METROPOLITAN COUNCIL

2040 Thrive MSP

TRANSPORTATION POLICY PLAN

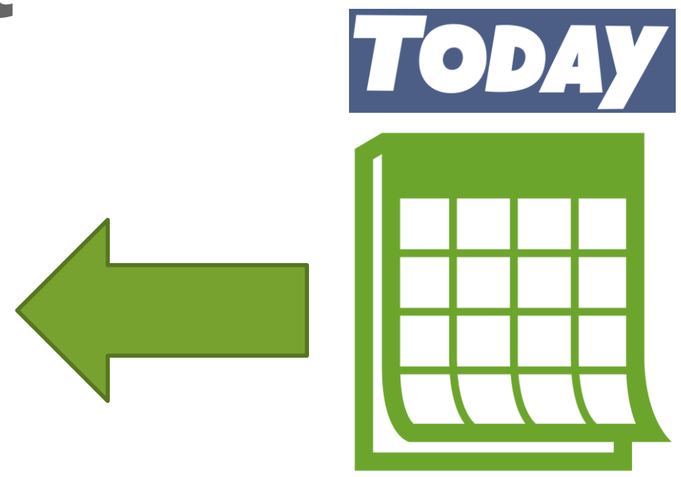
Transit Investment Direction and Plan Introduction

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”)

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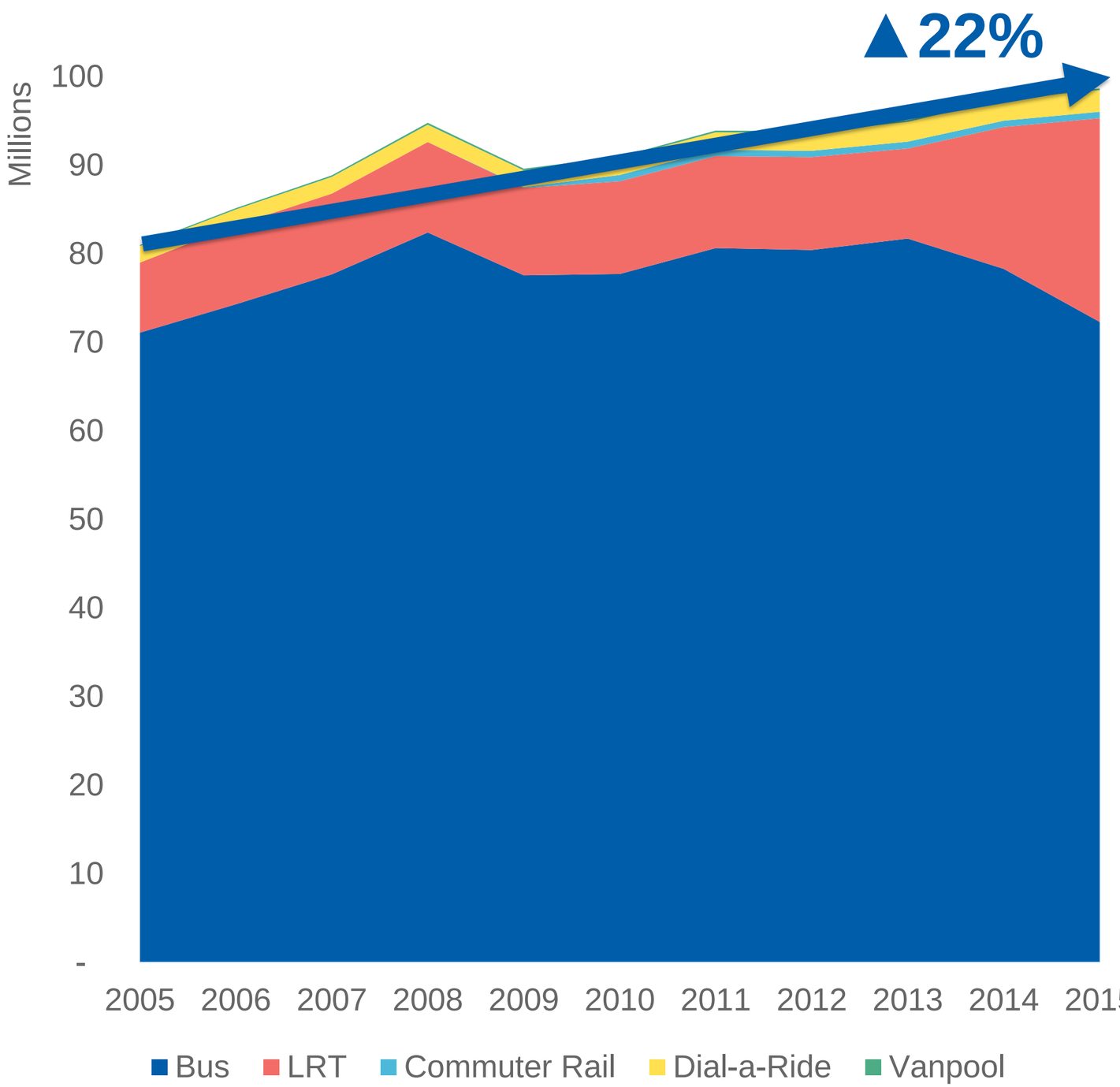
TRANSPORTATION POLICY PLAN

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?

