METROPOLITAN COUNCIL

2040 Thrive MSP

TRANSPORTATION POLICY PLAN

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

What Feedback are We Looking for Today?

- Questions or clarifications about proposed changes or investments

- Outstanding issues that are not proposed to change

- Future work program items (things we need to study)

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TRANSPORTATION POLICY PLAN

The Current Plan

Refresher

Transit Investment Direction and Plan

Investment Summary

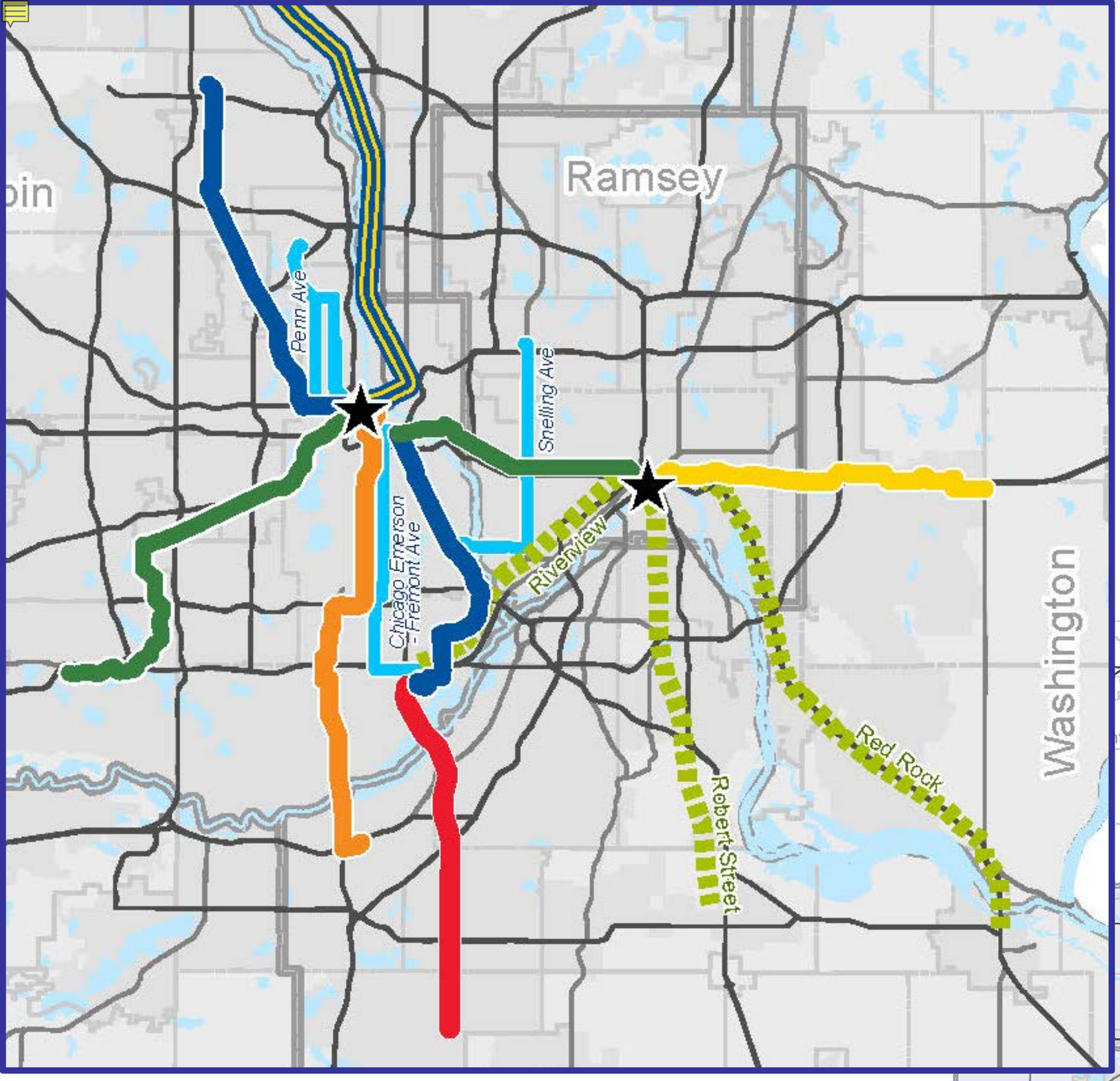
	Operate and Maintain Bus System	Expand and Modernize Bus System	Operate and Maintain Transitways	Operate and Build New Transitways	Total
Current Revenue Scenario 2015-2040	$18.5 billion	$0.6 billion	$3.6 billion	$8.5 billion	**$31.2 billion**
Increased Revenue Scenario 2015-2040	-	+ $2-3 billion	-	+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

