

## TRANSPORTATION ADVISORY BOARD

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Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING  
of the  
PLANNING COMMITTEE  
**Thursday, June 8th, 2017**  
**1:00 PM – Metropolitan Council, Room LLA**  
**390 Robert Street N, Saint Paul, MN**

### AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the May 2017 Meeting
- 4) Info Items
  1. TMA Certification Review – Katie White & FHWA Staff
  2. Regional Bike/Ped Policy Planning Update – Steve Elmer
  3. TPP Update – Transit Investment Direction and Plan Intro and Discussion – Cole Hiniker
- 5) Other Business
- 6) Adjournment

Full Meeting Packet

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TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the  
**TAC-PLANNING COMMITTEE**  
May 11, 2017

**MEMBERS PRESENT:** Holly Anderson, Jack Byers, Michael Corbett, Innocent Eyoh, Jack Forslund, Jean Keely, Elaine Koutsoukos, Joe Lux, Steve Mahowald, Dan McCormick, Jason Pieper, Kris Riesenber, Kevin Roggenbuck, Ann Pung-Terwedo, Katie White, Rachel Wiken

**OTHERS PRESENT:** Angie Stenson, Mai Thor, Michelle Fure, Tony Fischer, Jason Gottfried, Russ Owen, Amy Vennewitz, Steve Elmer, Cole Hiniker.

**1. Call to Order**

The Meeting was called to order by Kevin Roggenbuck, who was filling in for Chair Freese.

**2. Adoption of the Agenda**

The agenda was amended to change presentation order because of a time conflicts for Mai Thor. White moved and Pung-Terwedo seconded adoption of the agenda. Item passed unanimously.

**3. Approval of the Minutes from the April 2017 meetings**

The minutes were amended to reflect a correction of adding Holly Anderson to the present members of the April meeting. Koutsoukos moved and Pung-Terwedo seconded approval of the minutes of the April 2017 meeting. Item passed unanimously.

**4. Info Items**

**1. Public Participation Plan – Mai Thor**

Mai Thor returned to present on the Public Participation Plan (PPP). She was previously at the committee for this topic in July of 2016. This version of the PPP includes changes to incorporate comments from the FHWA. Because of these changes, the PPP will go out for another public comment period, which is happening during June.

The Council is under Transportation Management Area (TMA) Planning Certification review, which included comments for the PPP to provide additional detail on defining and clarifying methods to engage stakeholders and the public, visualization techniques, clear processes for public comment, and detail for evaluating the Transportation Public Participation Plan's overall effectiveness.

Next steps for the PPP include the second 45 day public comment period, final approval, coordination with the Transportation Policy Plan process (to reflect the PPP), and finally implementation.

**2. Hennepin County Freight Study – Jason Gottfried**

Jason Gottfried gave an overview of the Hennepin County Freight Study, which was completed last December. The presentation started with discussion of stakeholder outreach for this study, including public sector, freight carriers, and other agencies. Gottfried walked through the data collection and analysis, setting performance measures, and the key freight study themes. The study included identifying and prioritizing future freight projects, county wide growth strategy, and areas for future study.

### **3. Ramsey County Performance Measures – Joe Lux**

Joe Lux gave a brief presentation of Ramsey County Performance Measures. He started with a handout of the four goals that Ramsey County Public Works has been using to guide their work. Goals are 1. Strengthen individual, family and community health, safety, and well-being 2. Cultivate economic prosperity and invest in neighborhoods with concentrate financial poverty 3. Enhance access to opportunity and mobility for all residents and businesses 4. Model forward thinking investment, fiscal accountability and transparency. Each goal has supporting strategies and performance measures. For each goal, there were data provided to show progress over time.

He finished by handing out the All Ages and Abilities Transportation Network Checklist, which is used for all County projects, to highlight how the project connects to bike, ped, and landuse strategies. The committee discussed this checklist and the Maryland Ave 4-3 road diet for some time.

### **4. Regional Truck Corridors Study – Steve Elmer**

Steve Elmer presented on the Regional Truck Corridors Study.

The Study looked at key transportation factors (Truck traffic volumes and percent of traffic that is trucks) as well as land use factors, to rank regional corridors for truck traffic priority. The study also dove into congestion and safety data, to find hot spots for safety improvements. The authors visited some of these hot spots on the corridor, to identify issues such as clustering of access points, blockages from trains, and lack of acceleration space.

Elmer finished his presentation, highlighting potential follow up steps to the study and well as how the study will be used to guide TPP development.

### **5. Appendix F – Tony Fischer**

Tony Fischer presented proposed changes to Appendix F, which is the Highway Interchange appendix to the TPP. Fischer provided background on the appendix in its current state, and provided some clarification to the text, better definitions for interchange, where the criteria in the appendix apply. Other proposed changes to the appendix include incorporating Thrive MSP 2040 and 2040 TPP Language, incorporating results of PA Intersection Conversation Study, list of successfully completed proposals, removing engineering language and focusing on planning questions, cleaning up text.

