



Transit Investment Direction and Plan Introduction – Investment Summary

Technical Advisory Committee – Funding and
Programming Subcommittee

December 21, 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

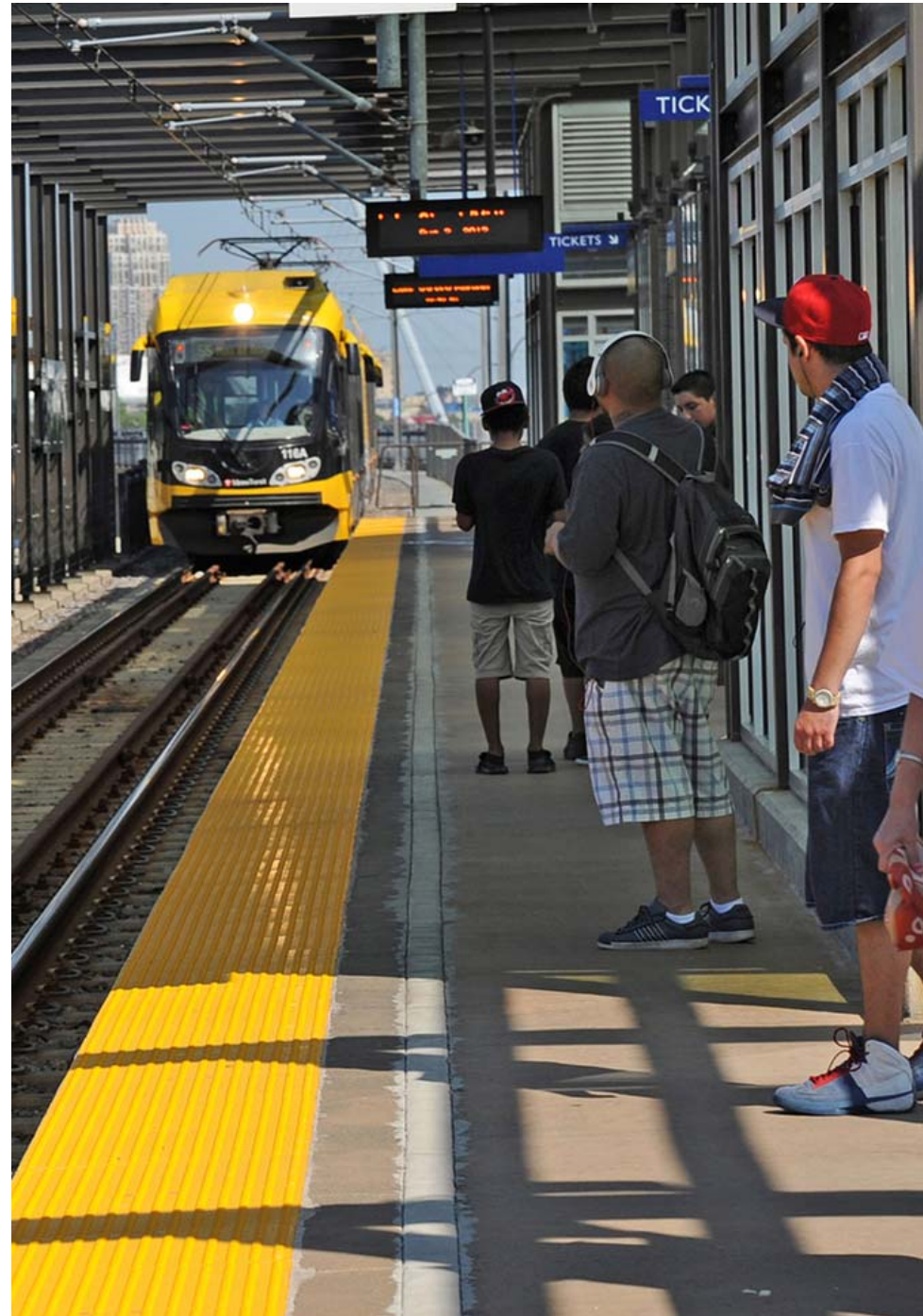