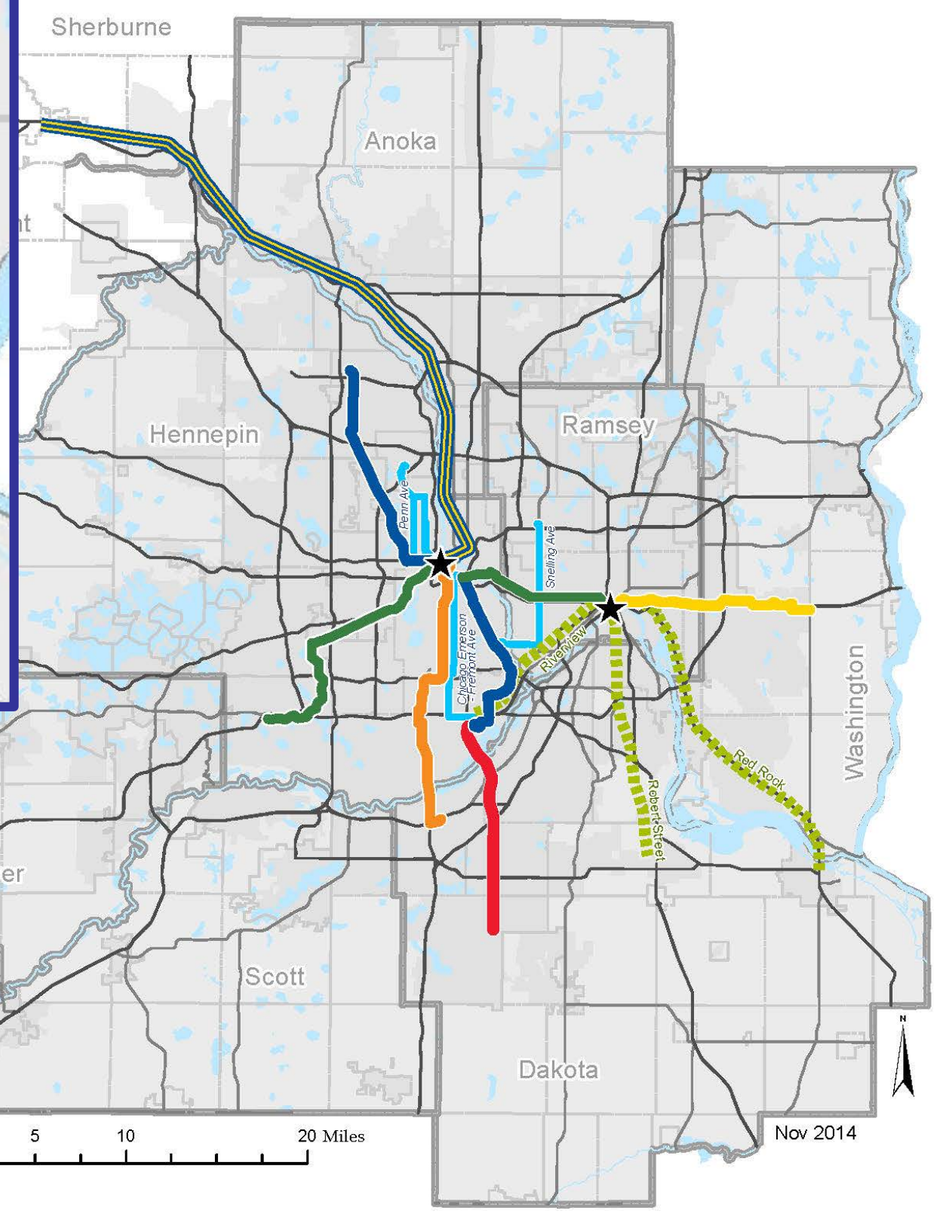
Transit Investment Direction and Plan

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
- 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

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)

