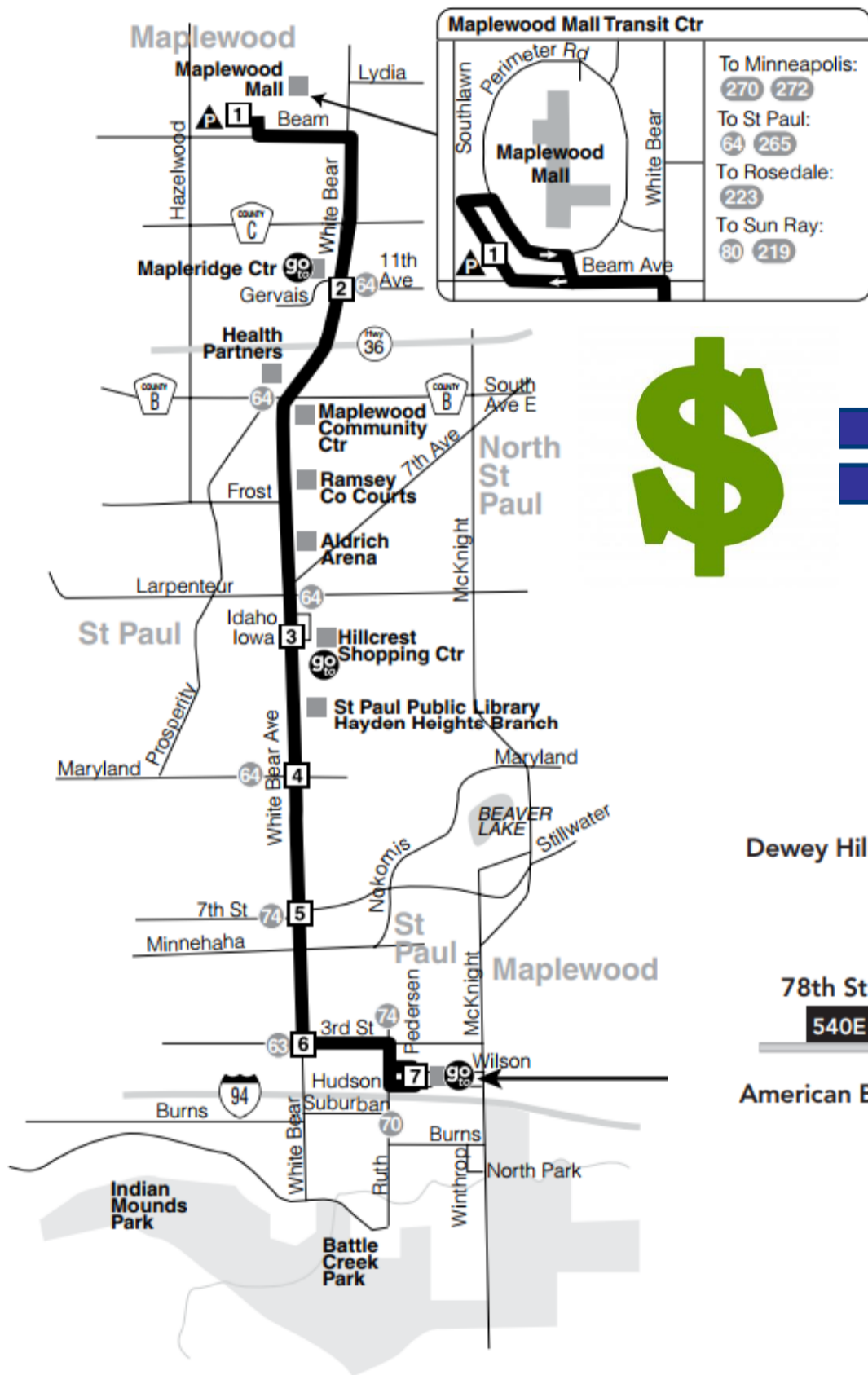
Optimal Investments:



Where are We Now?

Return on Investment

- Same subsidy per passenger
- One route carries 2x as many passengers



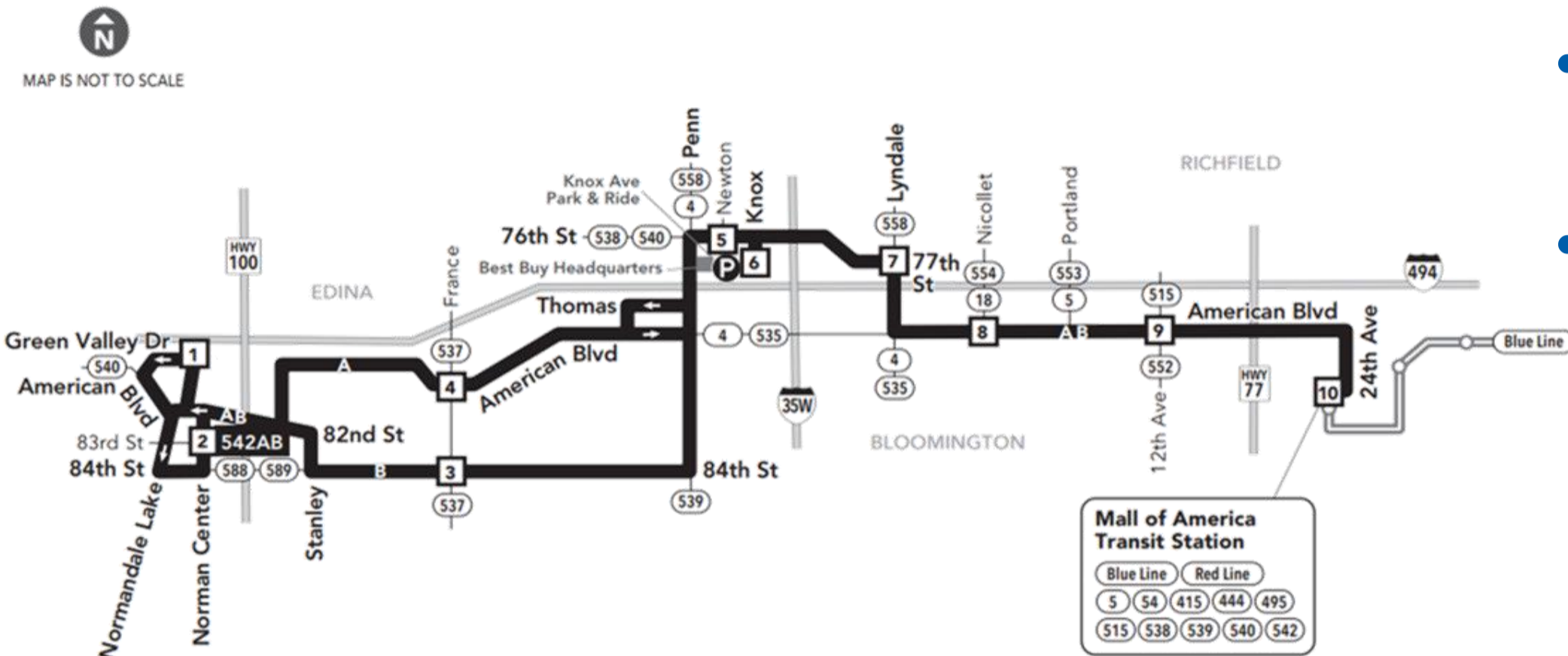
Effective 6/17/17

MAP IS NOT TO SCALE

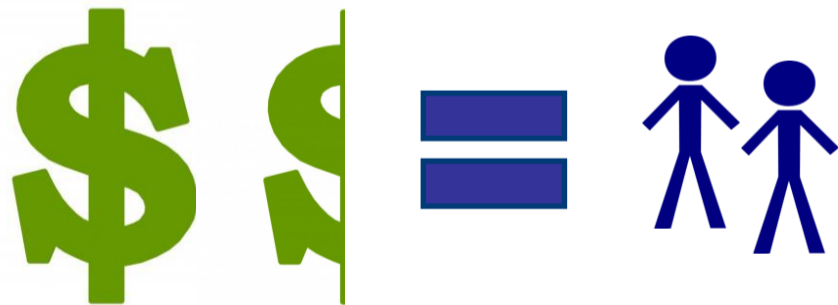
Where are We Now?