Attract More Transit Riders

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

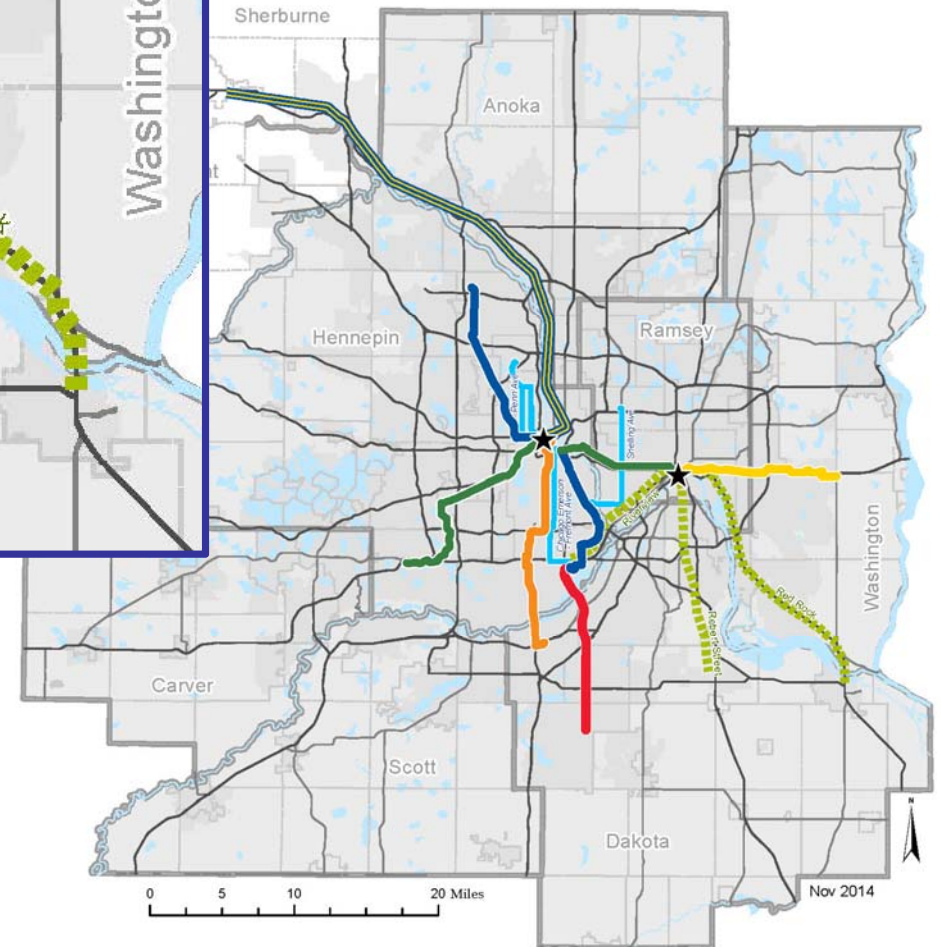
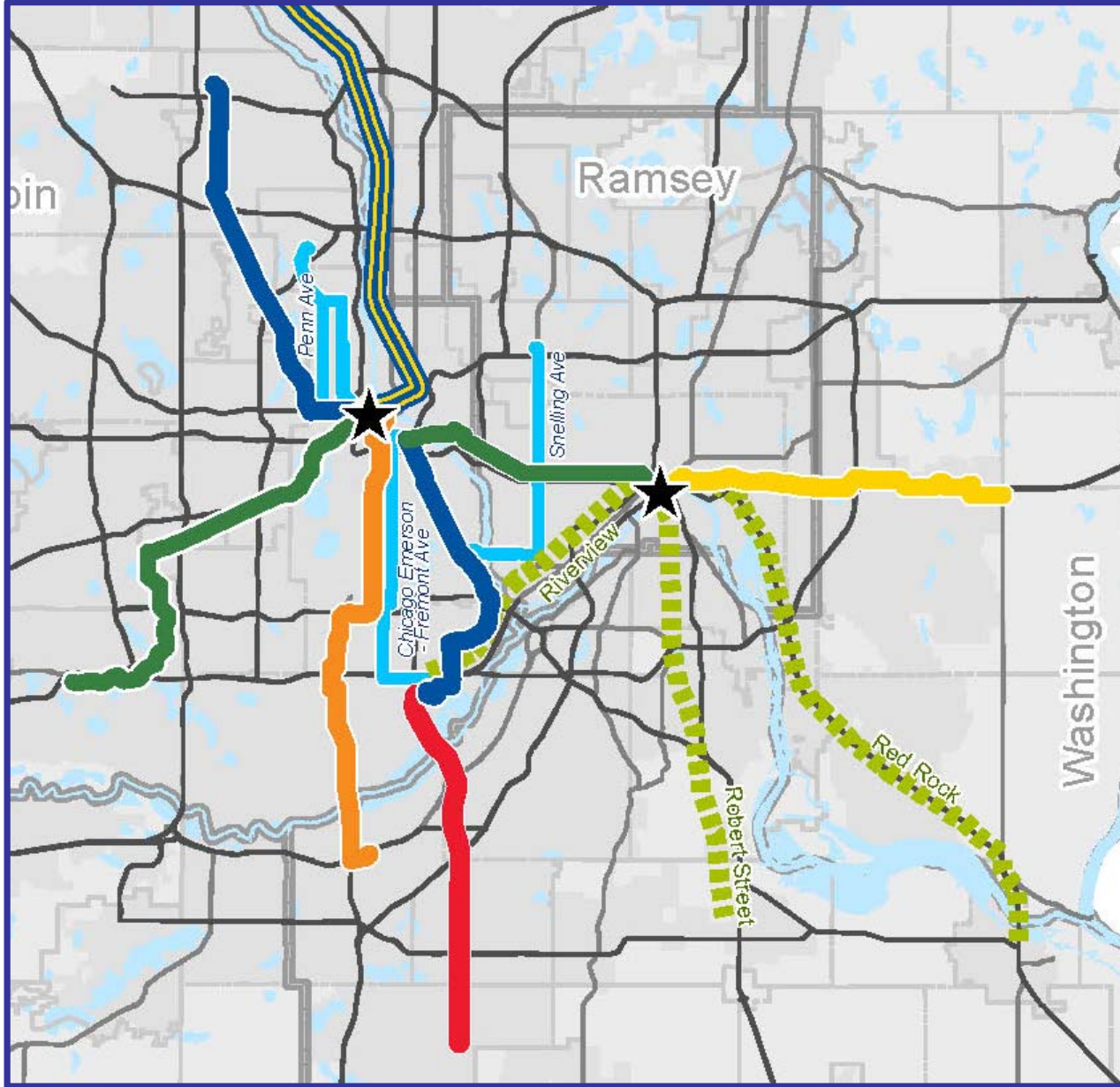
	Operate and Maintain Bus System	Expand and Modernize Bus System	Operate and Maintain Transitways	Operate and Build New Transitways	Total
Current Revenue Scenario 2015-2040	\$18.5 billion	\$0.6 billion	\$3.6 billion	\$8.5 billion	\$31.2 billion
Increased Revenue Scenario 2015-2040	-	+ \$2-3 billion	-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