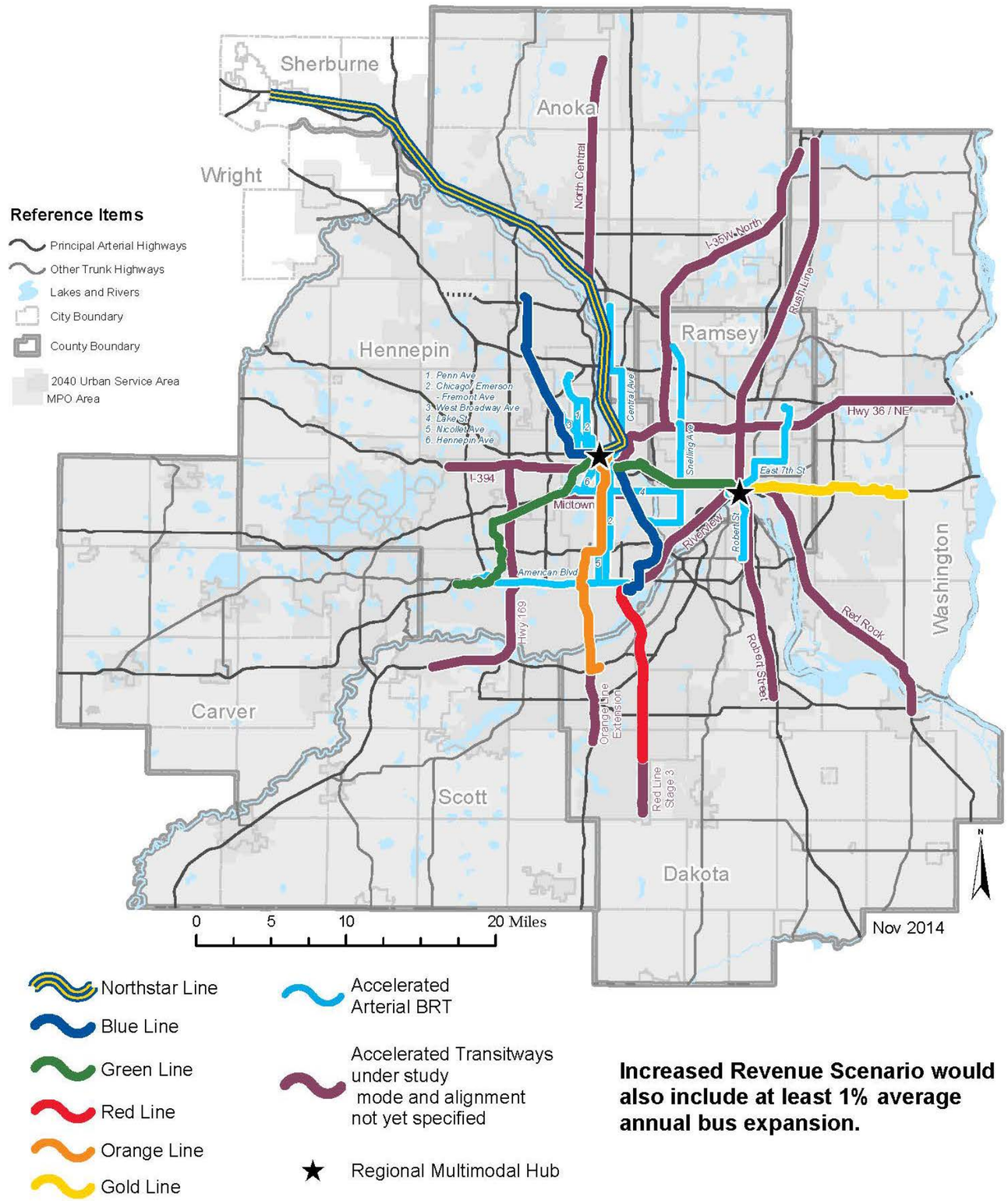
CTIB Priority Corridors under study:

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*



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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