Return on Investment

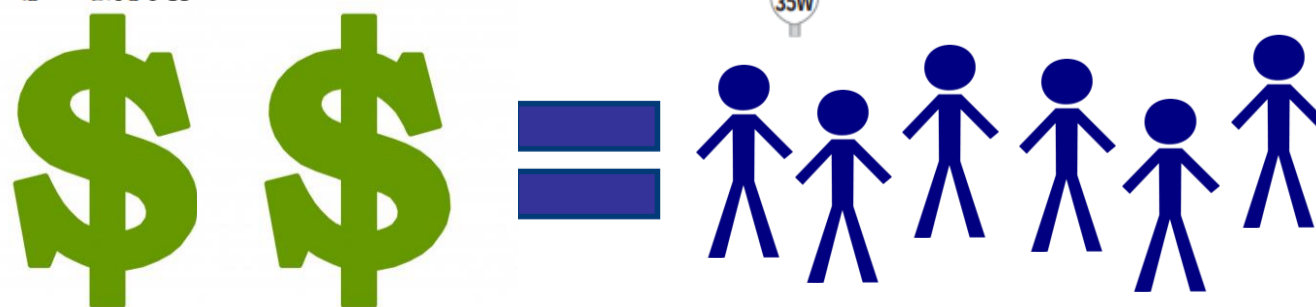
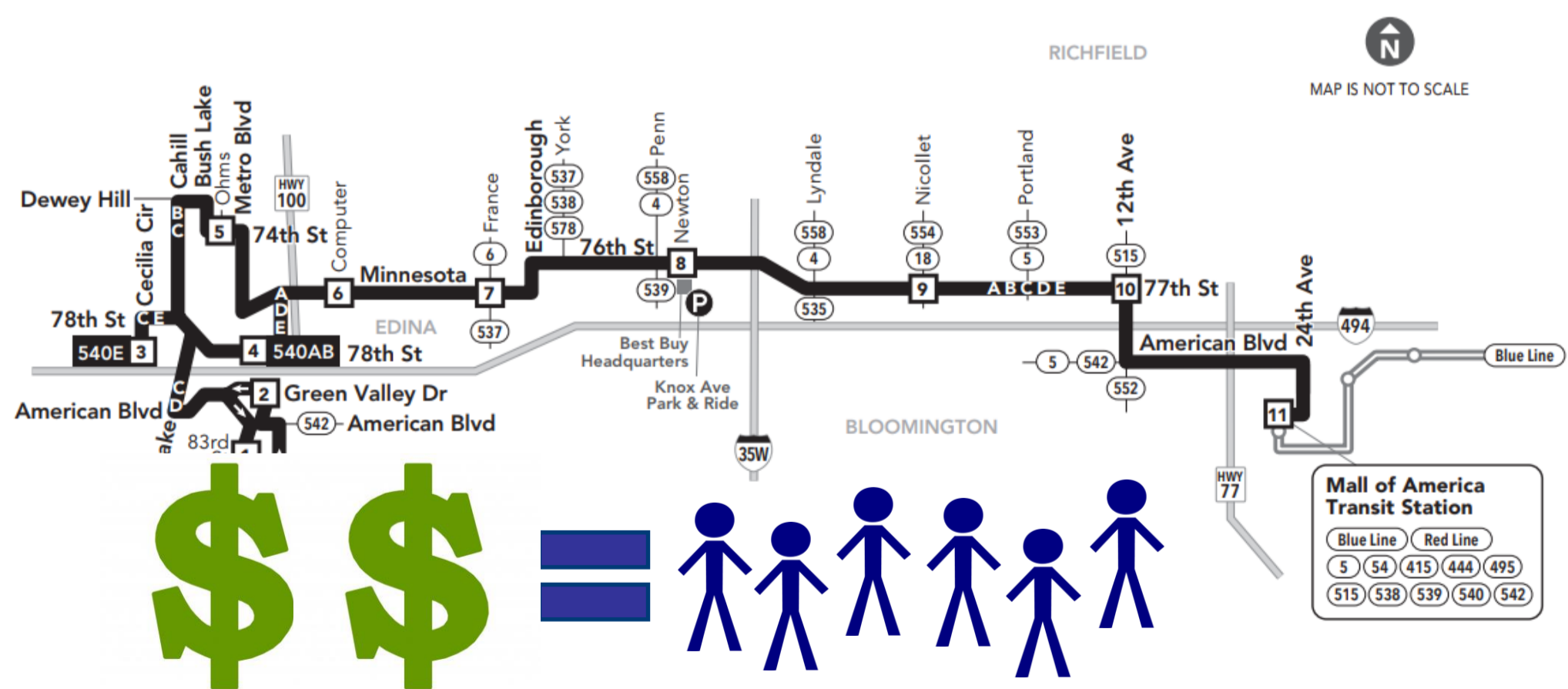
Effective 6/17/17



- One route subsidy per passenger about 2x
- One route carries 3x as many passengers, but costs 50% more

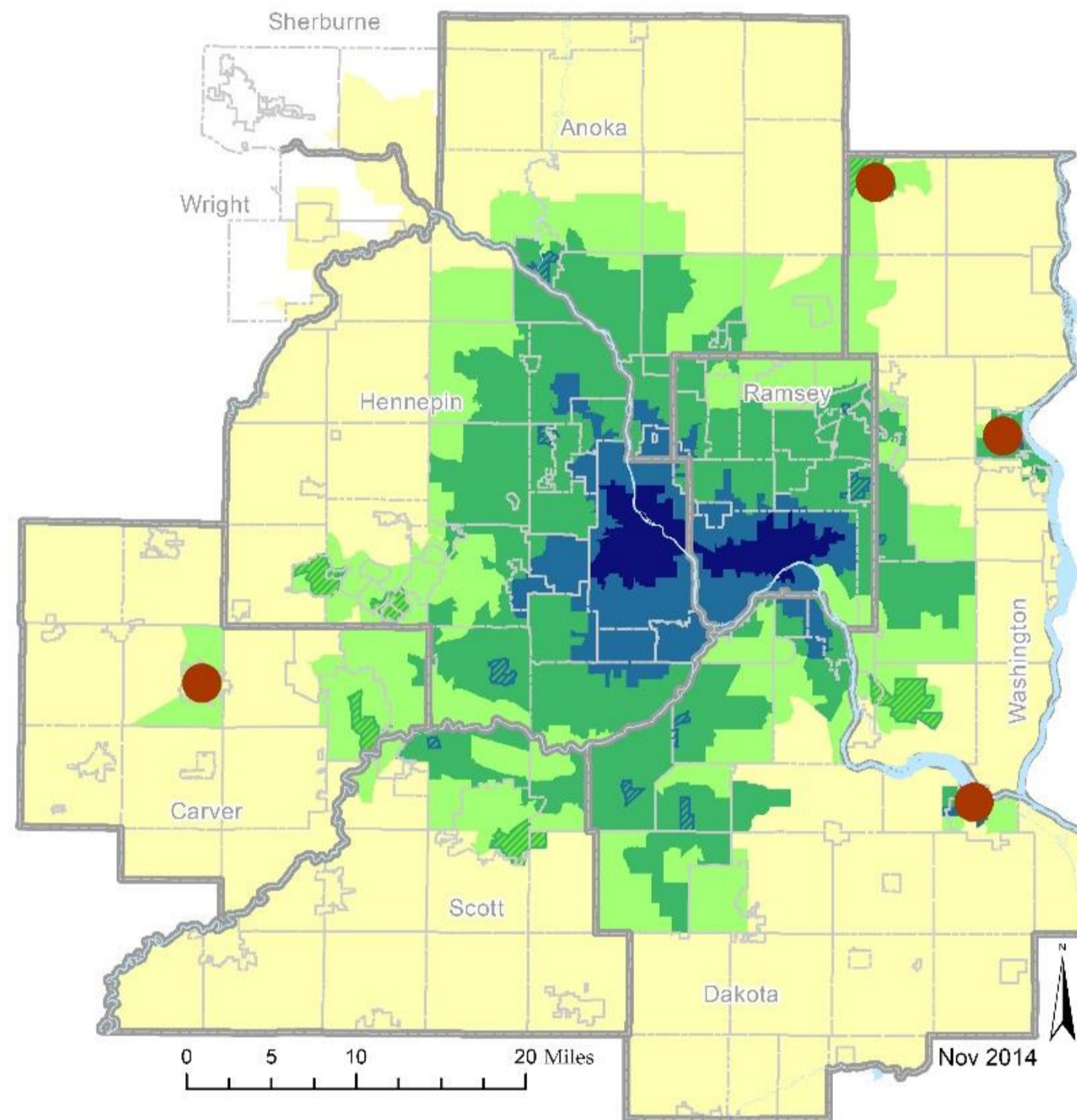


Effective 6/17/17



Where are We Now?

