



# Transit Investment Direction and Plan Introduction – Investment Summary

Transportation Advisory Committee – Planning  
Subcommittee

October 12, 2017

# Today's Topics – Transit Plan

- Quick recap of the current plan
- Updates to investment direction
- Changes to transitway investments



# The Current Plan

## Refresher

# 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**

# Transit Investment Direction and Plan

## Investment Summary

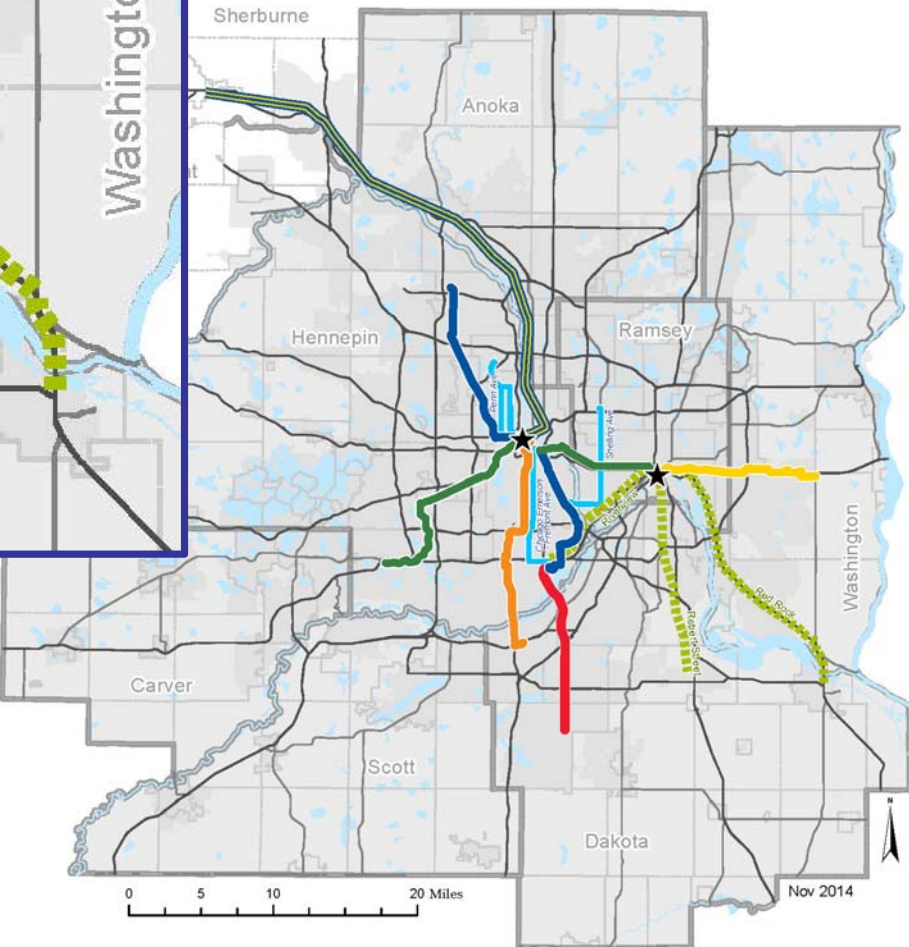