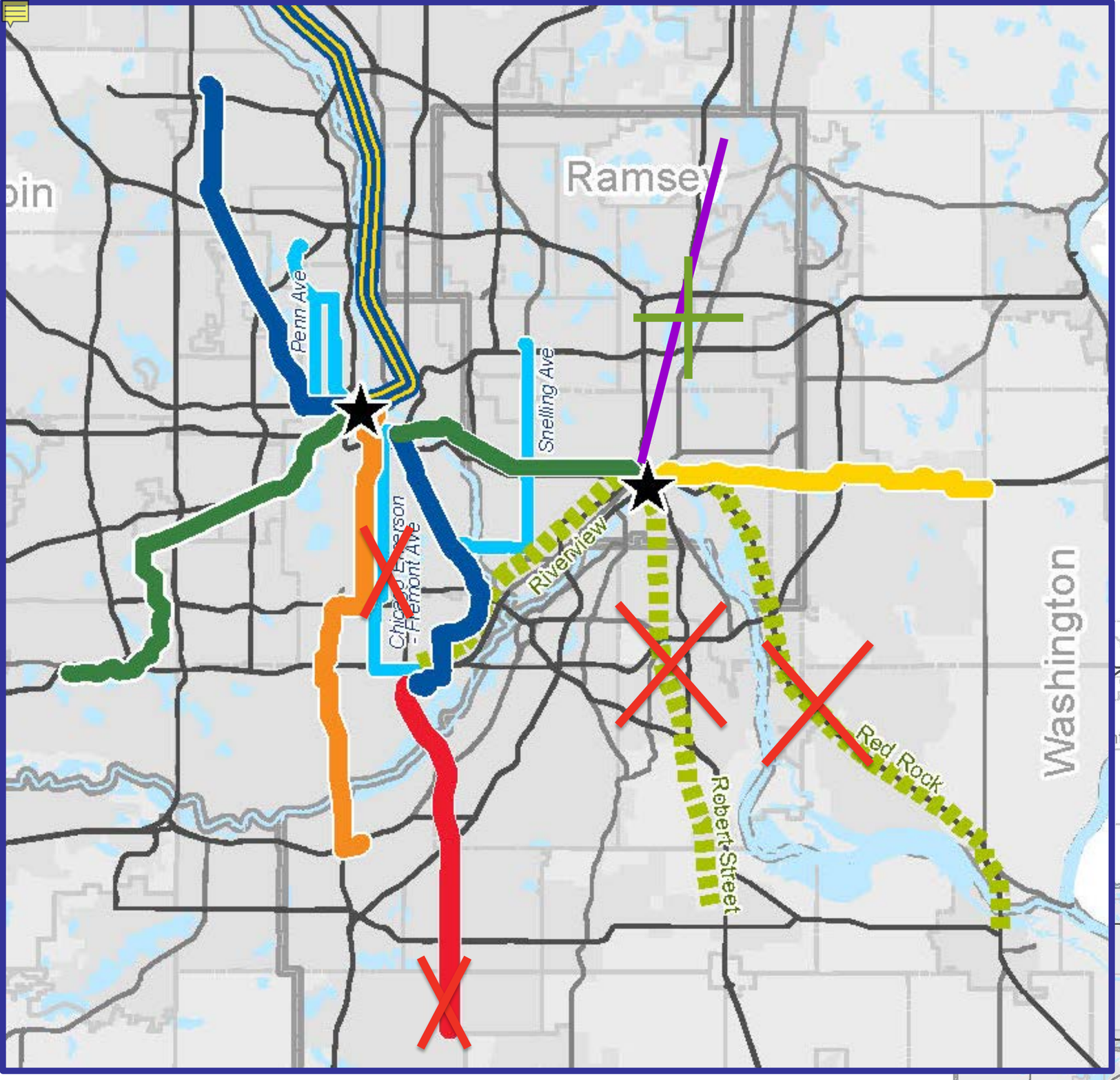
- Improved discussion of Transit Modernization and Expansion, relation to Regional Solicitation
- Acknowledgement of emerging technology potential role in transit service delivery (on-demand services, shared rides)
- Improved discussion of transit facilities and park-and-rides, removal of old future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