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

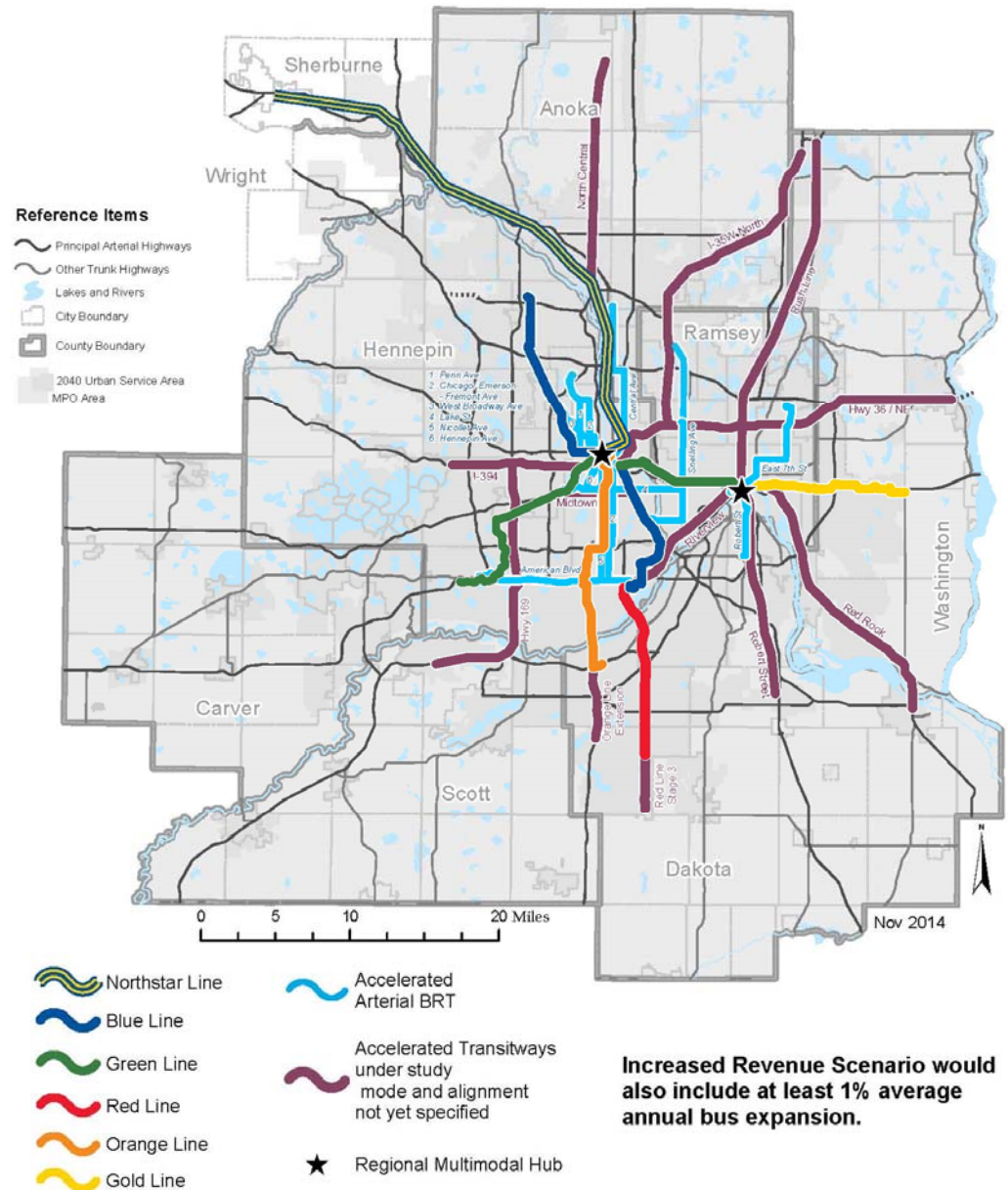
- Gold Line Dedicated BRT
- Highway BRT
 - Red Line (existing)
 - Orange Line
- Arterial BRT
 - Snelling Ave (now existing)
 - Penn Ave
 - Chicago-Emerson-Fremont
- Light Rail
 - Blue Line (existing) and Blue Line Extension
 - Green Line (existing) and Green Line Extension
- Northstar Commuter Rail (existing)