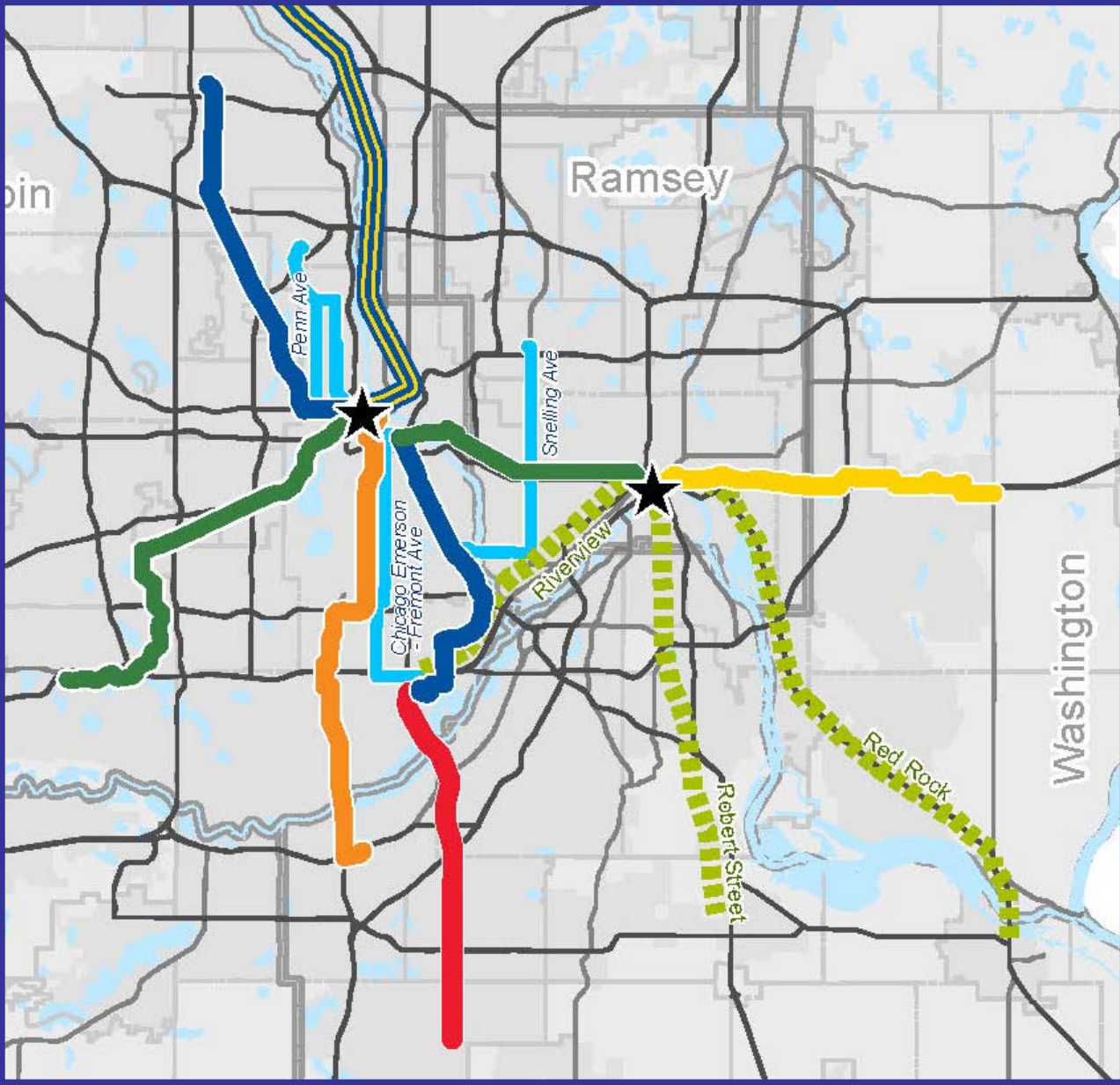
	Operate and Maintain Bus System	Expand and Modernize Bus System	Operate and Maintain Transitways	Operate and Build New Transitways	Total
<b>Current Revenue Scenario 2015-2040</b>	\$18.5 billion	\$0.6 billion	\$3.6 billion	\$8.5 billion	\$31.2 billion
<b>Increased Revenue Scenario 2015-2040</b>	-	+ \$2-3 billion	-	+ \$5-6 billion	+ \$7/\$9 billion