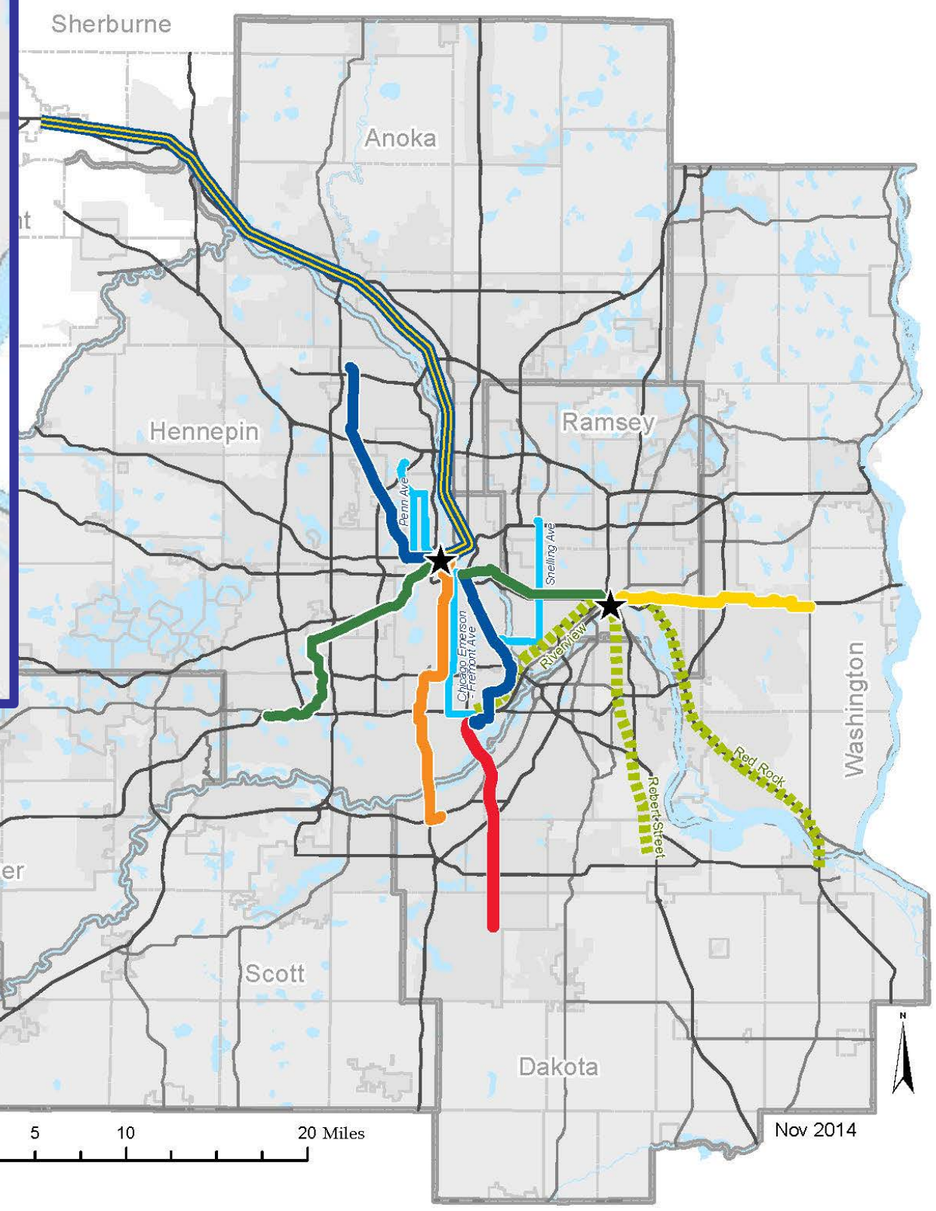
How does a Transitway Get in the Plan?

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

Current Revenue Scenario Transitways (Funded Projects In the Plan)