He walked through the new draft evaluation criteria for interchange requests: consistency with local/regional planning, demonstrating a need for interchange, functional class of cross street, supporting local roads / access management, and interchange spacing. There is also a new website being planned, which will help with the interchange request process.

### **6. Transportation System Performance Evaluation – Russ Owen**

Russ Owen presented the Transportation System Performance Evaluation. This is a document is a comprehensive review of the regional transportation system that is prepared before the TPP to inform the writing of that document. The last version was written in 2012. It covers highways, transit, aviation, freight, and bike/ped.

Owen walked through some basic stats about demographics, travel pattern changes, findings on highway conditions, transit ridership, aviation enplanements, freight system tonnage/mode split, and bike ped volumes increasing.

The full plan will be published this summer.

**6. Other Business**

none

**7. Adjournment**

White moved, Eyoh second, adjourn at 3:00 pm



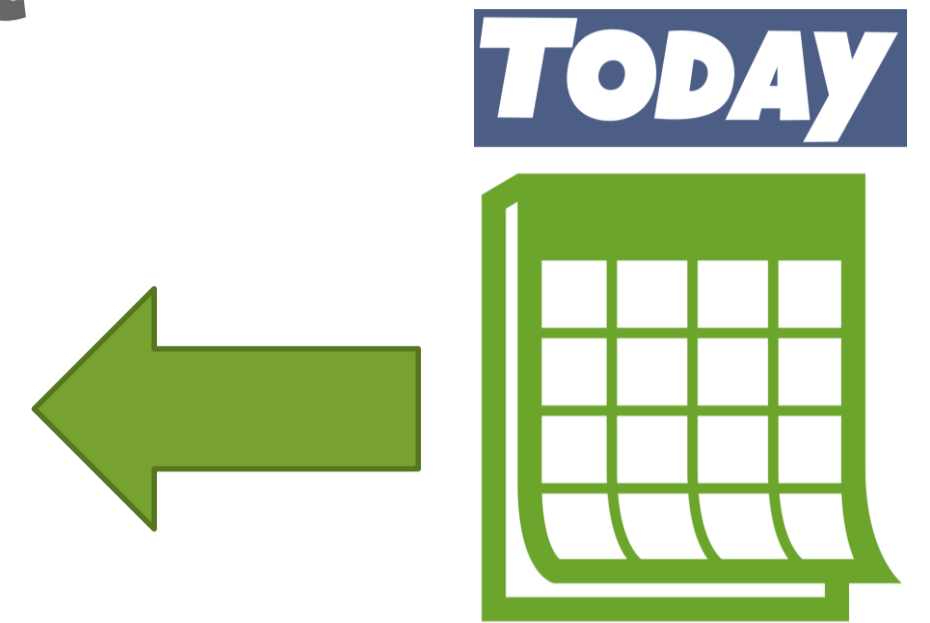
# **TRANSPORTATION** **POLICY PLAN**

## **Transit Investment Direction and Plan Introduction**

Technical Advisory Committee - Planning Subcommittee  
June 8, 2017

# Today's Topics - Transit

- Where are we now, what are the current issues?



- Where are we headed?
- How will we get there?



- What are the changes expected in this plan update?



# What Feedback are We Looking for Today?

- Your reactions to high-level concepts
- Your ideas for clarifying the “story”
- Your ideas on things that should change
- Things you’d like to bring back for future discussion