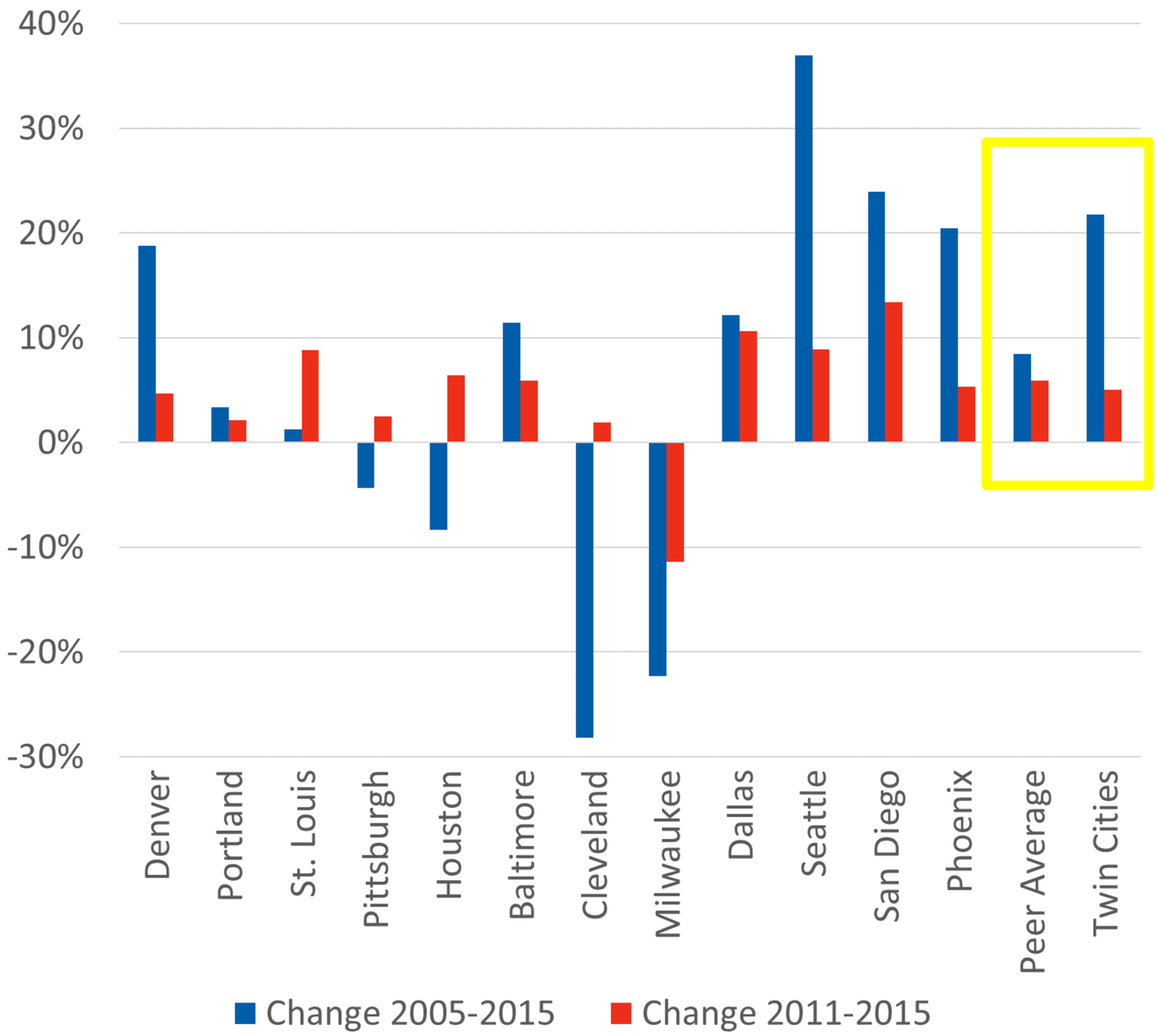
Return on Investment

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

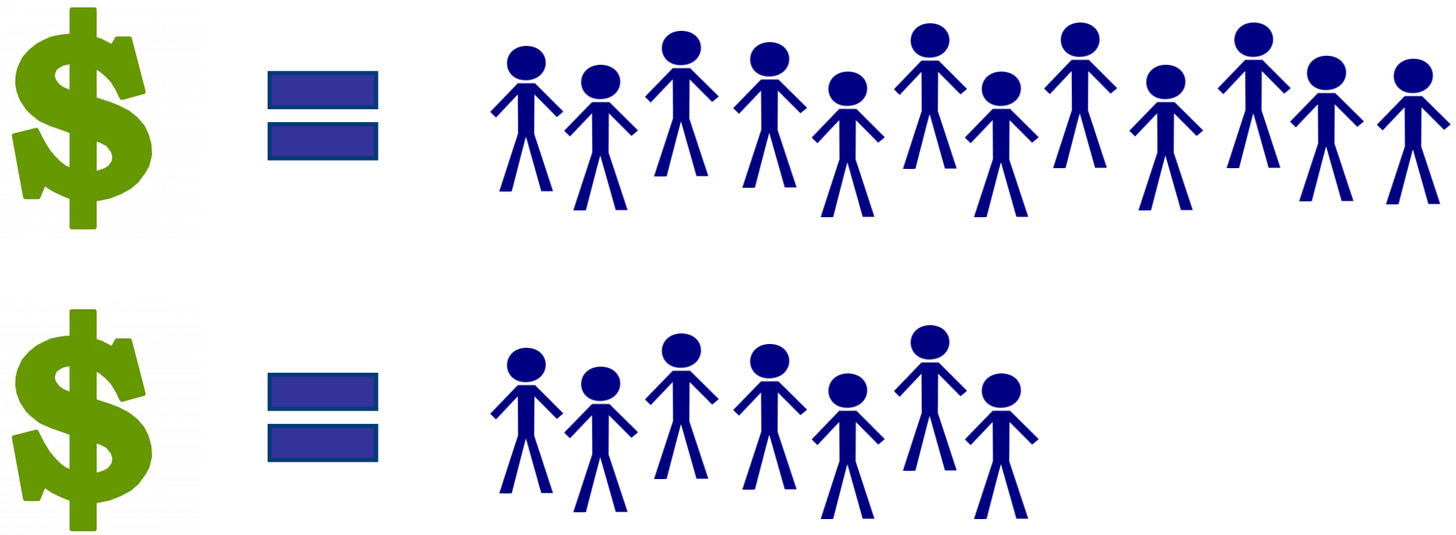


- Ridership growth has outpaced the peer average since 2005
- Twin Cities: 3rd

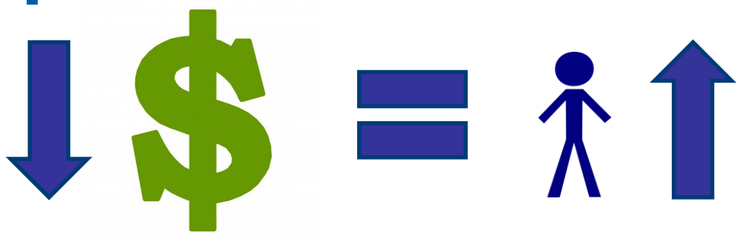
- Ridership growth in peer regions has outpaced Twin Cities since 2011
- Twin Cities: 8th

Where are We Now?

Return on Investment

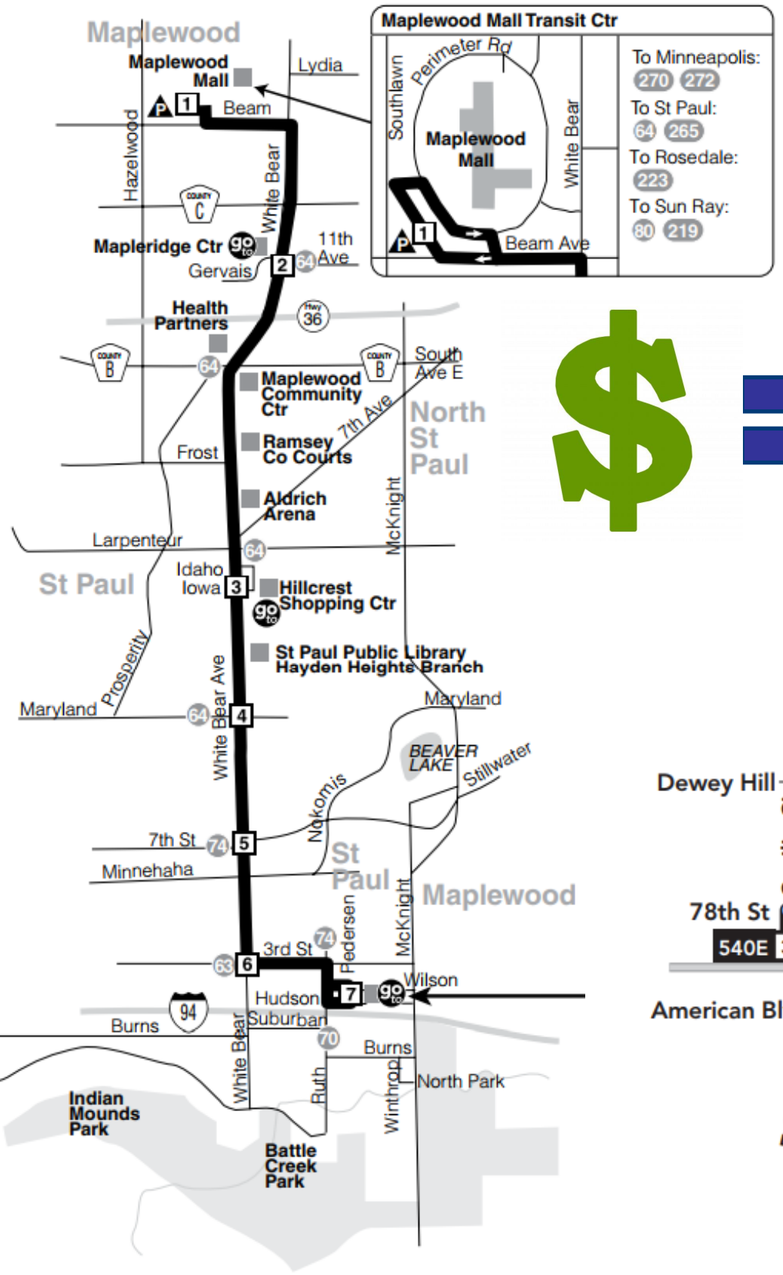


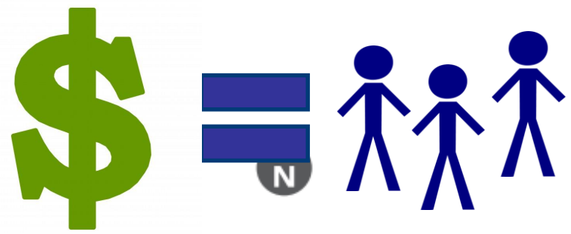
Optimal Investments:



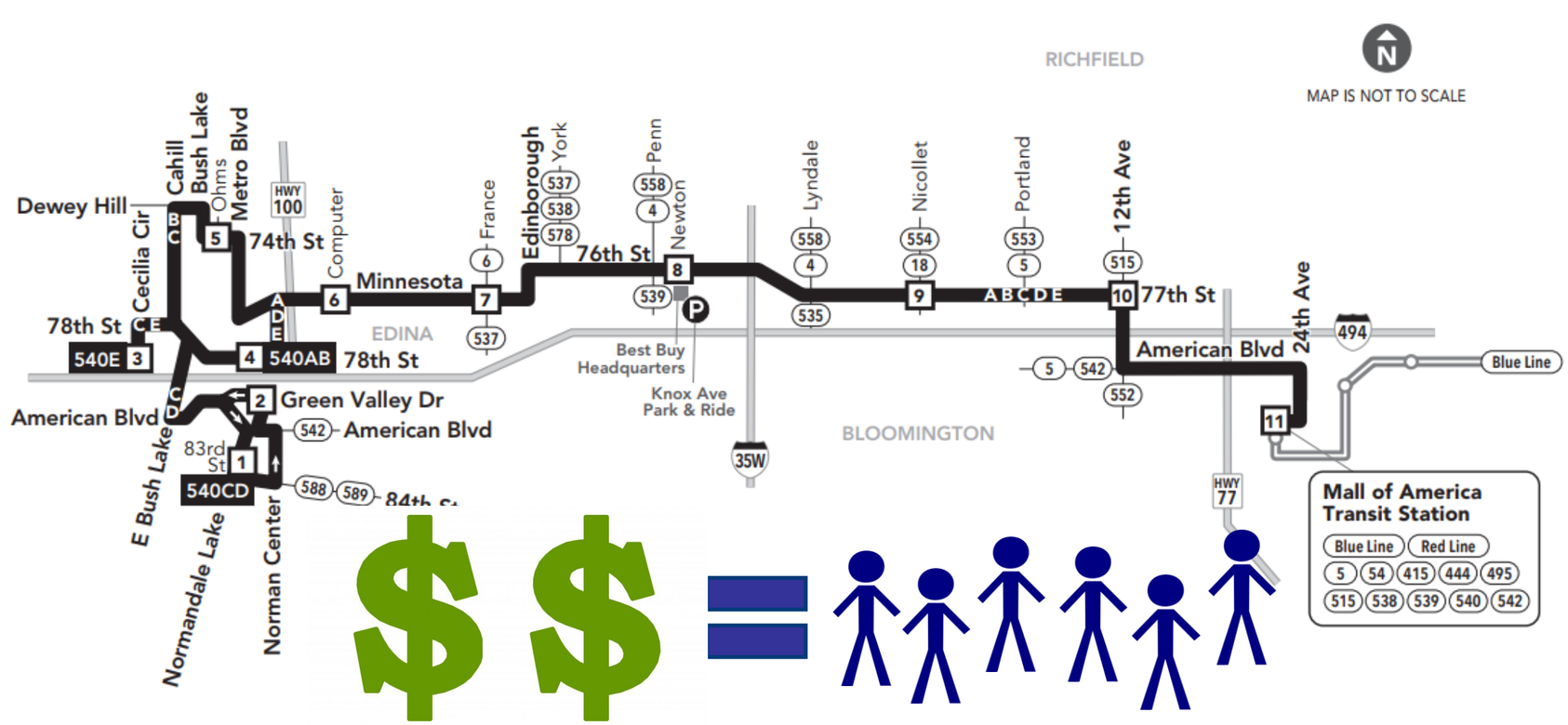
Where are We Now?