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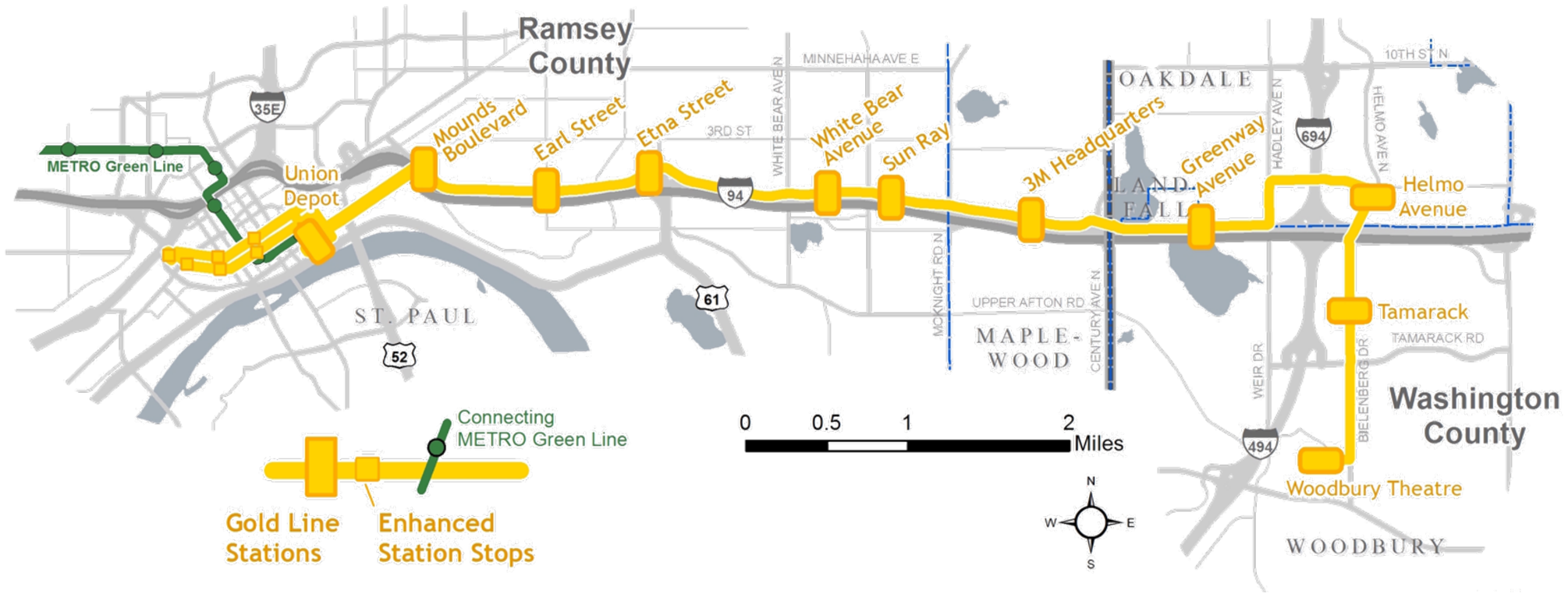
Expected Transitway Changes

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)

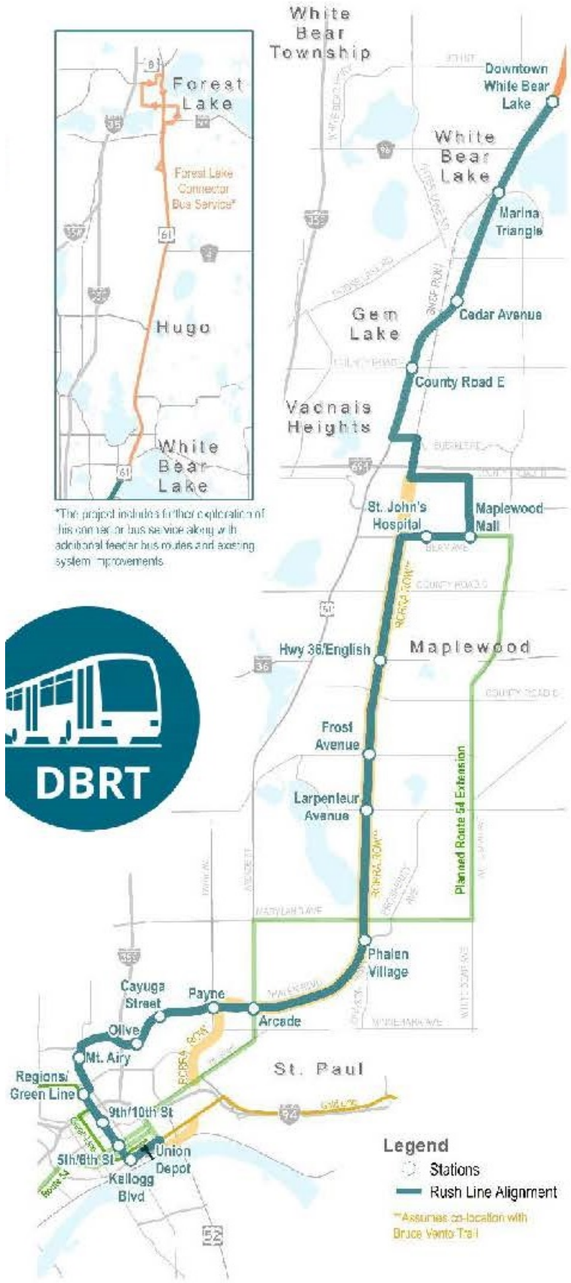
Annual O&M Cost ($2015): **$7.8 – 8 M**

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

- 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)