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*





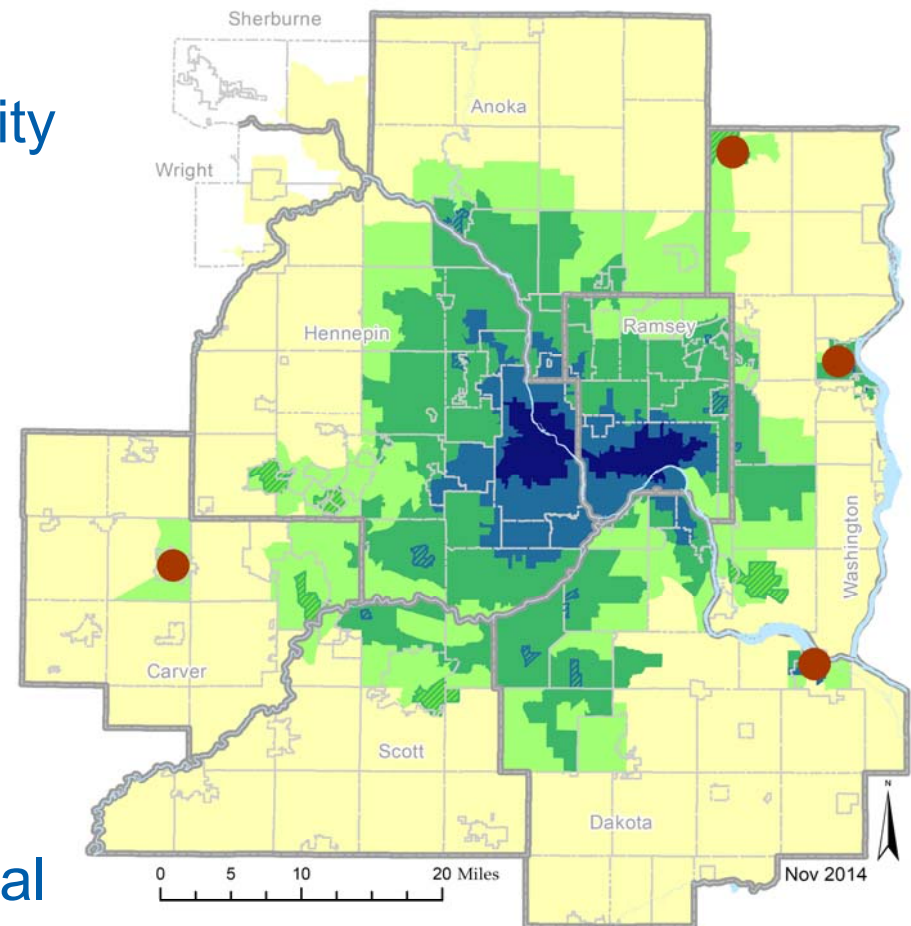
Expected Changes in Plan Transit System

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
 - State funds and RTC bonding authority provided
 - Federal formula funding grows moderately
- Regional Solicitation funds:
 - Provide very limited expansion funding for bus system and some transitways
- 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

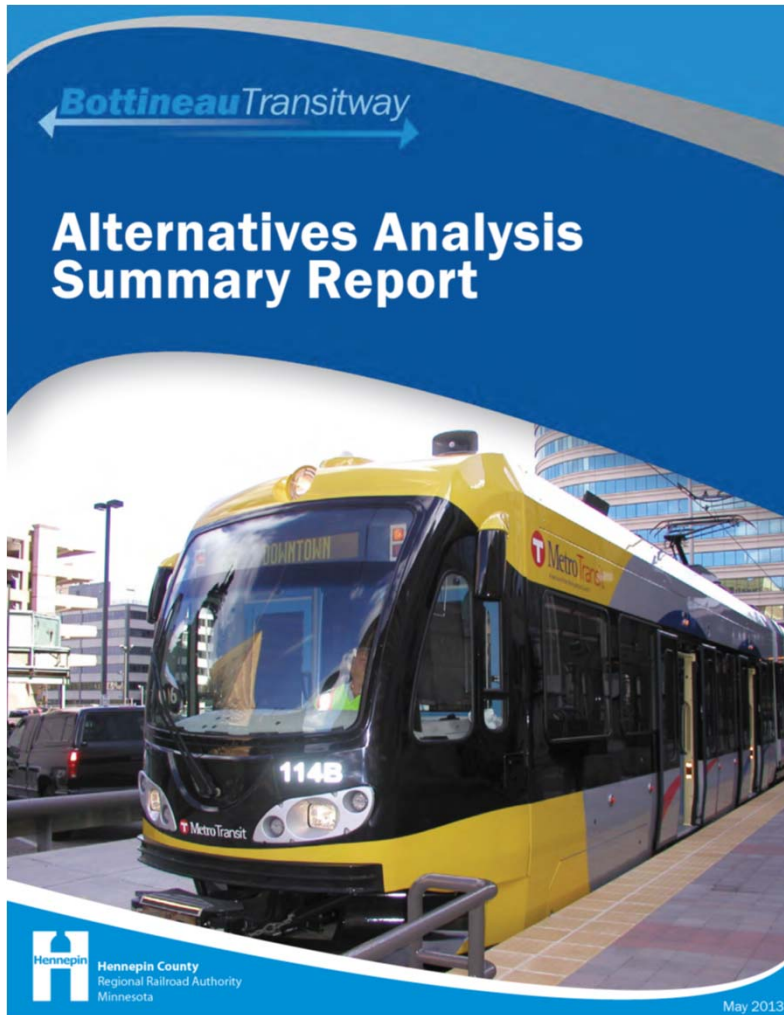
- Keep the existing bus system
 - Manage and optimize system performance
- Required expansion of Metro Mobility
 - Assumed state funding obligation
- Improved discussion of Transit Modernization and Expansion, relation to Regional Solicitation
- Acknowledgement of emerging technology potential role in 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