Return on Investment



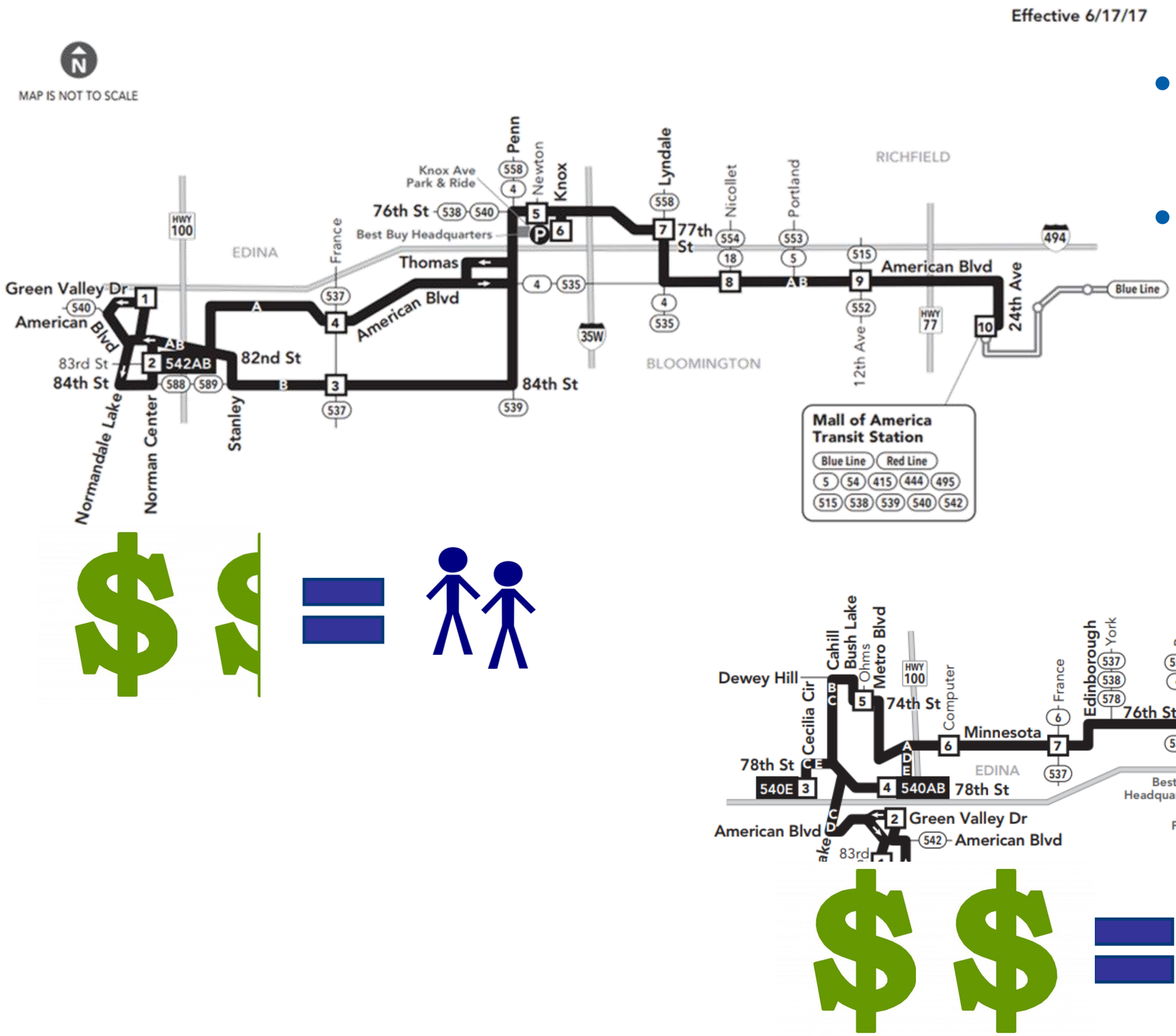


- Same subsidy per passenger
- One route carries 2x as many passengers



Where are We Now?

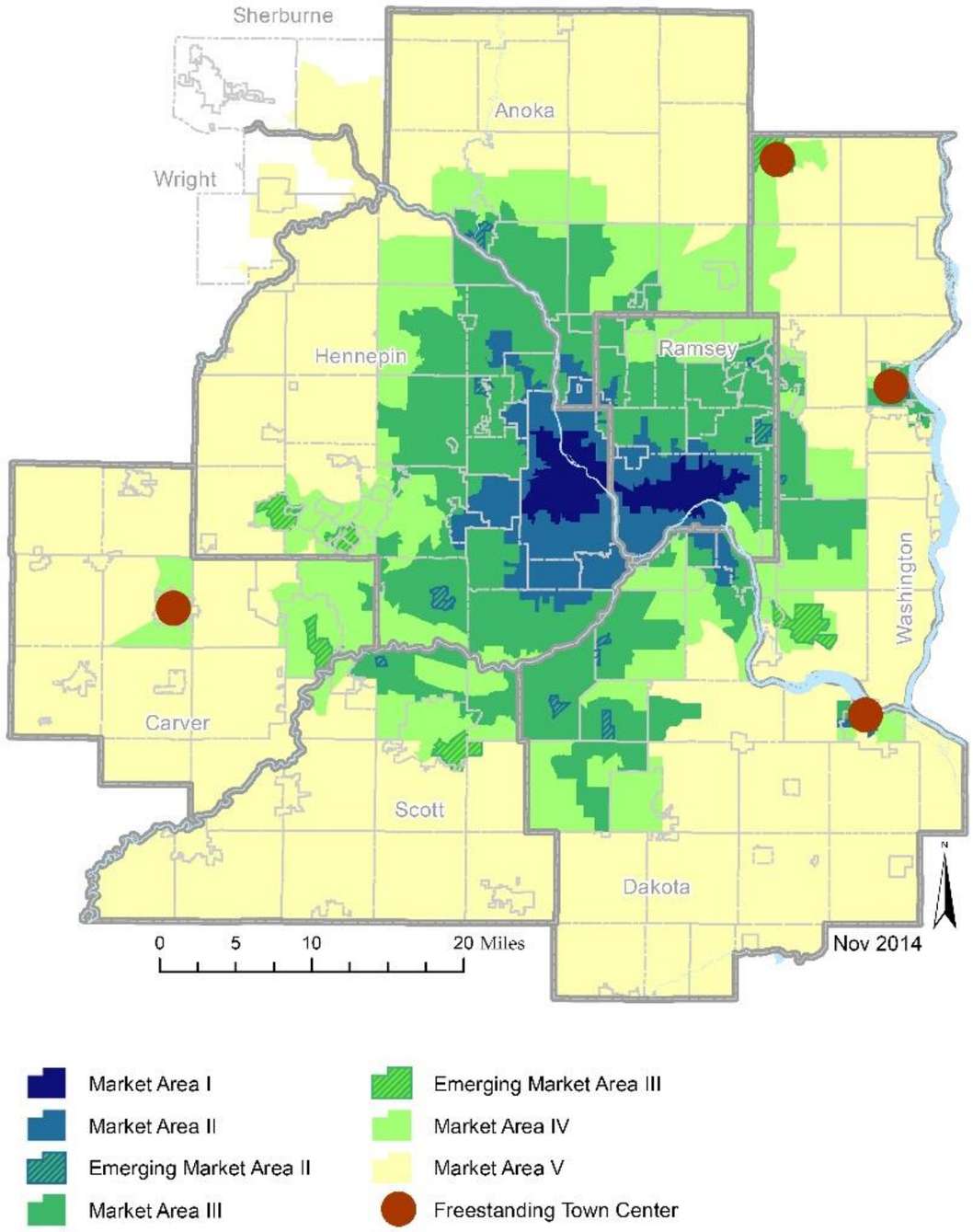
Return on Investment



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

Where are We Now?