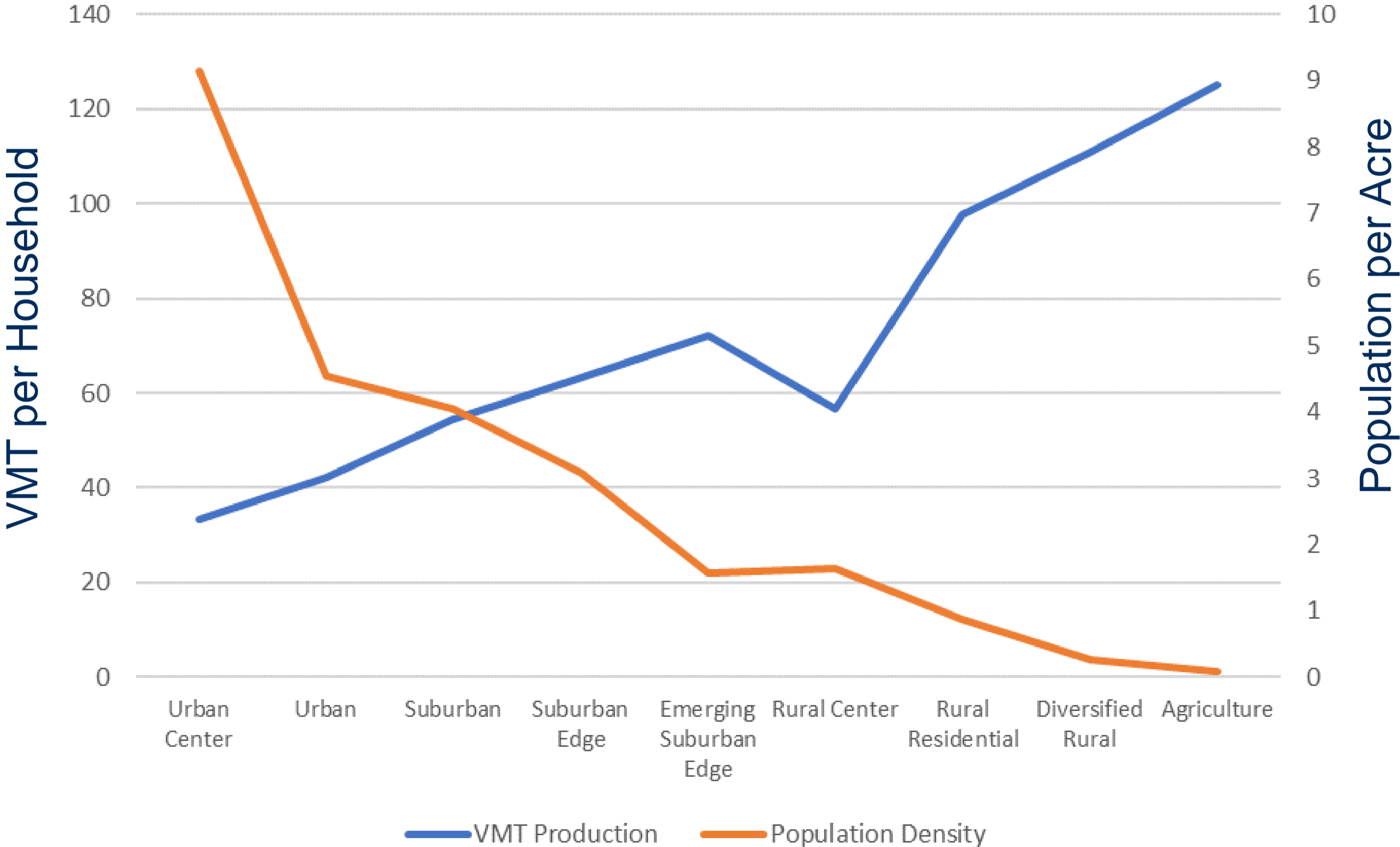
Transit Market Areas



- 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!

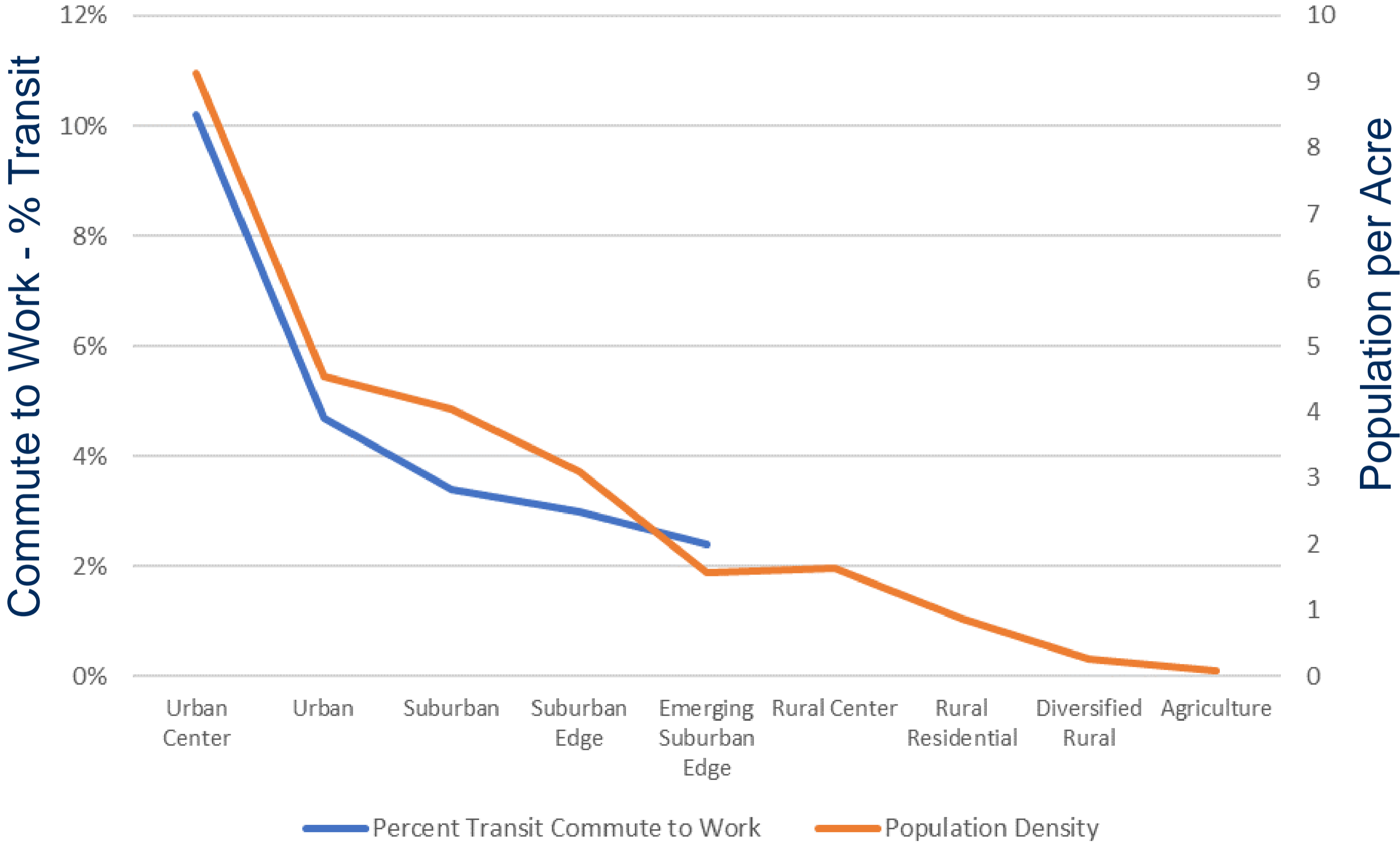
Where are We Now?

Travel and Density



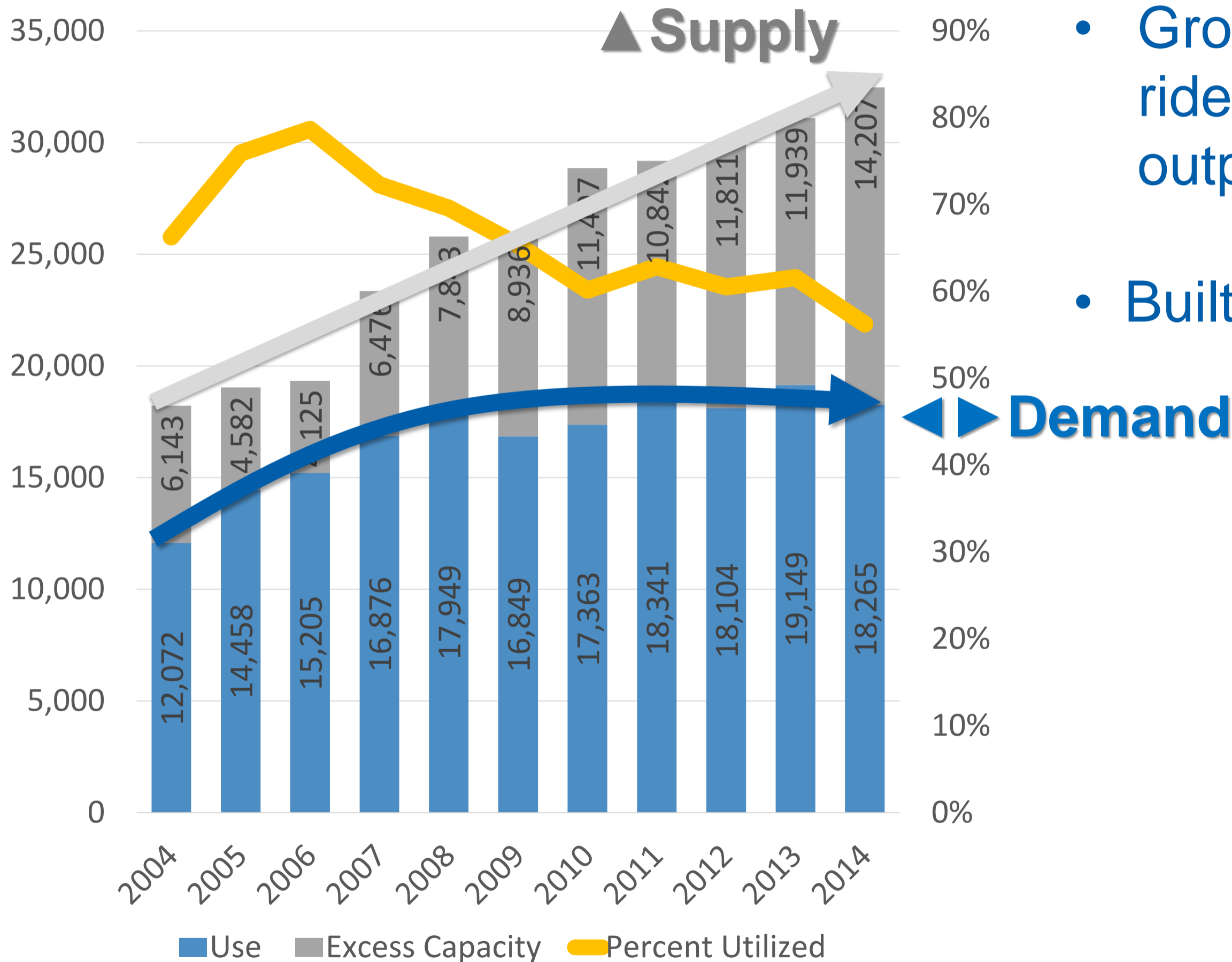
Where are We Now?