# Transit Investment Direction and Plan

## Bus and Support System

- Funding allows for maintenance and operation of the existing bus system
  - Manage and optimize system performance
- Funds required expansion of Metro Mobility
  - Assumed state funding obligation
- Limited expansion and modernization opportunities through the Regional Solicitation
  - Expansion projects may require operating funding
  - Modernization may supplement maintenance and replacement of existing facilities

# 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

# Transit Investment Direction and Plan

## Transitway System

- Gold Line Dedicated BRT
- Highway BRT
  - Red Line (existing)
  - Orange Line
- Arterial BRT
  - Snelling Ave (now existing)
  - Penn Ave
  - Chicago-Emerson-Fremont
- Light Rail
  - Blue Line (existing) and Blue Line Extension
  - Green Line (existing) and Green Line Extension
- Northstar Commuter Rail (existing)

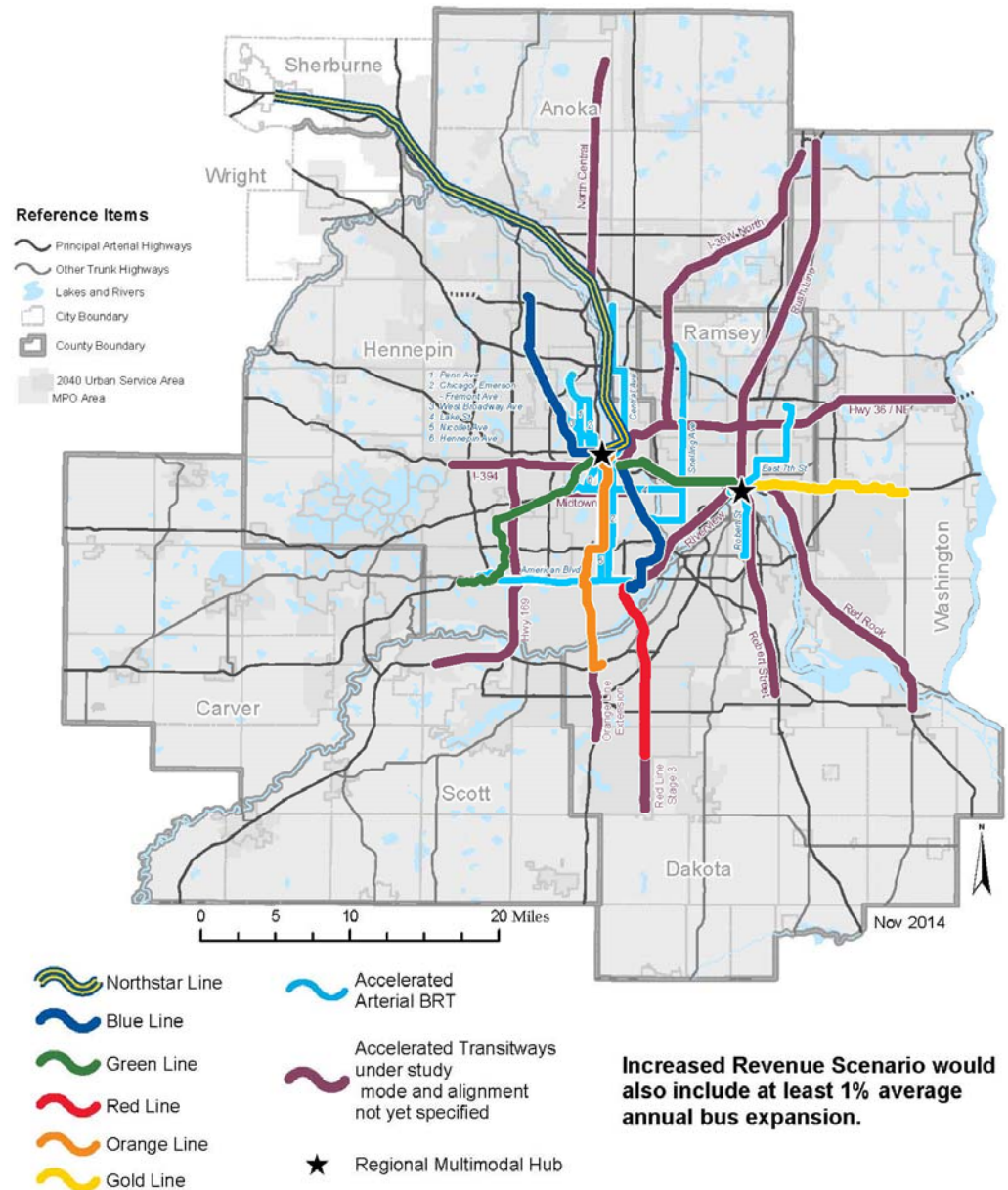
CTIB Priority Corridors  
under study:

Riverview  
Red Rock  
Robert Street



# 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*





**TRANSPORTATION**  
POLICY PLAN

# Expected Changes in Plan 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?

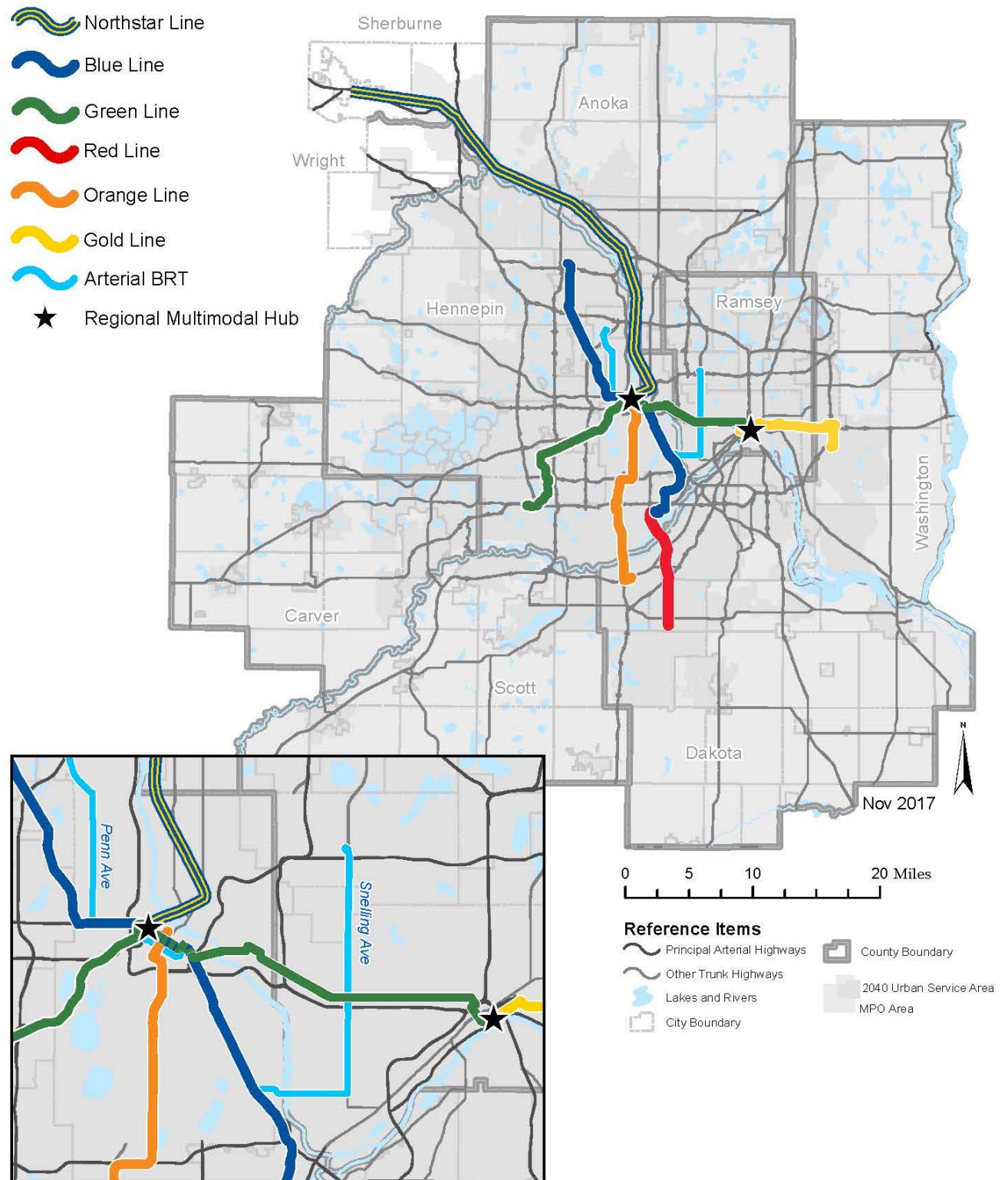
What the Council Requests to be in the TPP:

- 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

# TRANSPORTATION POLICY PLAN

## Current Revenue Scenario Transitways (Funded Projects In the Plan)

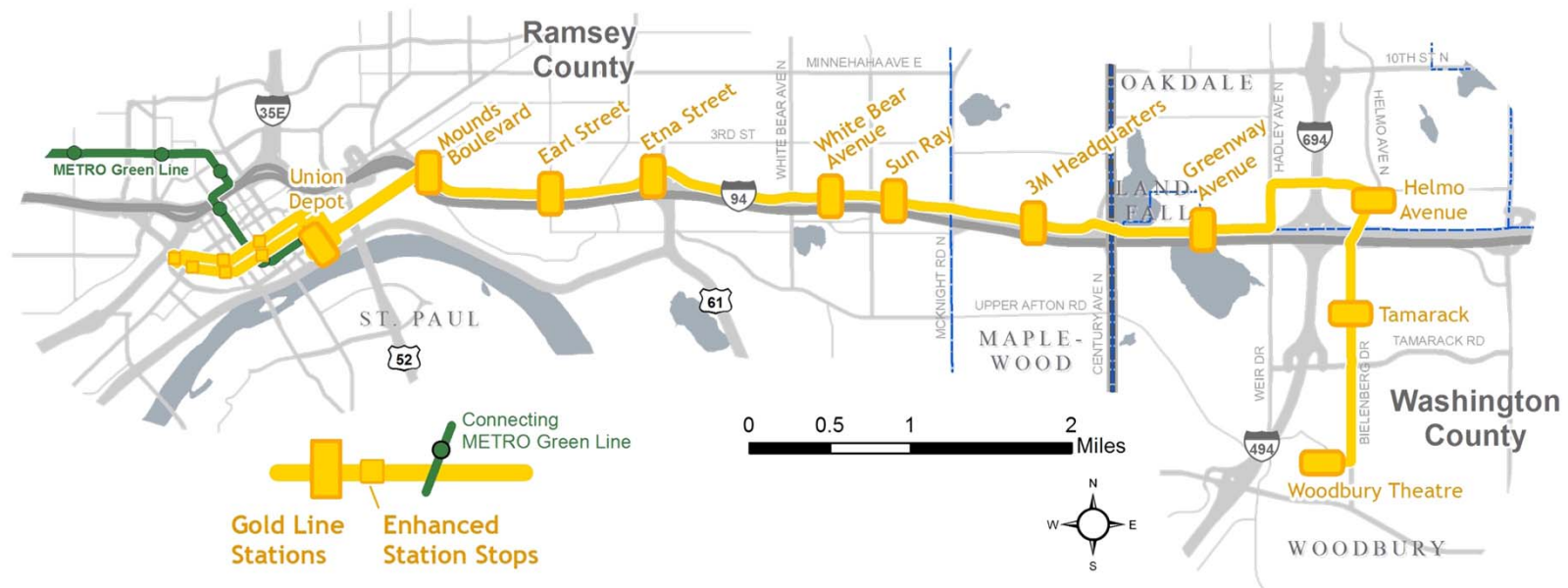
- Moved former CTIB priority projects to Increased Revenue Scenario
- Moved Chicago-Emerson-Fremont ABRT to Increased Revenue Scenario



# Expected Transitway Changes

## *METRO Gold Line Revised LPA*

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



# 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

## *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/5<sup>th</sup>  
**6 mins**  
One way, Robert/5<sup>th</sup> > Union Depot

Capital Cost **\$420 M**  
(\$2021):  
(+ \$55 M if other routes  
in guideway)

Annual O&M **\$7.8 – 8 M**  
Cost (\$2015):

Average Daily **5,700 – 9,700**  
Ridership (2040):  
(higher ridership if other  
routes use guideway)