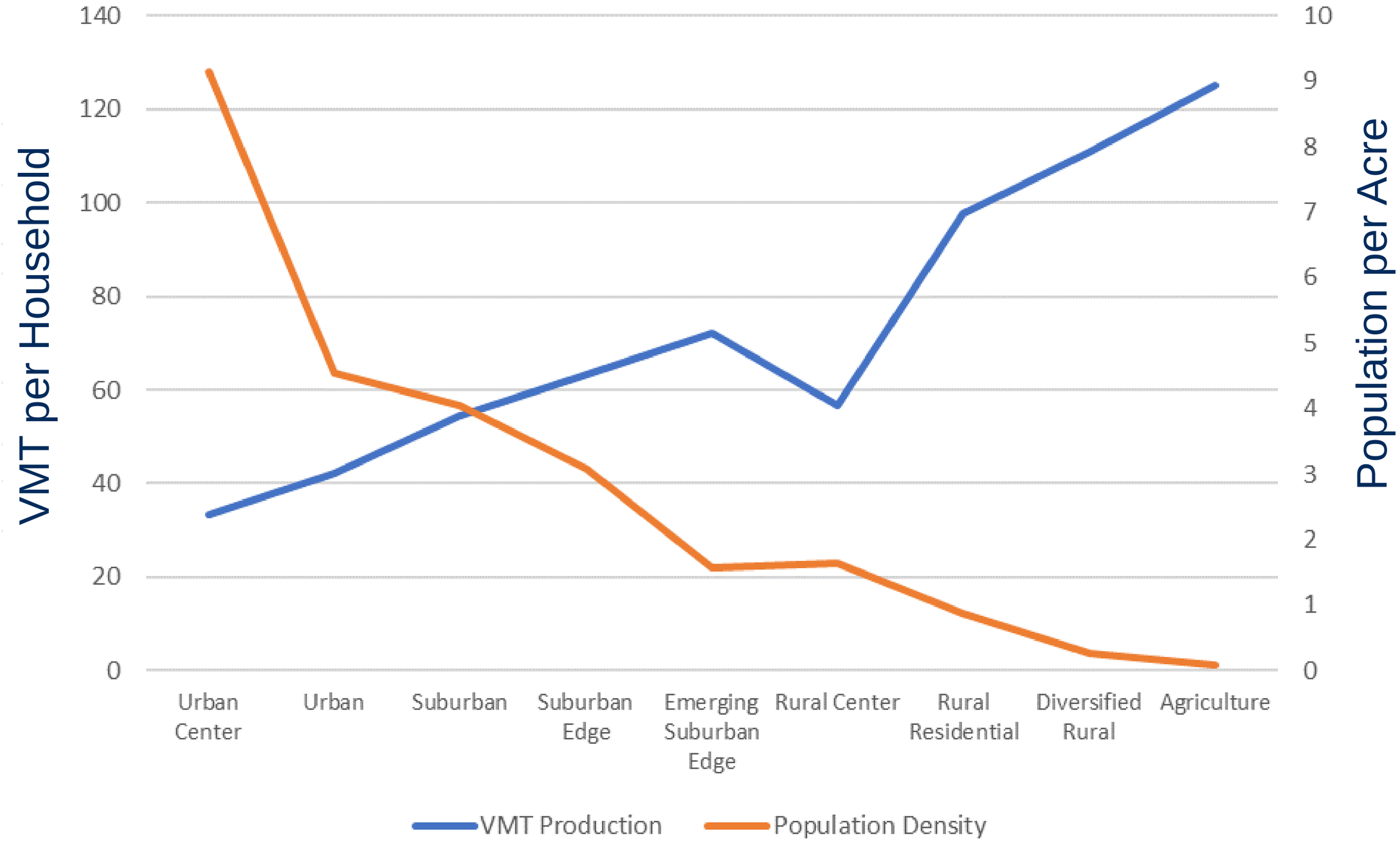
Transit Market Areas



- 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!

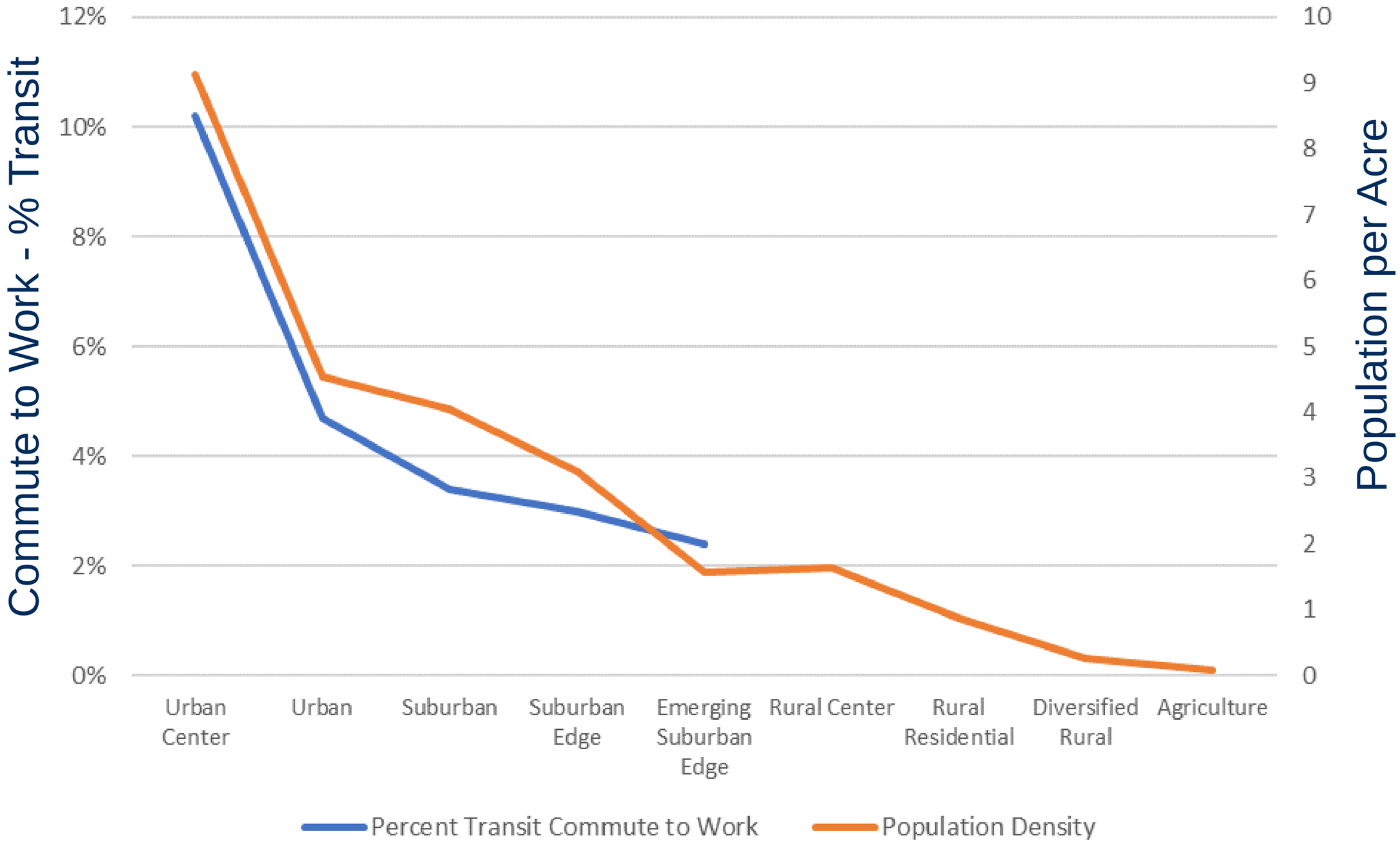
Where are We Now?