Travel and Density



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?

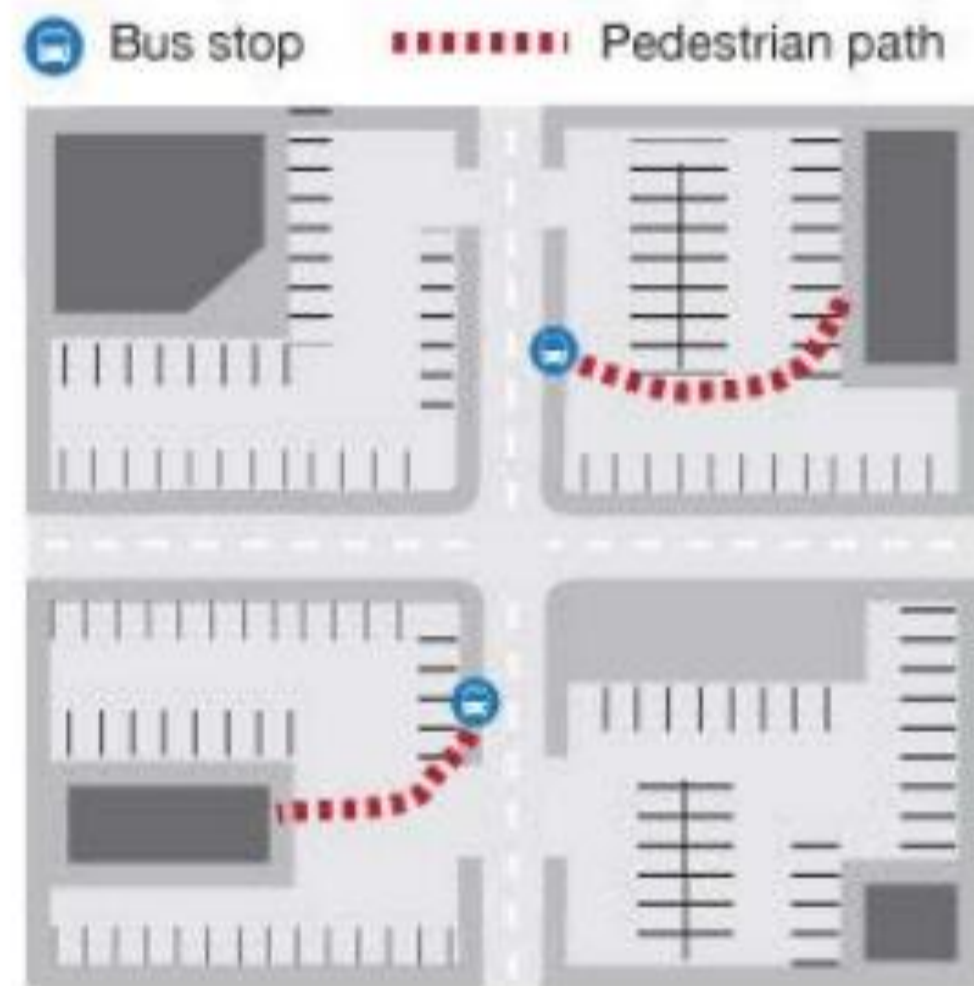
Land Use Planning Coordination

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?

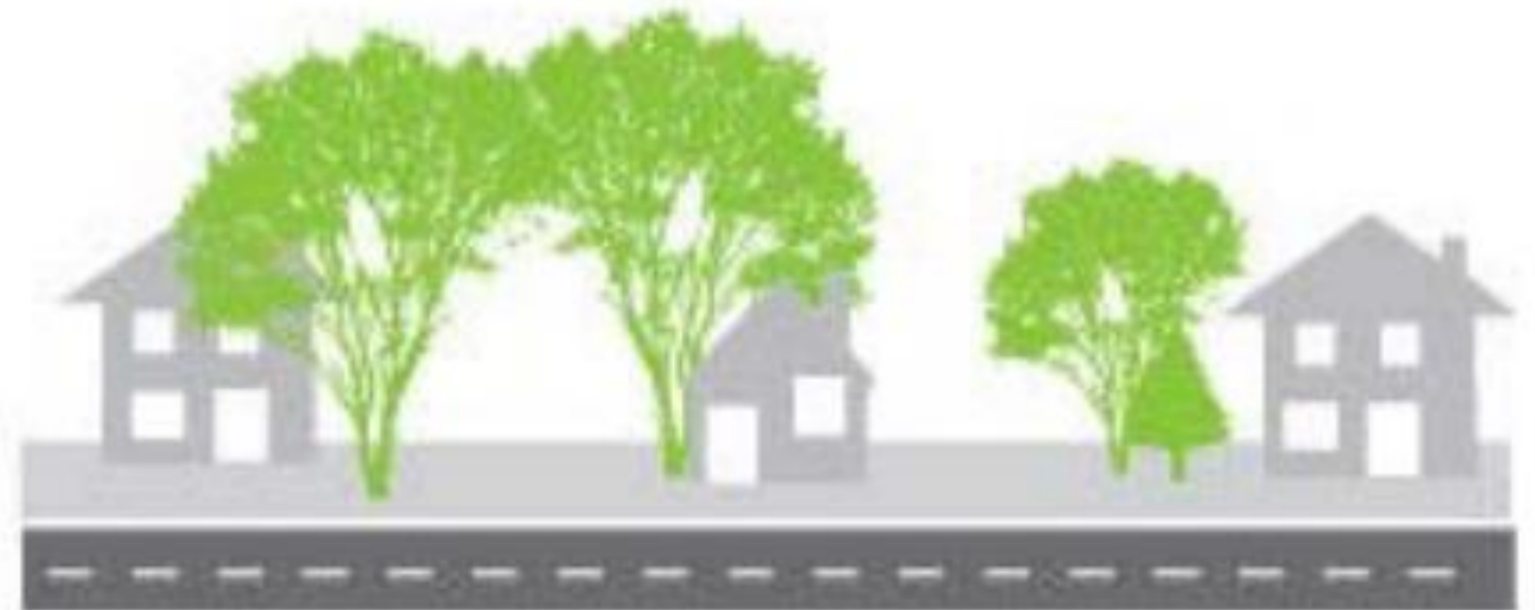
Land Use Planning Coordination

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



TRANSPORTATION **POLICY PLAN**

Where Do We Want to Go? **Outcomes of the Transit System**

Where are We Headed?

Current TPP Planning Framework

Goals	Objectives (Transit-related Only)
Transportation System Stewardship	<ul style="list-style-type: none"> • State of good repair (<u>Maintain</u> what we have!) • Operate <u>efficiently and cost-effectively</u>
Safety and Security	<ul style="list-style-type: none"> • Improve <u>safety</u> and <u>security</u>
Access to Destinations	<ul style="list-style-type: none"> • More multimodal options (esp. in congested corridors) • Increase <u>reliability</u> and <u>predictability</u> • Increase <u>transit ridership</u> and transit mode share
Competitive Economy	<ul style="list-style-type: none"> • Improve multimodal <u>access to job</u> concentrations • Invest in multimodal to <u>attract and retain</u> businesses and residents
Healthy Environment	<ul style="list-style-type: none"> • Reduce <u>air emissions</u> • Increase availability and <u>attractiveness</u> of transit, encourage <u>healthy communities</u> and <u>car-free</u> lifestyles
Leveraging Investments to Guide Land Use	<ul style="list-style-type: none"> • <u>Focus growth</u> to support multimodal travel • Encourage local land use to <u>integrate all modes</u>