# People Living **11,700**  
below Poverty  
in Station  
Areas (2040):

# of Jobs in **106,700**  
Station Areas  
(2040):

# of Residents **60,200**  
in Station  
Areas (2040):



# 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

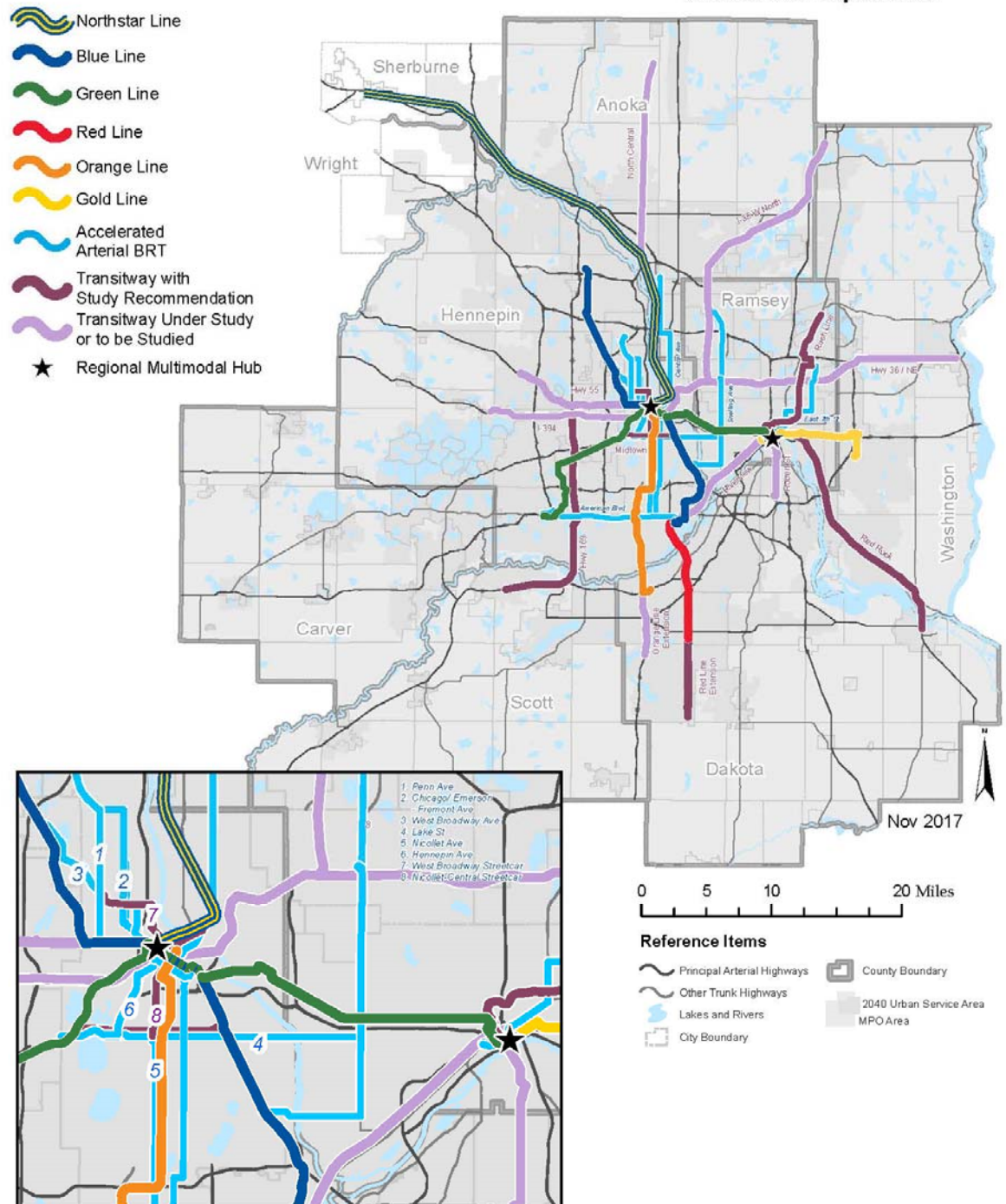
# TRANSPORTATION POLICY PLAN

## Increased Revenue Scenario Transitways

- Updated corridors and statuses
- Three tiers:
  1. Projects in advanced development
  2. Projects with study recommendations
  3. Projects under study or to be studied
- Two ABRT tiers:
  1. Projects with partial funding, incremental improvements
  2. Projects without partial funding

### Transitway System in the Increased Revenue Scenario Building an Accelerated Transitway Vision

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



# 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



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**POLICY PLAN**

The logo for "Thrive MSP 2040" features a stylized white city skyline with a blue wave underneath, and the year "2040" in white. To the right of this logo is a vertical line, followed by the words "TRANSPORTATION" and "POLICY PLAN" in a bold, blue, sans-serif font.

Cole Hiniker

Multimodal Planning Manager

651-602-1748

[cole.hiniker@metc.state.mn.us](mailto:cole.hiniker@metc.state.mn.us)