Travel and Density



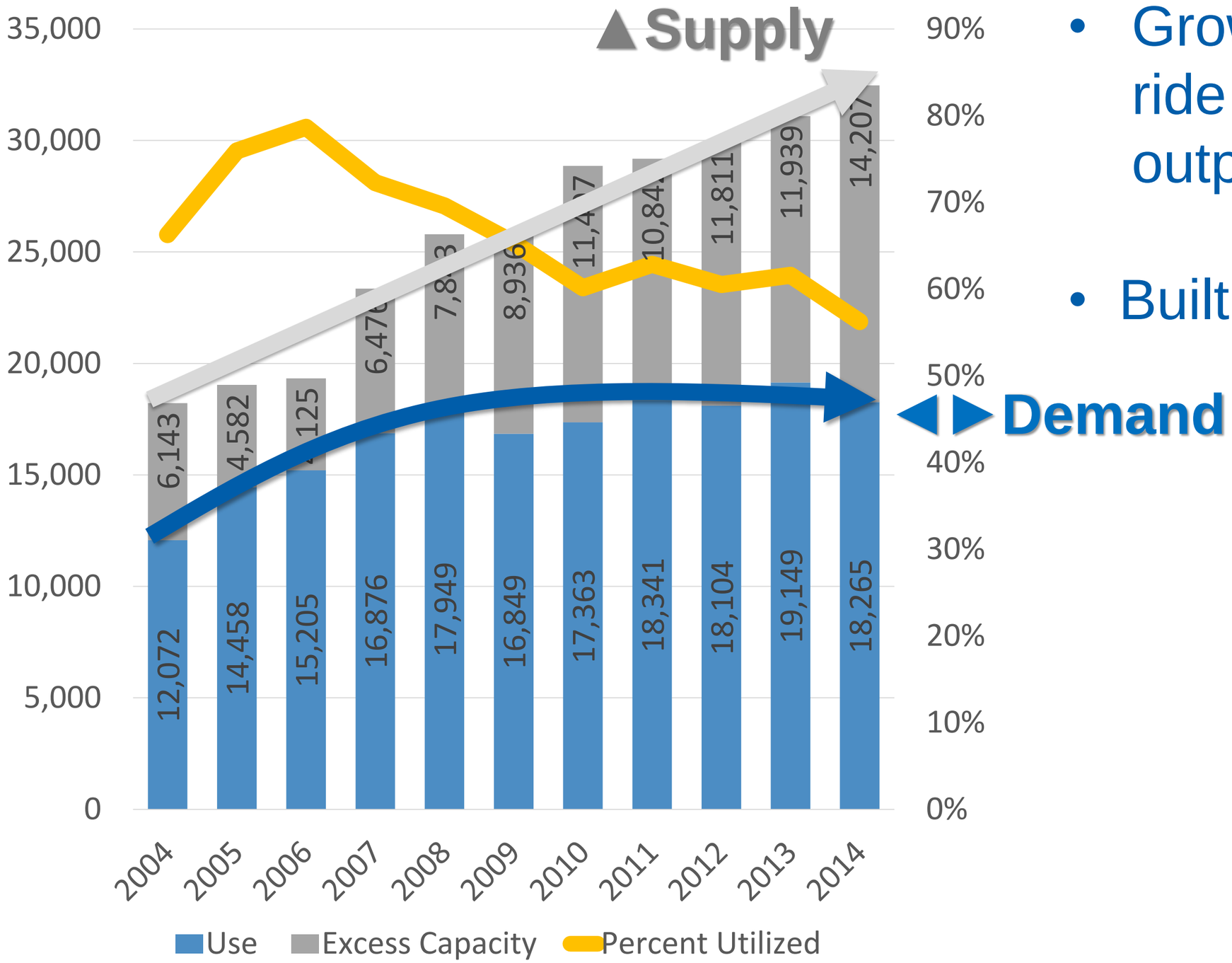
Where are We Now?

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

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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	• State of good repair (Maintain what we have!) • Operate efficiently and cost-effectively
Safety and Security	• Improve safety and security
Access to Destinations	• More multimodal options (esp. in congested corridors) • Increase reliability and predictability • Increase transit ridership and transit mode share
Competitive Economy	• Improve multimodal access to job concentrations • Invest in multimodal to attract and retain businesses and residents
Healthy Environment	• Reduce air emissions • Increase availability and attractiveness of transit, encourage healthy communities and car-free lifestyles
Leveraging Investments to Guide Land Use	• Focus growth to support multimodal travel • Encourage local land use to integrate all modes

← Throughout Equity →

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

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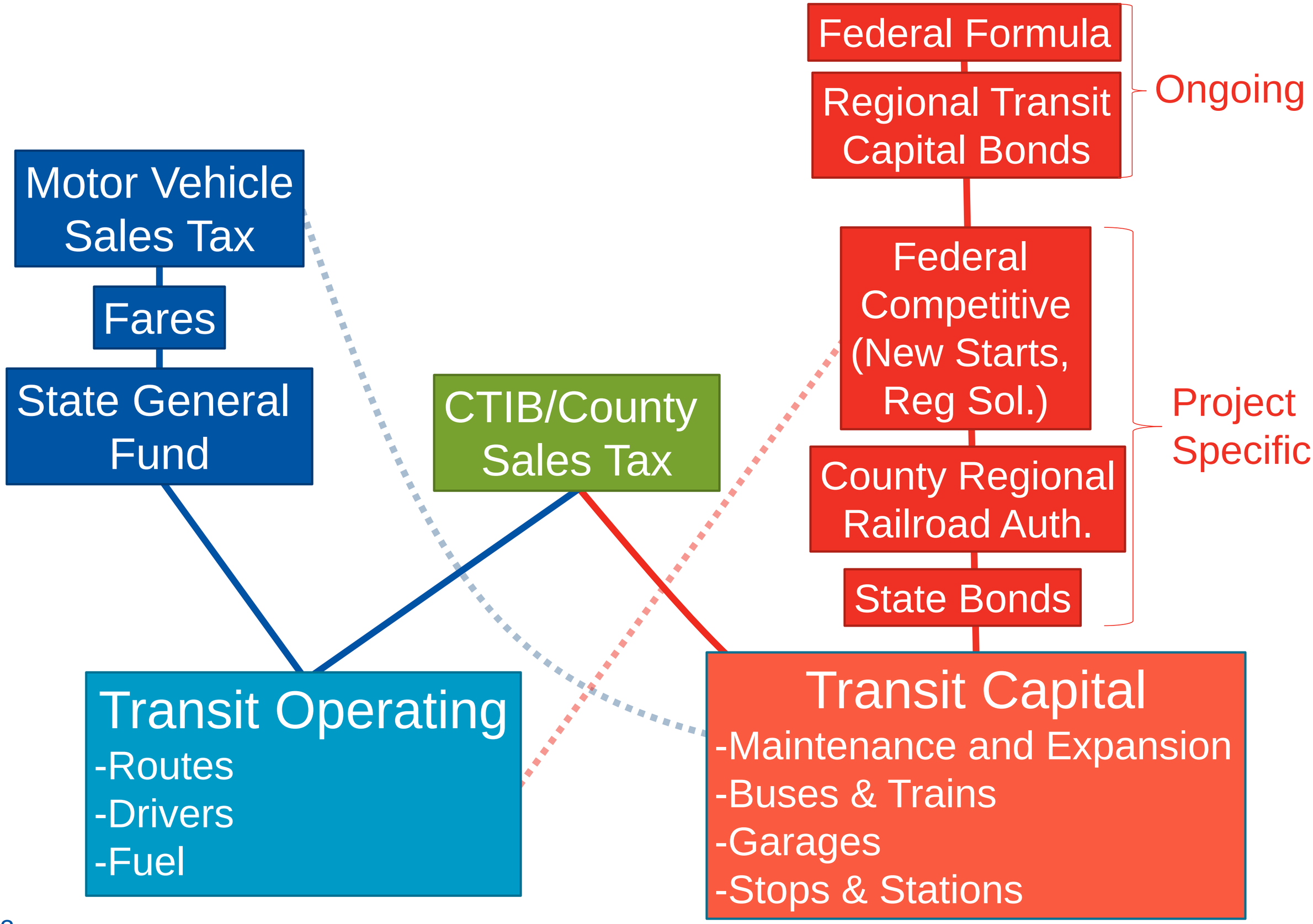
TRANSPORTATION POLICY PLAN

How Will We Get There?