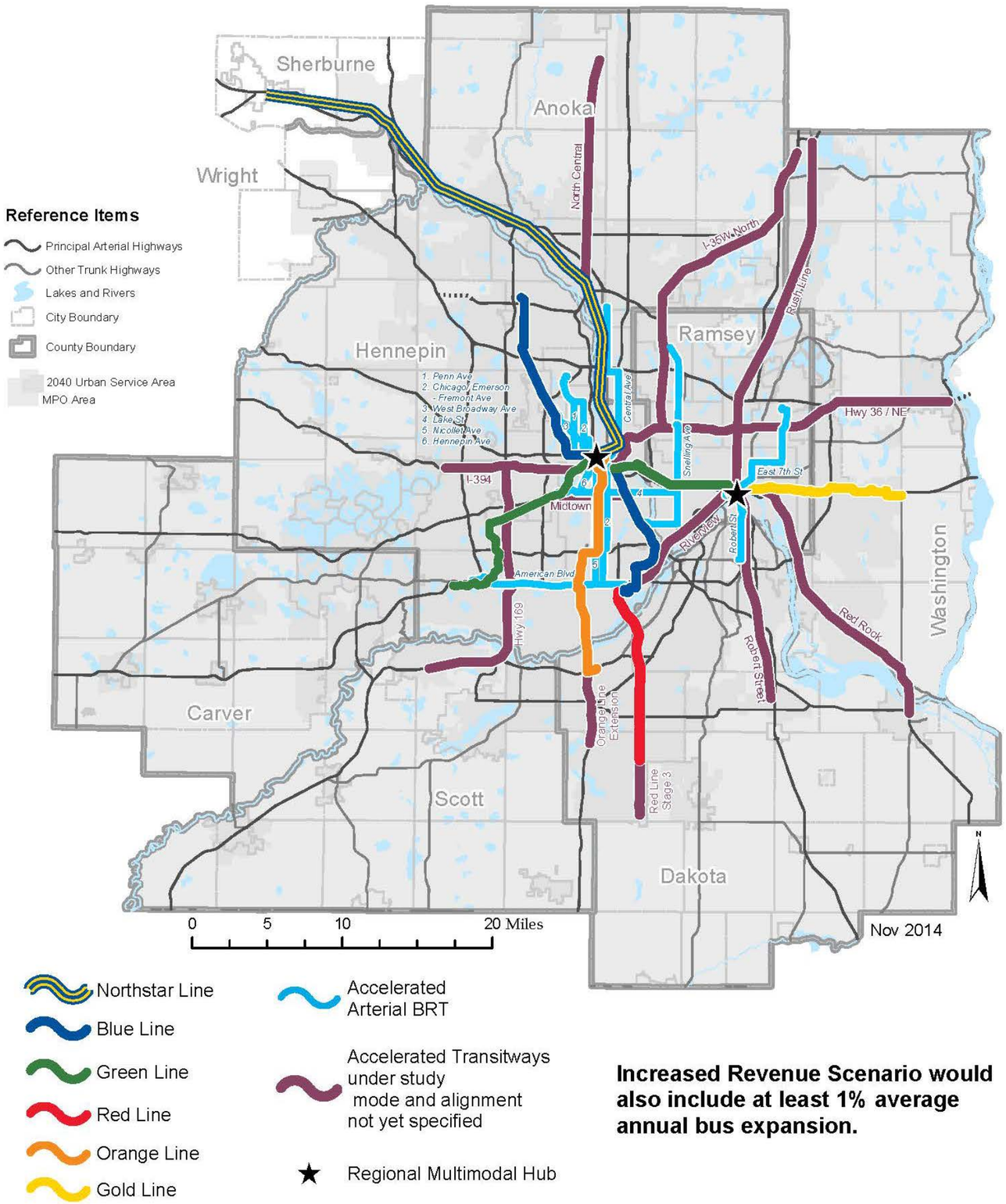
Expected Transitway Changes

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



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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Cole Hiniker
Multimodal Planning Manager
651-602-1748
cole.hiniker@metc.state.mn.us