← 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

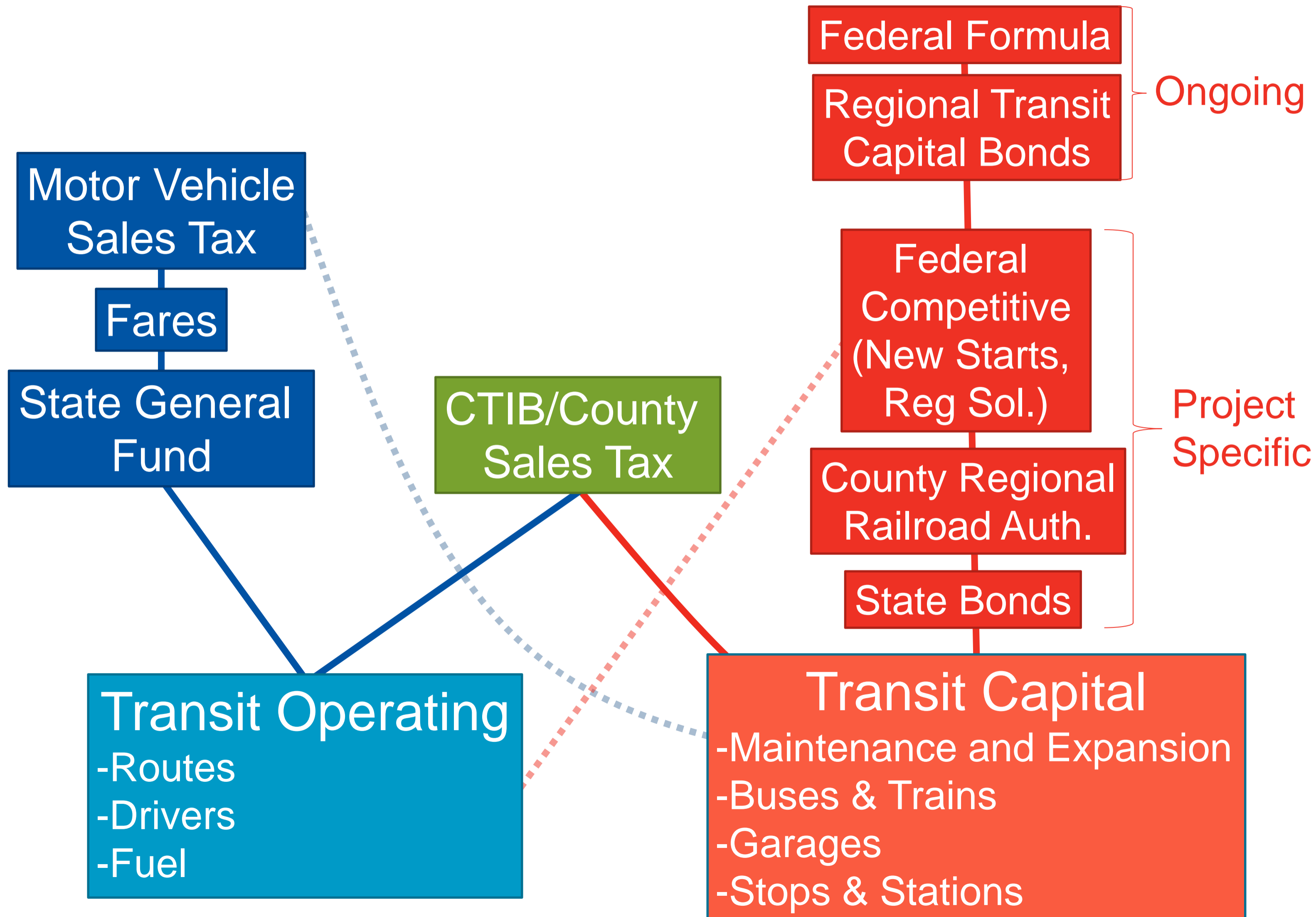


TRANSPORTATION
POLICY PLAN

How Will We Get There?

Transit System Investment Direction and Plan

Metro Area Transit Funding



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*

2015-2040

\$18.5 Billion

Expand and Modernize
System

2015-2040

\$0.6 Billion

(Through Regional Solicitation)

*Includes Metro Mobility

How Will We Get There?

Transit Investment Direction and Plan Transitways

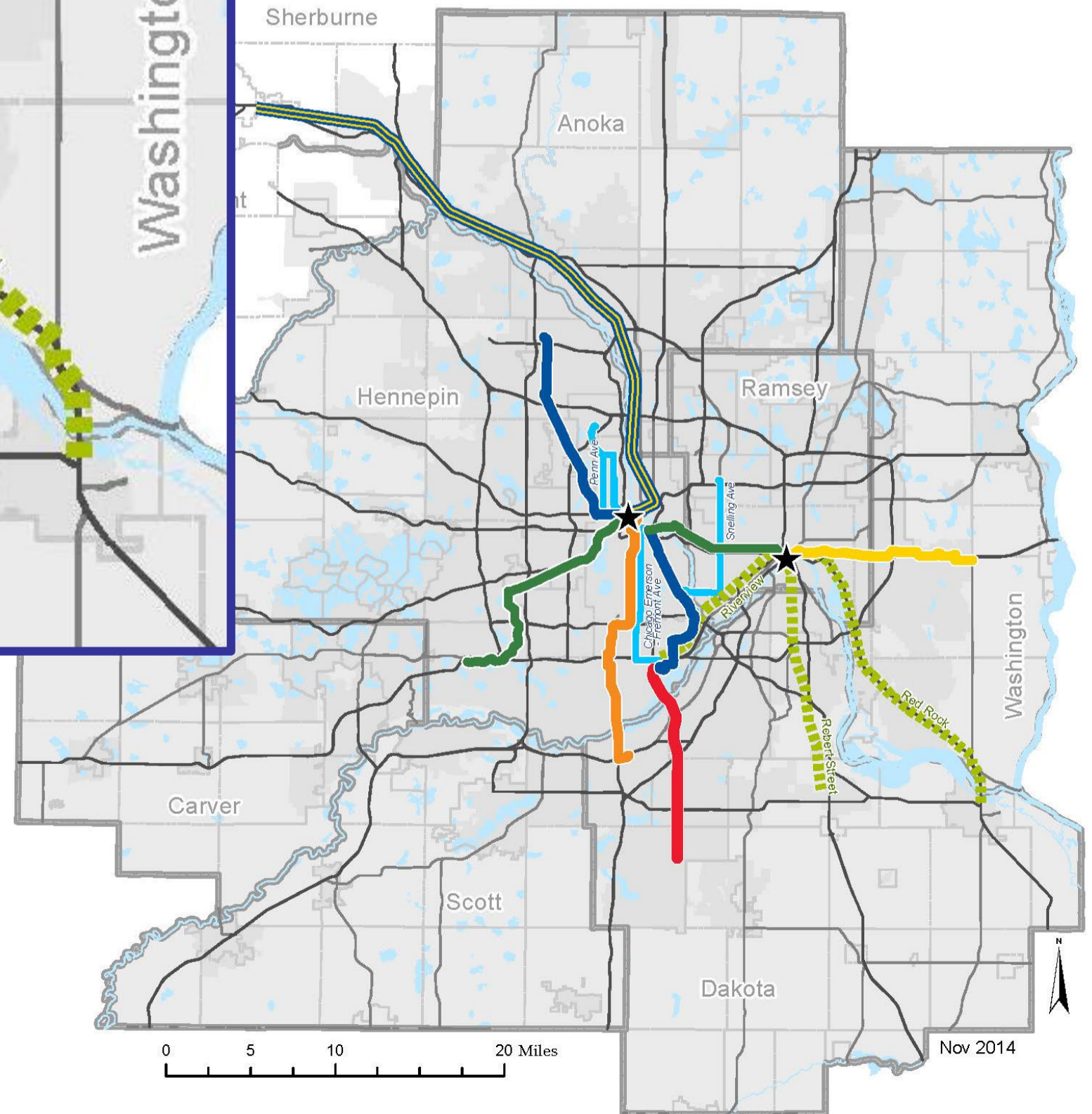
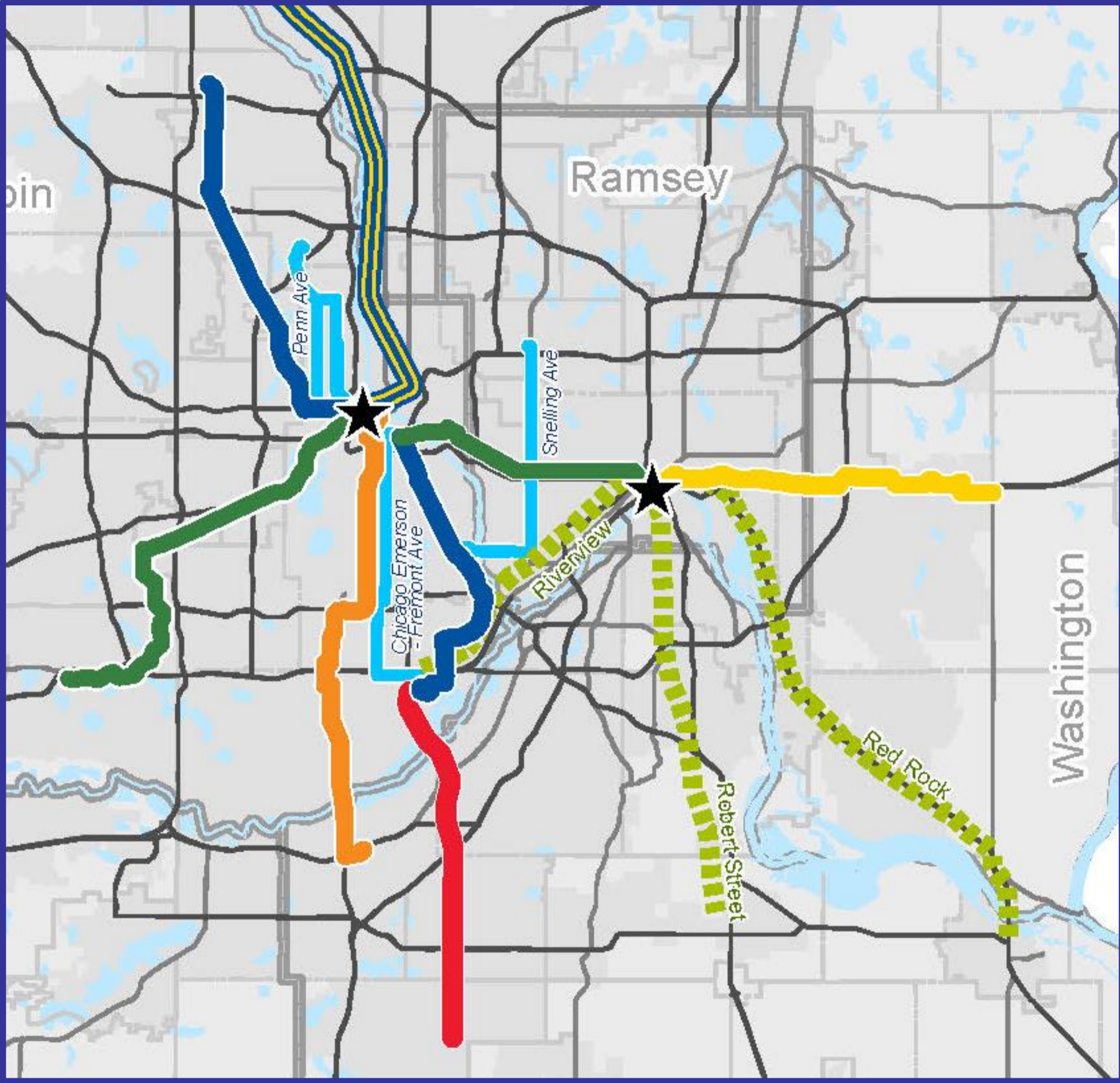
- Transitways are investments in existing and potential high-demand transit corridors:
 - Bus Rapid Transit (BRT)
 - Dedicated BRT
 - Highway BRT
 - Arterial BRT
 - Light Rail
 - Commuter Rail
 - Potential future modes (Streetcar)