Transit System Investment Direction and Plan

Metro Area Transit Funding



Dashed lines are possible uses but rare

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

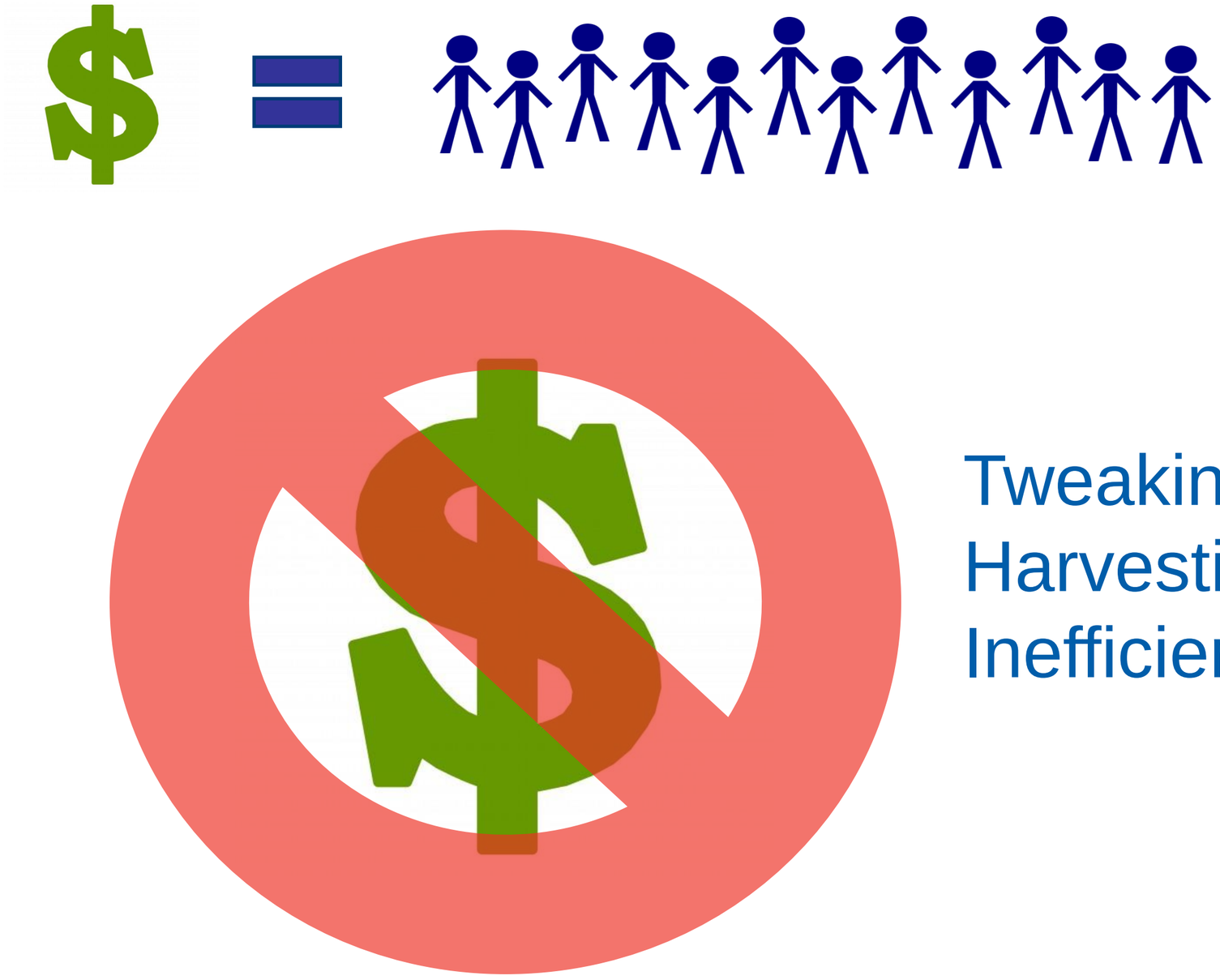
Bus and Support System

- **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*	Expand and Modernize System
2015-2040	2015-2040
$18.5 Billion	$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)

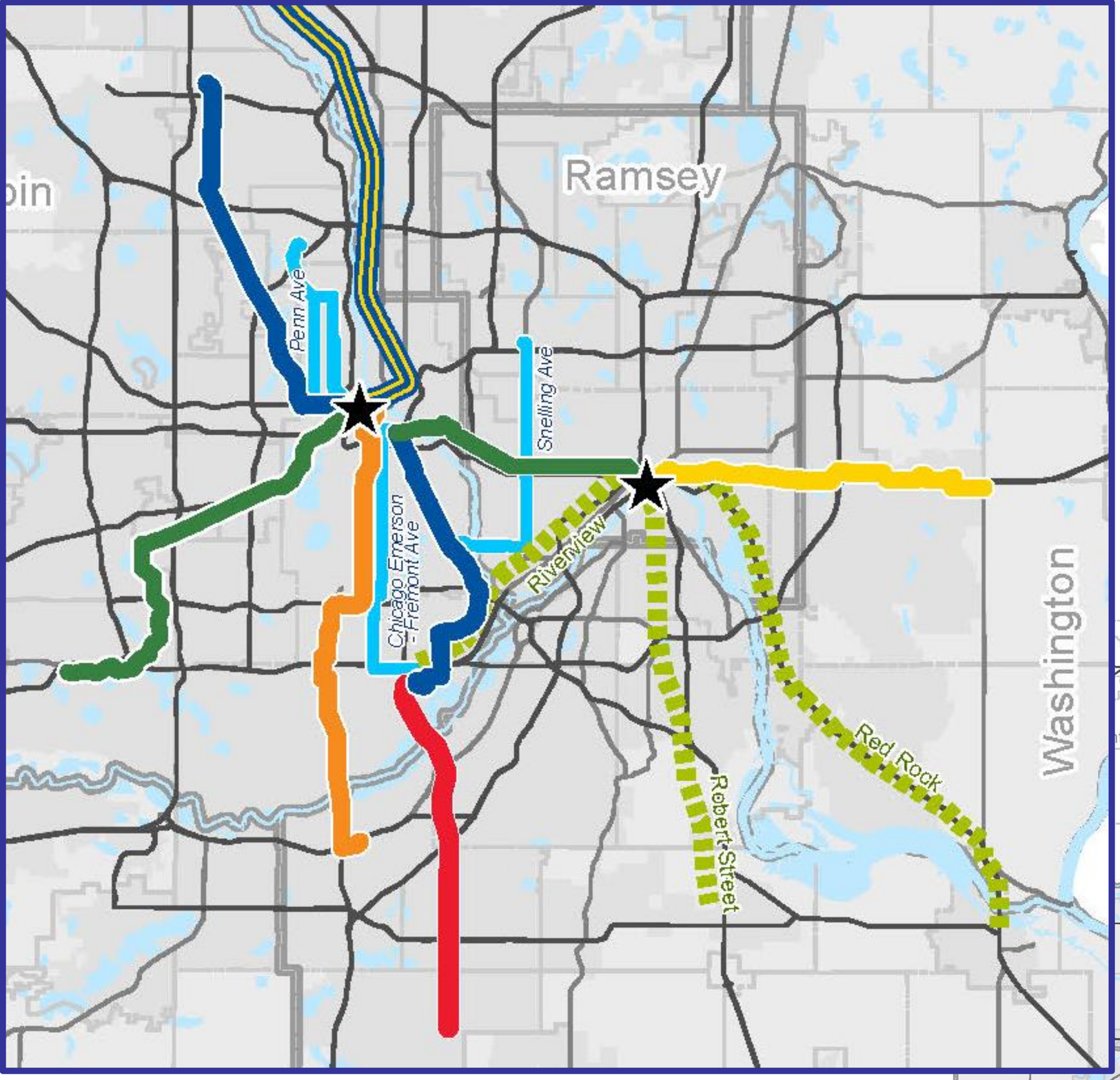
How Will We Get There?