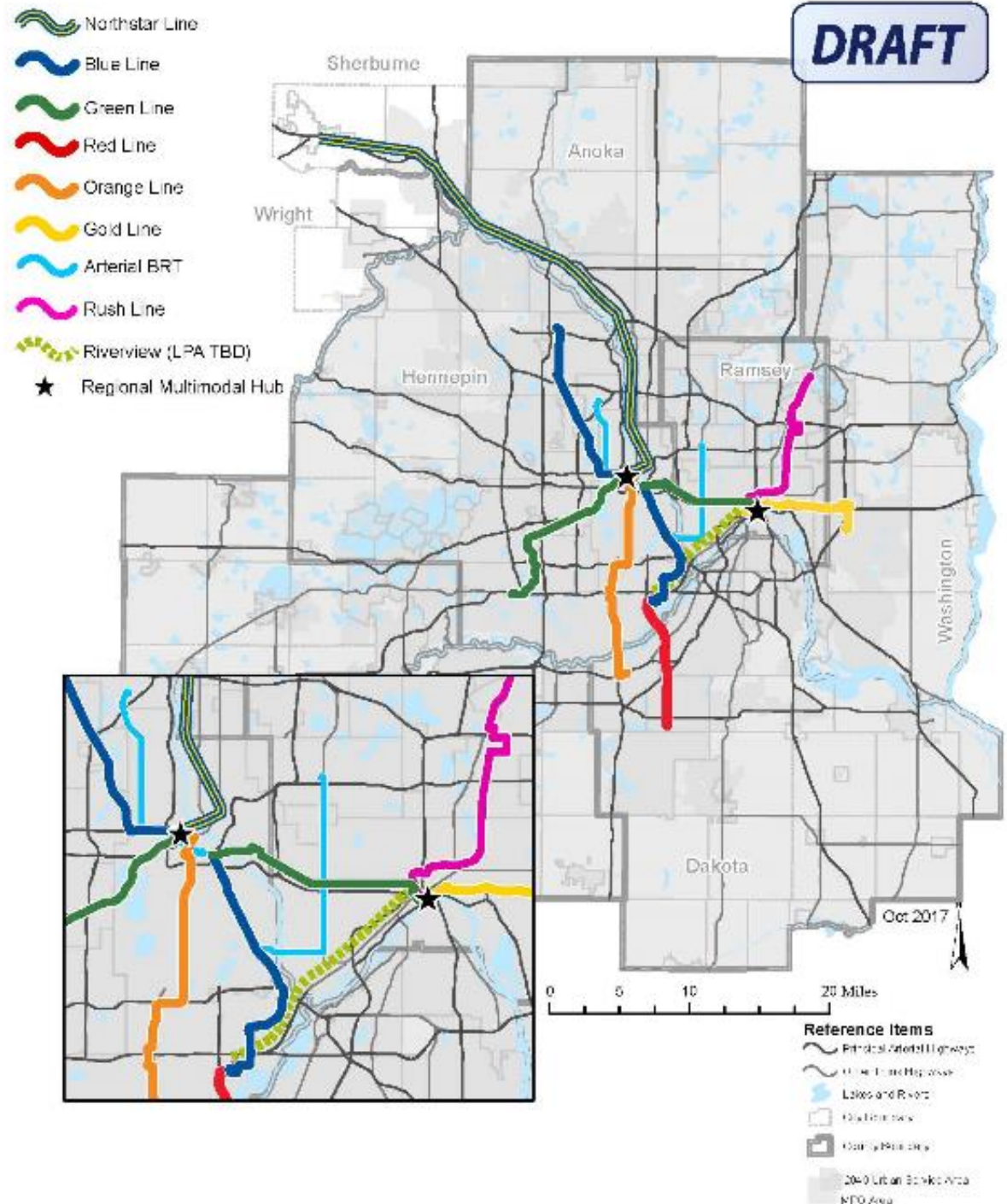


TRANSPORTATION POLICY PLAN

Current Revenue Scenario Transitways (Funded Projects)

- CTIB priority projects moved to Increased Revenue Scenario
- Updated Gold Line LPA
- ABRT Changes
- Rush Line and Riverview