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

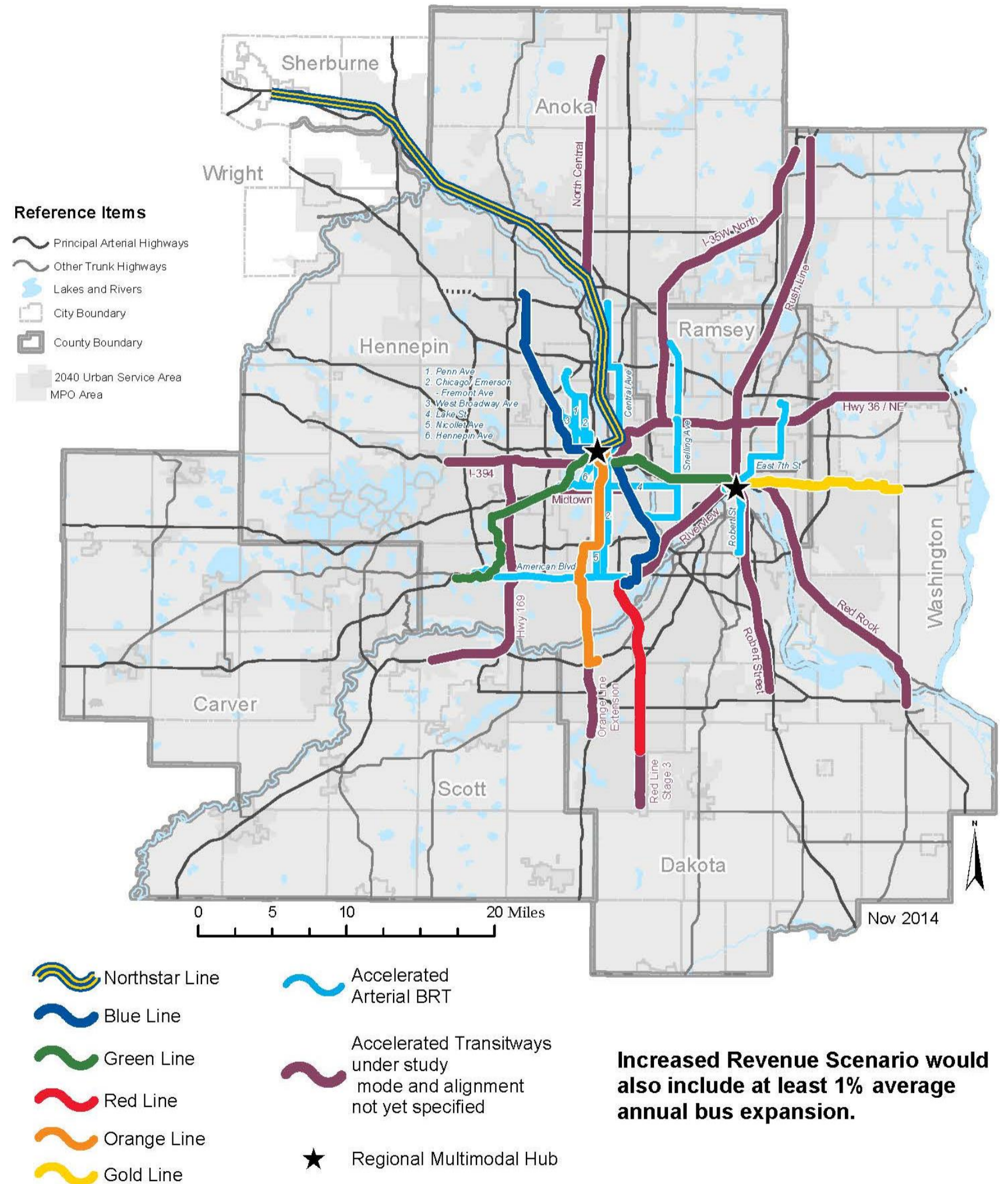
Transitway Expansion

+\$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*



Increased Revenue Scenario would also include at least 1% average annual bus expansion.

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



TRANSPORTATION POLICY PLAN

What Changes are Expected in the Plan Update?

Transit System

Fiscal Outlook

- Able to maintain existing bus system provided:
 - Regular fare increases to maintain fare recovery ratio
 - Motor vehicle sales tax (MVST) continues to grow with inflation
 - Ongoing state general funds and regional transit bonding authority provided by Legislature
 - Federal formula funding grows moderately
- Regional Solicitation funds
 - Provide very limited expansion funding for bus system and arterial bus rapid transit funding
- Transitway funding provided through:
 - New/Small Starts federal competitive grants
 - New county sales tax replaces state share of capital and Counties Transit Improvement Board funding
 - County Regional Railroad Authority funding