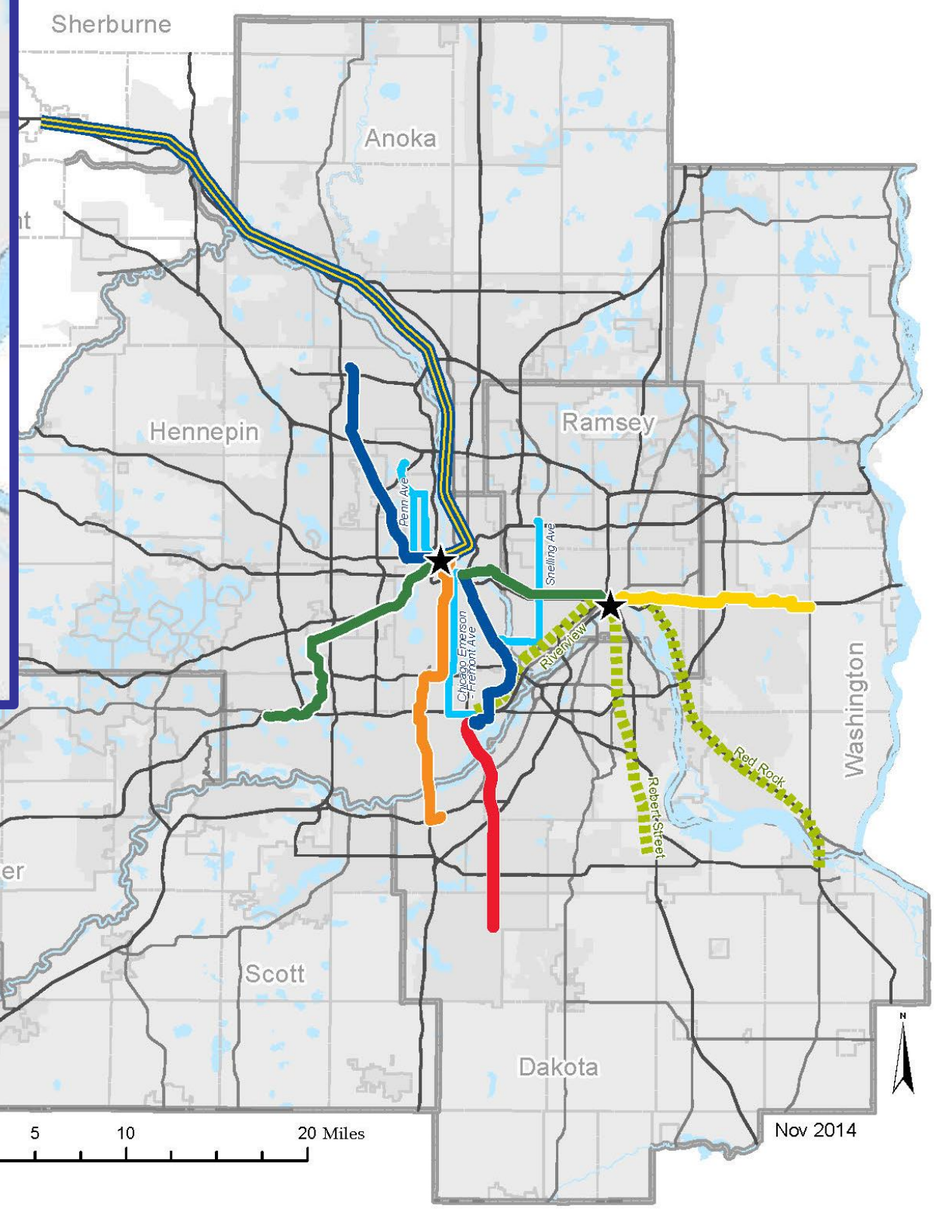
Transit Investment Direction and Plan

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

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

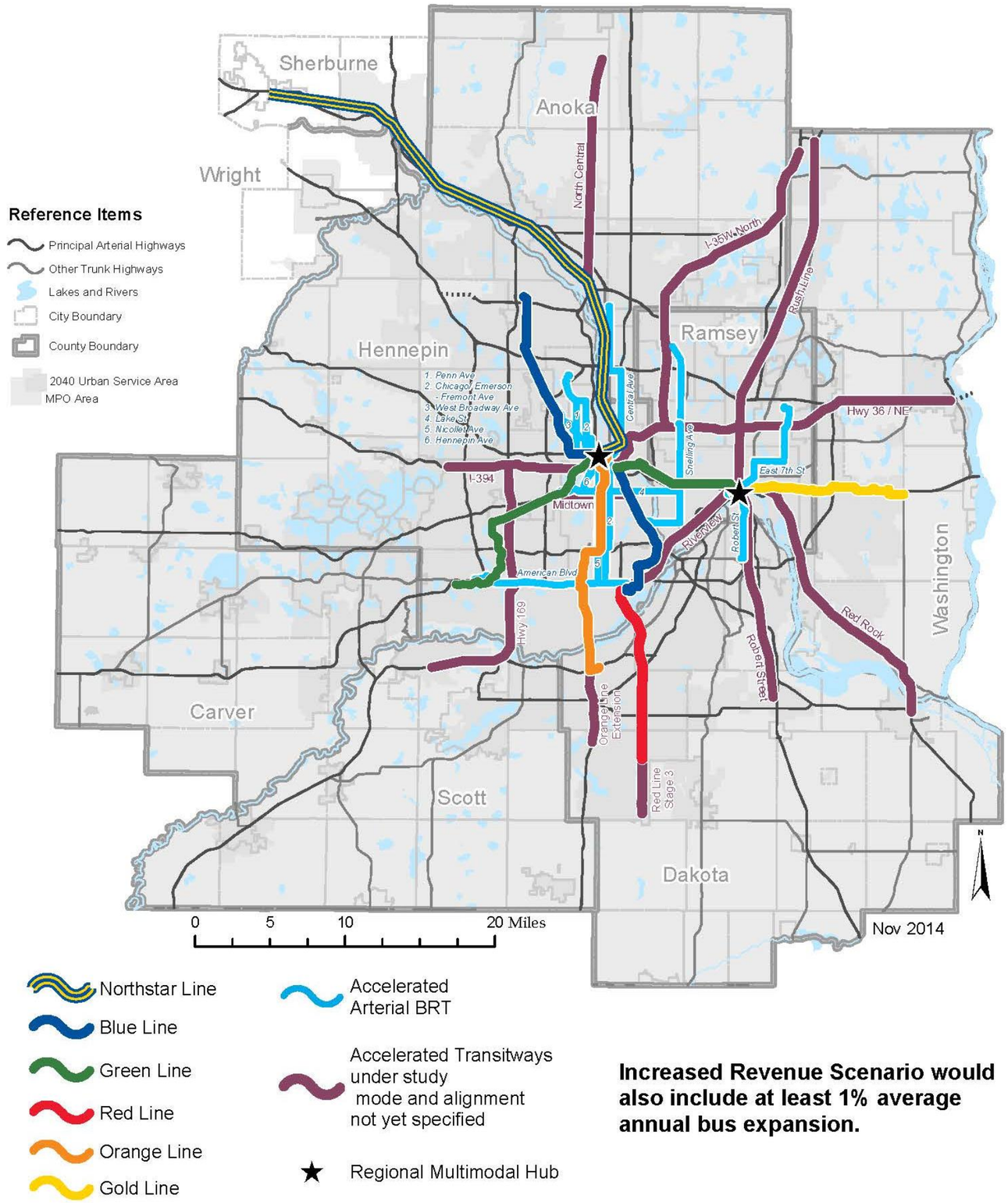
- **Increased Revenue Scenario**
  - Originated with Governor's Transportation Finance Advisory Committee (TFAC) analysis in 2012
  - Identified a <u>need</u> for transit system that would keep the region economically competitive

<u>Bus Expansion</u>	<u>Transitway Expansion</u>
+$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*



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

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TRANSPORTATION POLICY PLAN

What Changes are Expected in the Plan Update?

Transit System

What are the Changes Expected in this Plan?

- Counties Transit Improvement Board Dissolution
  - 5-county 1/4 cent = $120 M/year
  - Major current source of capital and operating funding for existing and future transitways
- Counties intend to implement individual sales taxes (1/4-1/2 cent) for transportation, all modes eligible
- Expected to replace unreliable state share of transitway capital
- May allow for additional projects to be funded

How does a Transitway Get in the Plan?

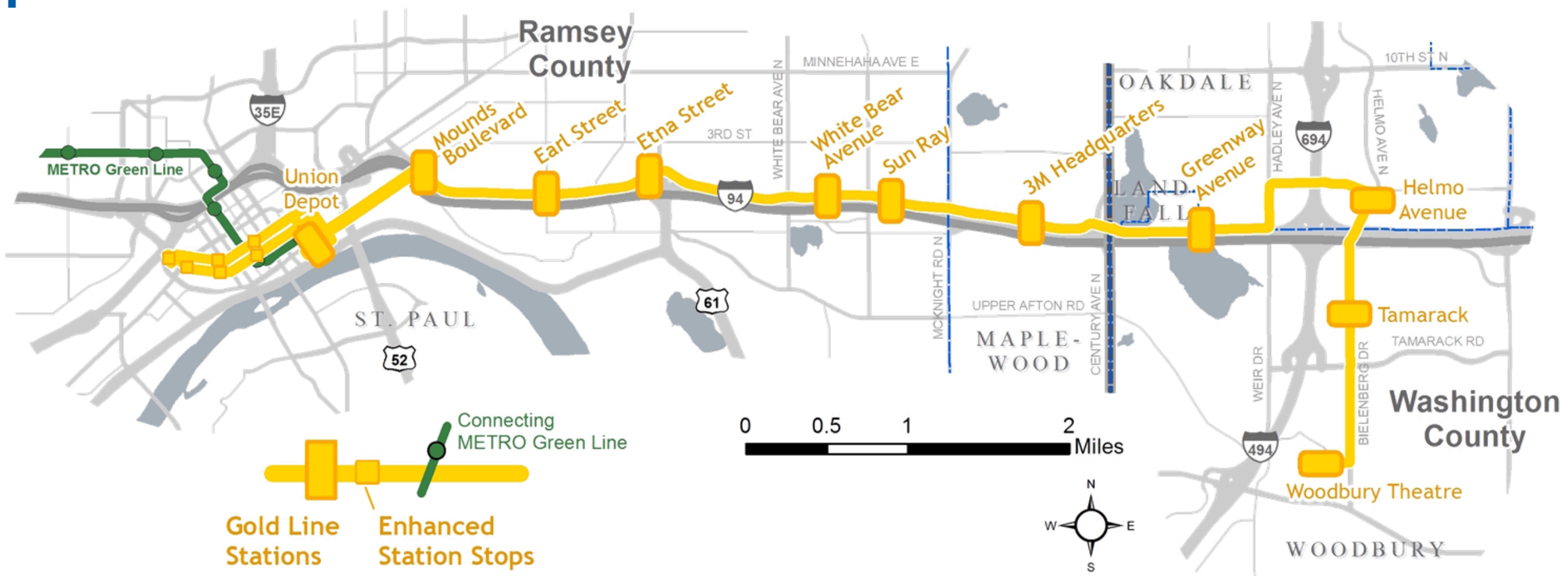
What the Council Requests to be in the TPP:

- 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

What are the Changes Expected in this Plan?

Project Updates

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



What are the Changes Expected in this Plan?

Project Updates

- METRO Green Line Extension (Light Rail): Updated costs and station locations
- METRO Blue Line Extension (Light Rail): Updated costs
- METRO Red Line Future Stages (Highway BRT): Updated implementation plan
- METRO Orange Line (Highway BRT): Updated alignment and stations
- C Line/Penn Ave (Arterial BRT): Updated alignment and station plan

What are the Changes Expected in this Plan?