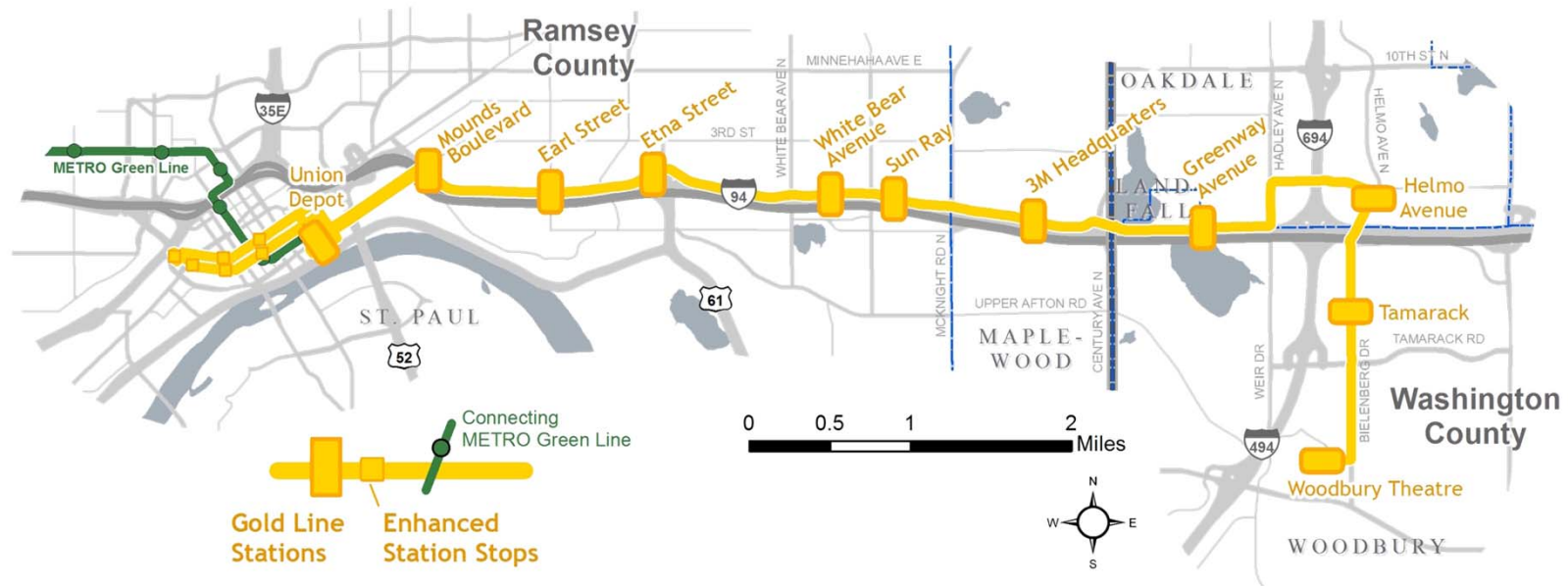
Existing Transitways and Current Revenue Scenario Expansion Transitways



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
 - Funded in the TPP Update
- Riverview Corridor
 - LPA recommendation in Dec
 - Local approval process timeline 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)

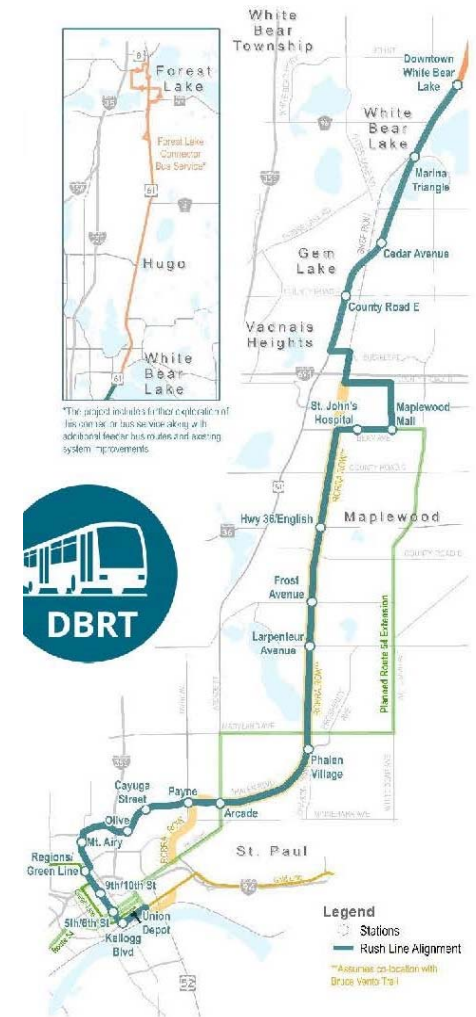
Annual O&M Cost (\$2015): **\$7.8 – 8 M**