Bus and Support System

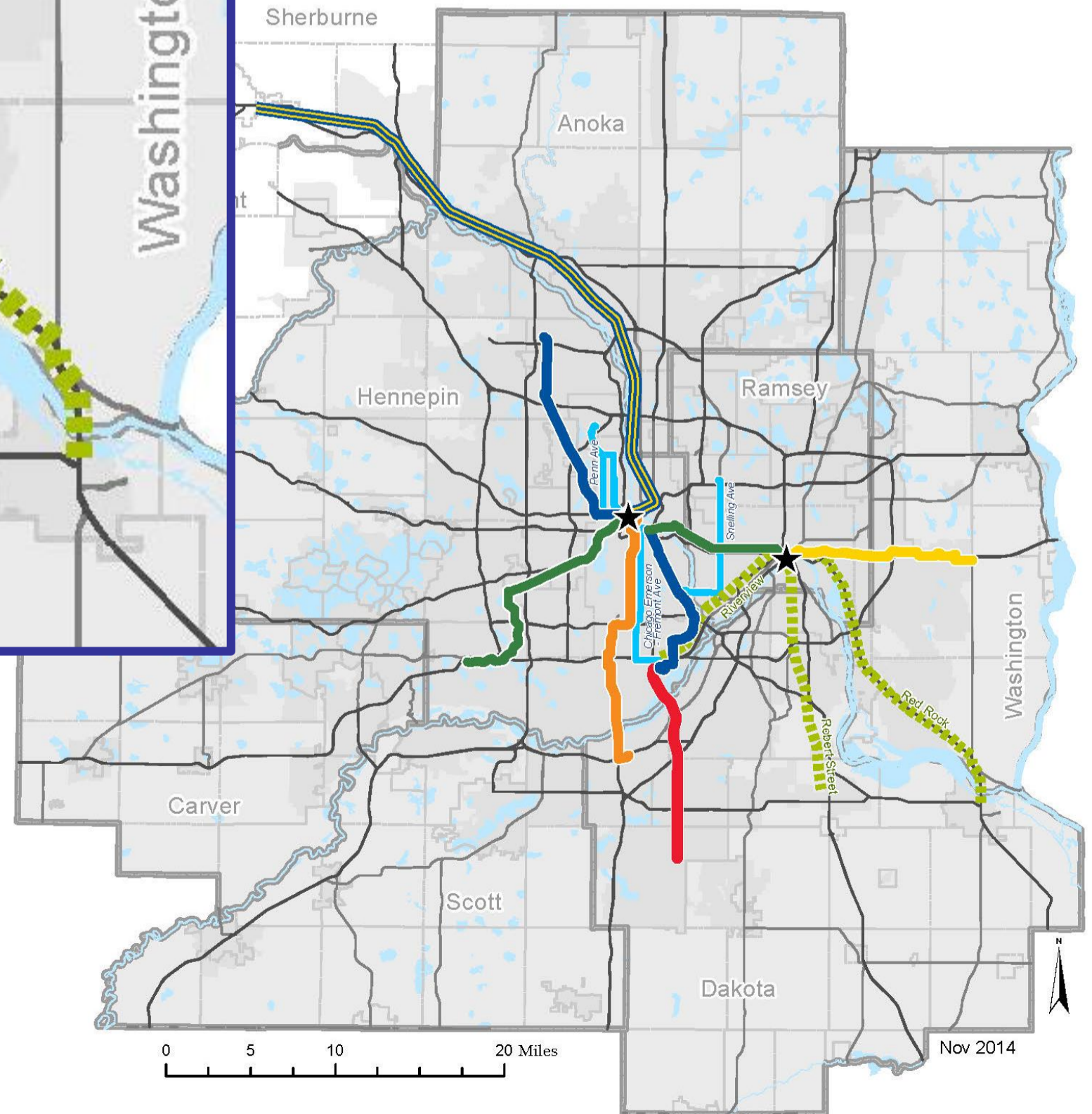
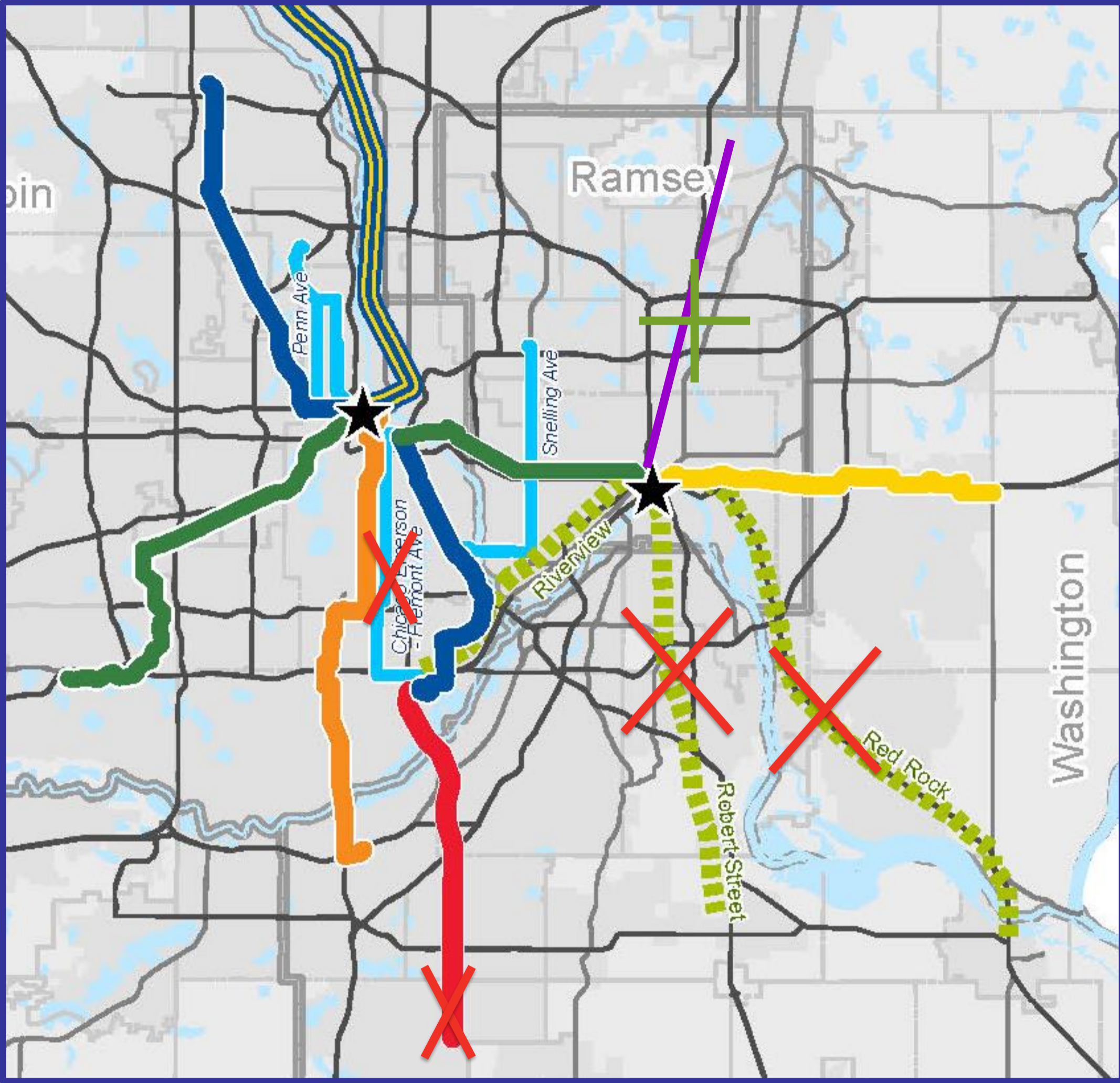
- Improved discussion of Transit Modernization and Expansion, relation to Regional Solicitation
- Acknowledgement of emerging technology potential role in transit service delivery (on-demand services, shared rides)
- Improved discussion of transit facilities and park-and-rides, removal of old future park-and-ride map





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

Current Revenue Scenario Transitways (Funded Projects In the Plan)

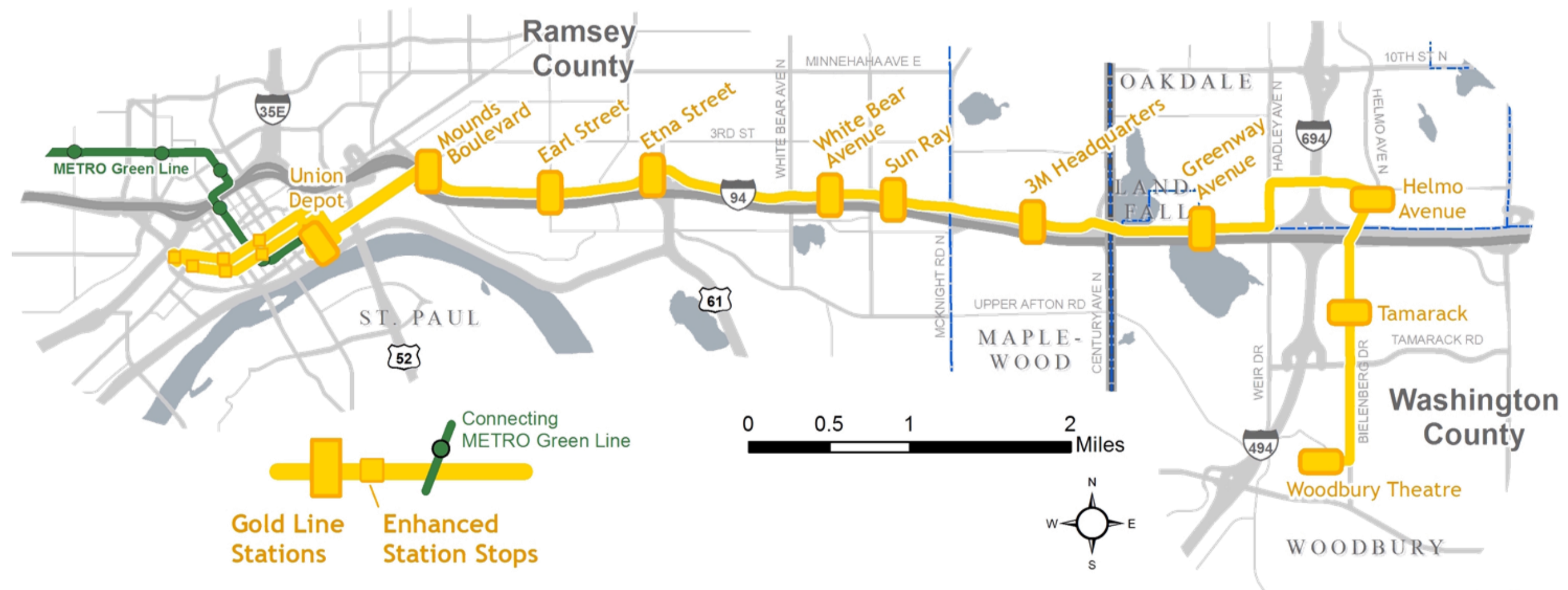


-  Northstar Line
-  Blue Line
-  Green Line
-  Arterial BRT
-  ~~CTIB Phase I Program of Projects under study mode and alignment not yet specified~~
-  Regional Multimodal Hub
-  Red Line
-  Orange Line
-  Gold Line

Expected Transitway Changes

METRO Gold Line Revised LPA

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



Expected Transitway Changes

Ramsey County Priorities

- **Rush Line Dedicated BRT LPA**
 - Recommendation approved in fall 2017
 - Advancing to environmental phase and early engineering by County
 - Likely funded in the TPP Update
- **Riverview Corridor**
 - LPA recommendation expected in Dec/Jan
 - Local approval process timeline likely will require TPP amendment after TPP Update
 - Will be acknowledged as Ramsey County priority, future funded project