Corridor Study Updates

- Nicollet-Central: Environmental work
- Red Rock: Implementation Plan updates
- West Broadway: LPA recommendation
- Rush Line: LPA recommendation
- Riverview: LPA recommendation
- Highway 169: Transit recommendations

Changes Expected

Rush Line LPA Recommendation

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**

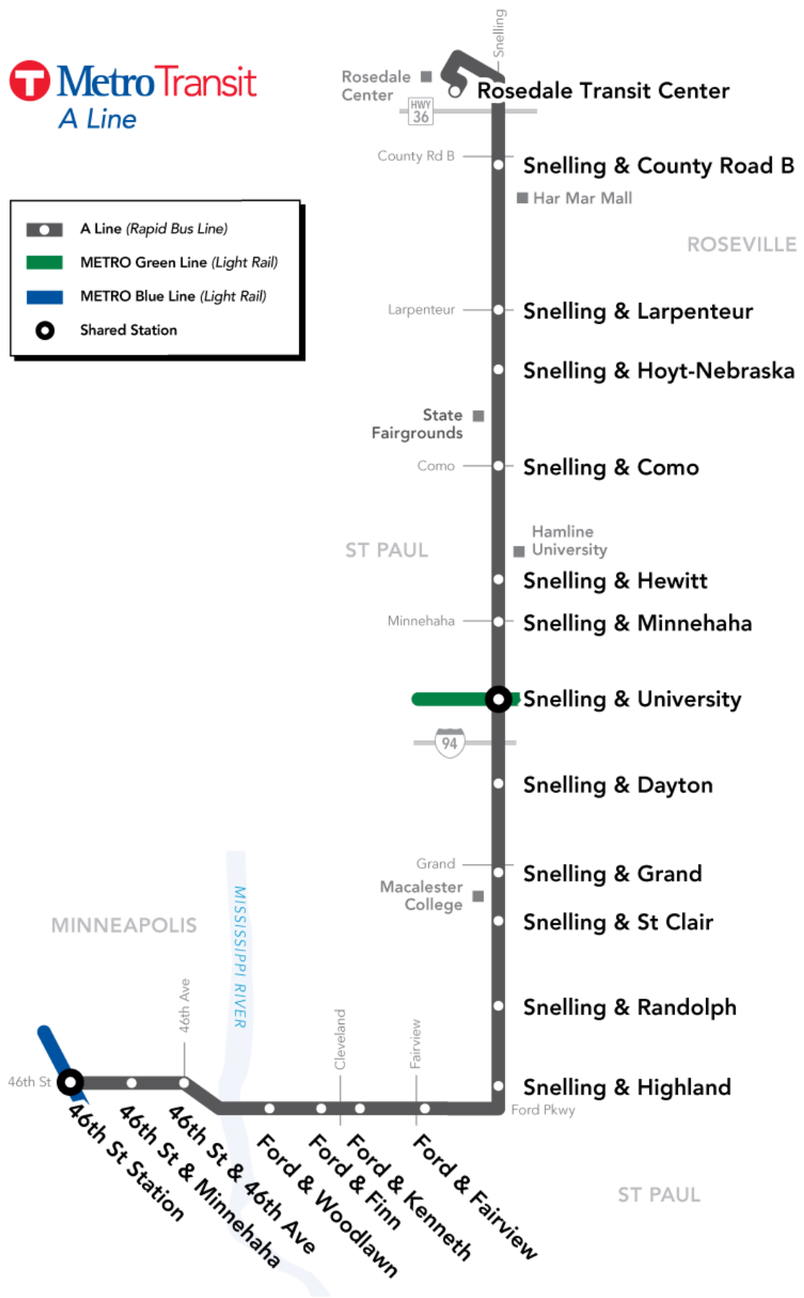
What Changes are Expected?

Arterial Bus Rapid Transit Discussion

- A Line opening and success story
- Progress on multiple corridors (Penn Ave, Chicago-Emerson-Fremont, Lake St, Hennepin Ave)
- Additional funding secured through Regional Solicitation, other sources
- Incremental phased build-out possible
  - Stations
  - Buses
  - Service
  - Other amenities

What Changes are Expected?

Arterial Bus Rapid Transit Discussion



What Changes are Expected?
Arterial Bus Rapid Transit Discussion

- Projects open or with (mostly) full funding plan:
  - Snelling Ave
  - Penn Ave
- Projects with partial funding for elements of Arterial BRT that can be done independently:
  - Chicago-Emerson-Fremont Ave
  - Lake St
  - Hennepin Ave

What Changes are Expected?

Work Program Items

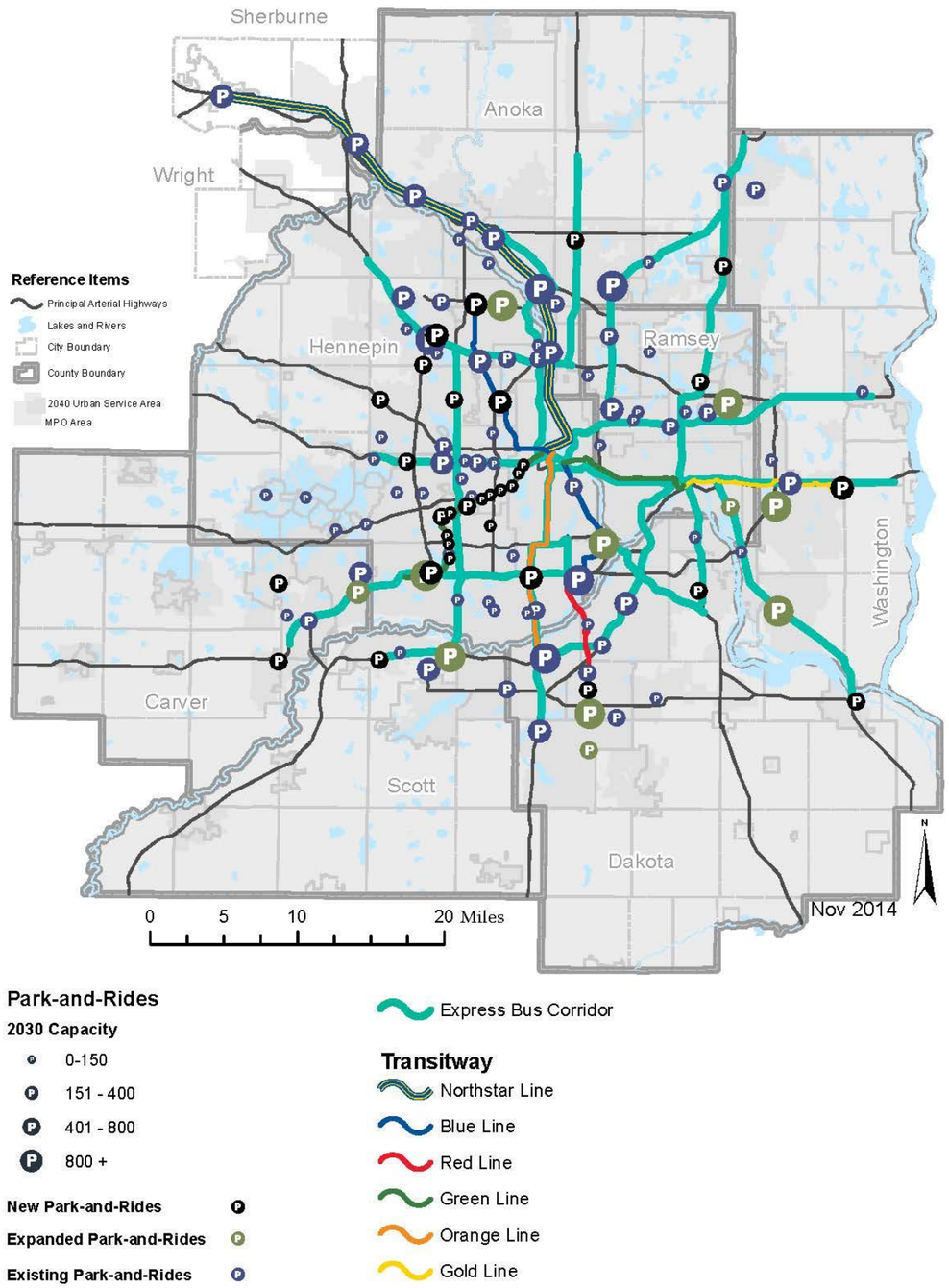
Changes Expected:

- Park-and-Ride Plan
  - 2040 demographic updates
  - Model refinement
- Bus Stop Facility Guidelines

Minimal Changes Expected:

- Setting Transitway Priorities
- Streetcar Policy
- Regional Transitway Guidelines
- Regional Service Improvement Plan

2030 Park-and-Ride System and Express Bus Corridors



What Changes are Expected?

Other Transit Items

Changes Expected:

- Shared Use/First Last Mile
- Role of Regional Solicitation Funding
- Asset Management/State of Good Repair and Performance Measures

Minimal Changes Expected:

- Land Use and Local Planning chapter
  - Most communities already in the midst of 2018 Comprehensive Planning process