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

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

Three Metro Transitway tiers:

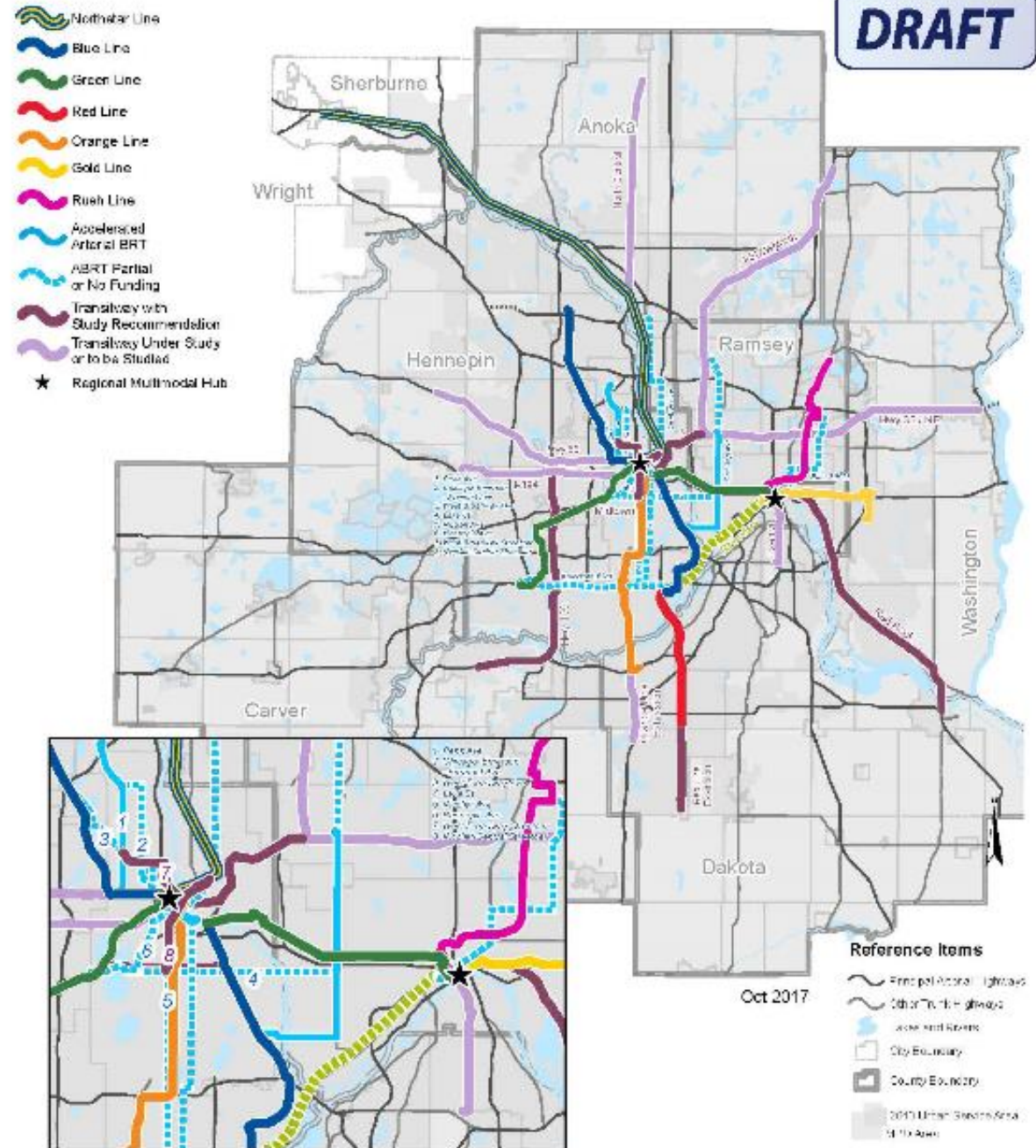
1. Projects in advanced development
2. Projects with study recommendations
3. Projects under study or to be studied

Two ABRT tiers:

1. Projects with partial funding, incremental improvements
2. Projects without partial funding

Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision

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



Work Program Items: Transit

- 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
 - Downtown(s) advantages assessment
 - Arterial street transit routes advantages assessment (non ABRT)
- Comprehensive Transit Financial Report
- Matrix of Planned Transitway Facts
- Others?



TRANSPORTATION POLICY PLAN

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