Expected Transitway Changes

Ramsey County Priorities

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**



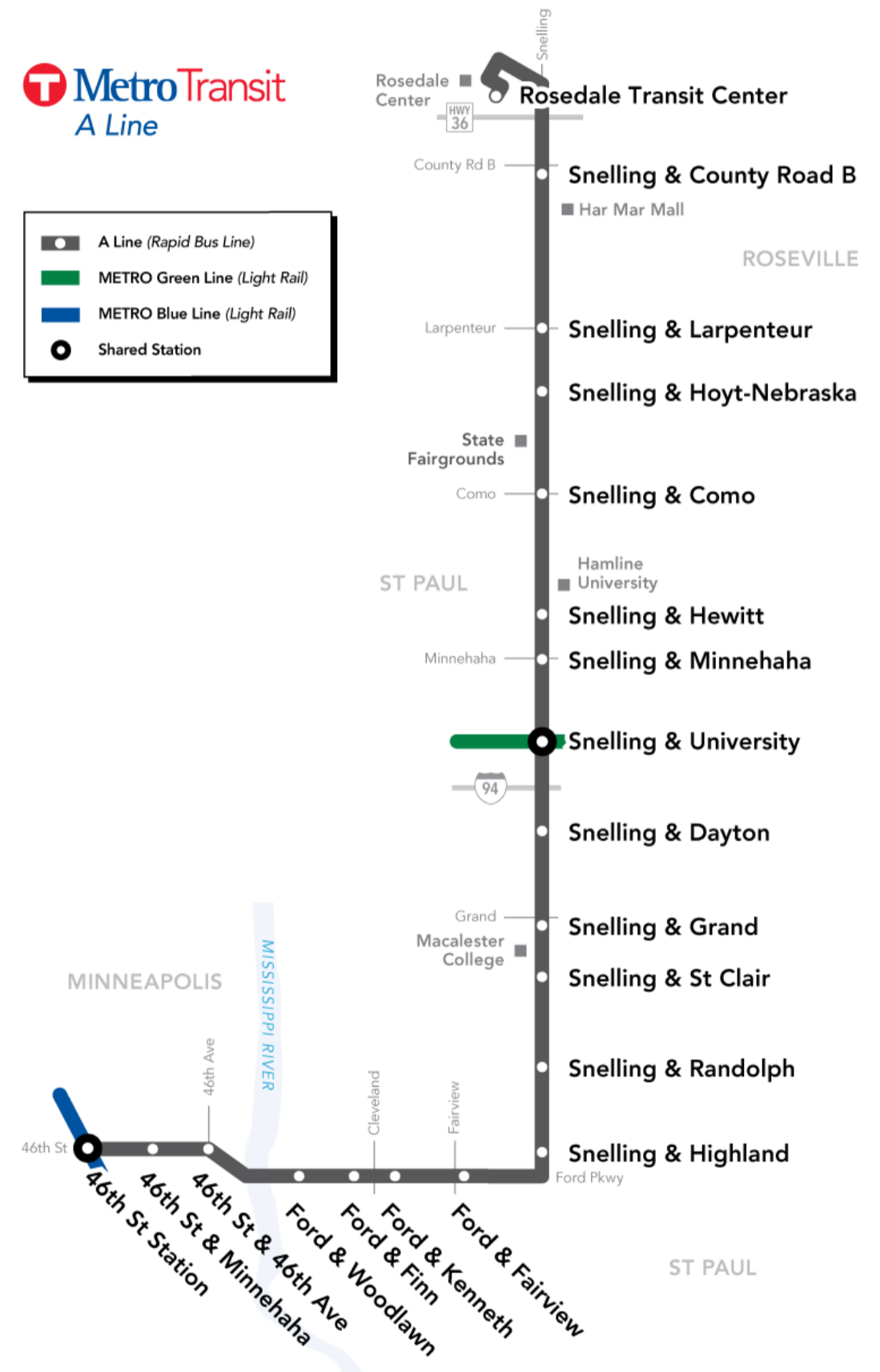
Expected Transitway Changes

Arterial Bus Rapid Transit Discussion



Metro Transit
A Line

- A Line (Rapid Bus Line)
- METRO Green Line (Light Rail)
- METRO Blue Line (Light Rail)
- Shared Station



Expected Transitway Changes

Arterial Bus Rapid Transit

- Regional solicitation grant awards and state and local sources assumed
- Funded Arterial BRT:
 - A Line (Snelling)
 - C Line (Penn)
- Partially funded Arterial BRT (incremental improvements funded):
 - D Line (Chicago-Emerson-Fremont)
 - B Line (Lake St)
 - E Line (Hennepin Ave)

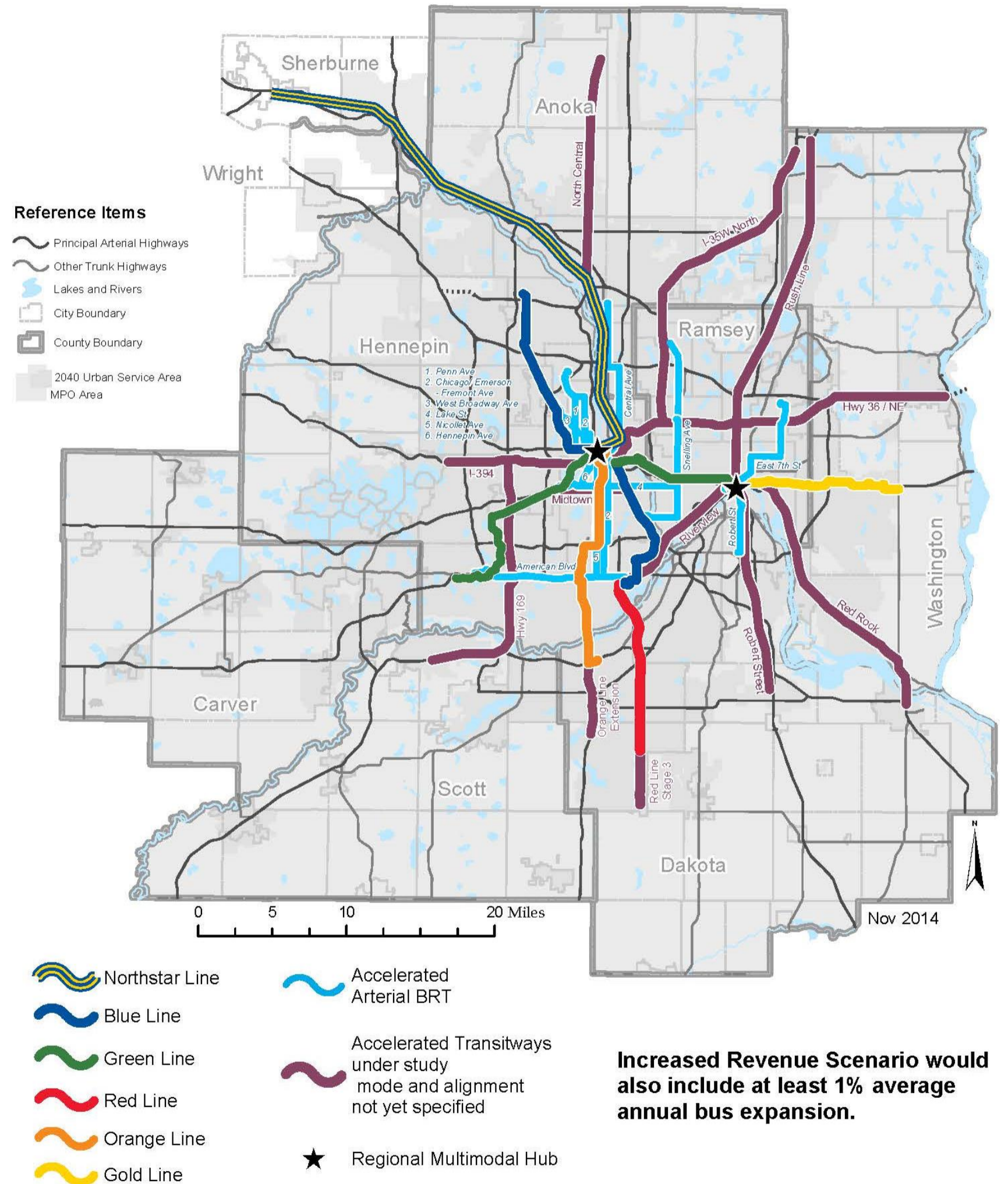
Expected Transitway Changes

Nicollet-Central Modern Streetcar

- Partially funded through City of Minneapolis sources
- Advancing on environmental work in 2017/2018, potential to continue engineering in near future
- Remain in Increased Revenue Scenario
 - Highlighted as corridor that has made significant progress
 - Acknowledged as City of Minneapolis priority and potentially competitive federal project
 - Operating and capital funding gaps remain

Increased Revenue Scenario

- Continue to highlight need for bus expansion
- Transitway map will likely remain as is, slight tweaks/updates
- Text will highlight corridors with completed study and recommendations
 - Midtown
 - West Broadway
 - Highway 169
 - Red Rock



Potential Work Program (Future Studies)

- Service Allocation Strategy Study/Needs Assessment
 - How much service should be focused on efficiency versus regional coverage balance?
 - What emerging markets might be underserved today?
- Transitway Advantages assessments
 - Construction coordination with transit advantages
 - Downtown(s) advantages assessment
 - Arterial street transit routes advantages assessment (non ABRT)
 - Additional highway advantages assessment



TRANSPORTATION POLICY PLAN

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