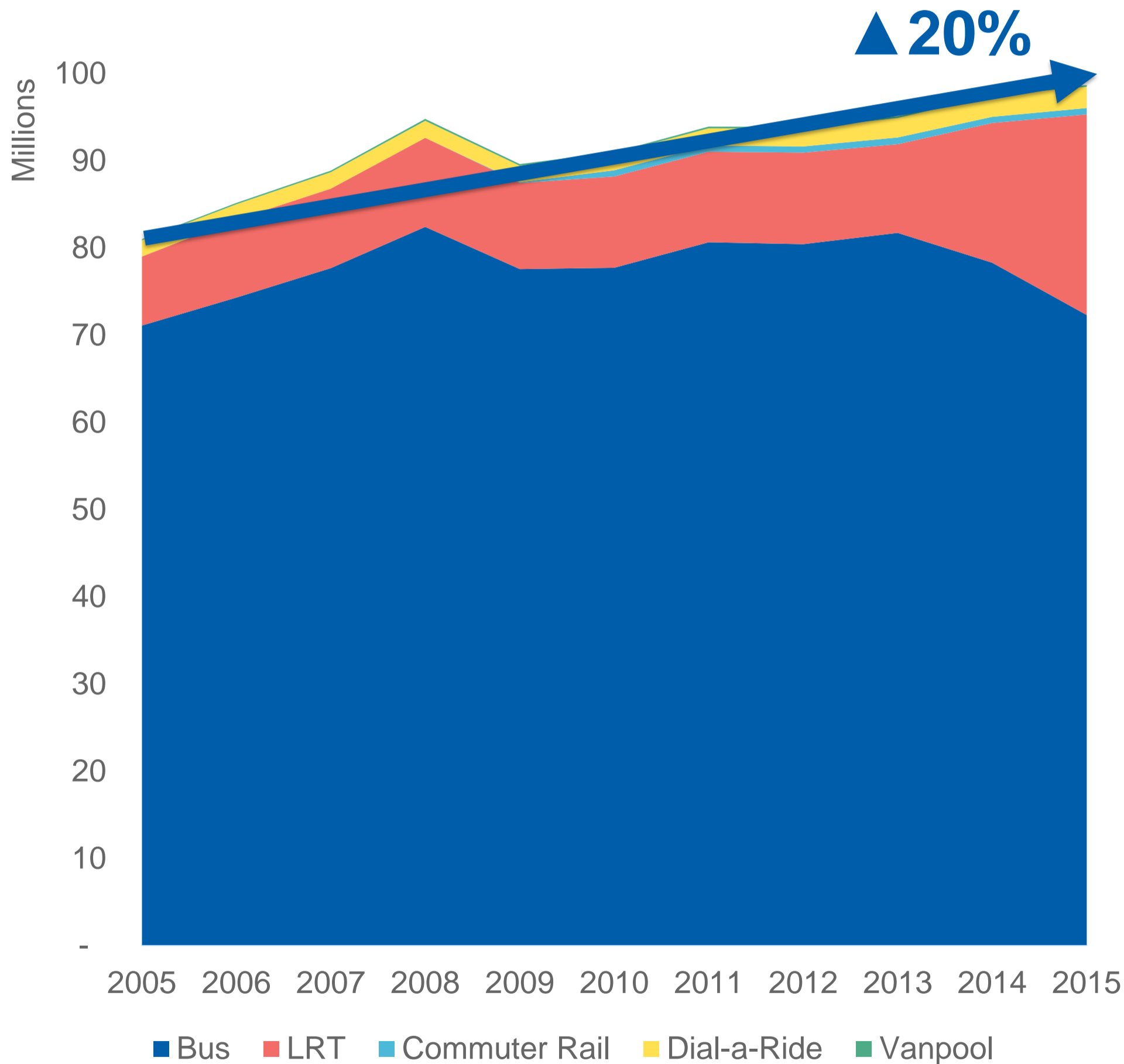
# TRANSPORTATION POLICY PLAN

## Where are We Now?



# Where are We Now?

## Ridership



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

### Recent major investments:

- 2013 – 1<sup>st</sup> Highway BRT
- 2014 – 2<sup>nd</sup> Light Rail
- 2016 – 1<sup>st</sup> Arterial BRT

# Where are We Now?

## *Return on Investment*

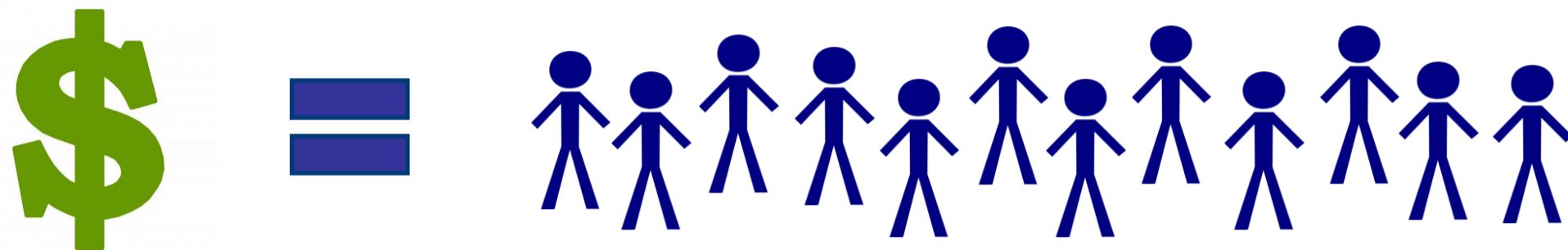
### Recent Case Studies:

- A Line
  - 33% more riders in corridor
- METRO Green Line
  - \$5+ billion in development
  - XX% 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

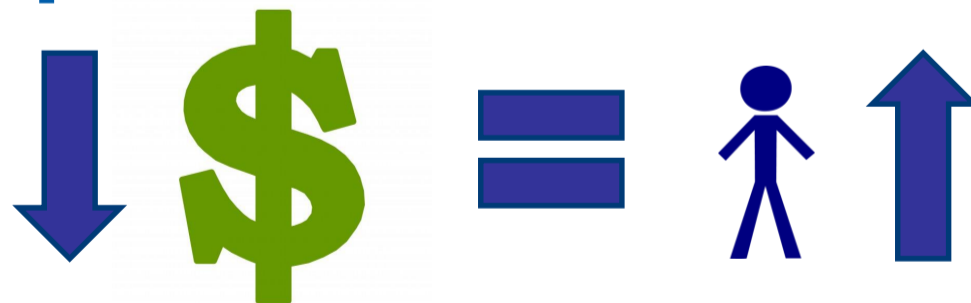


# Where are We Now?

## *Return on Investment*

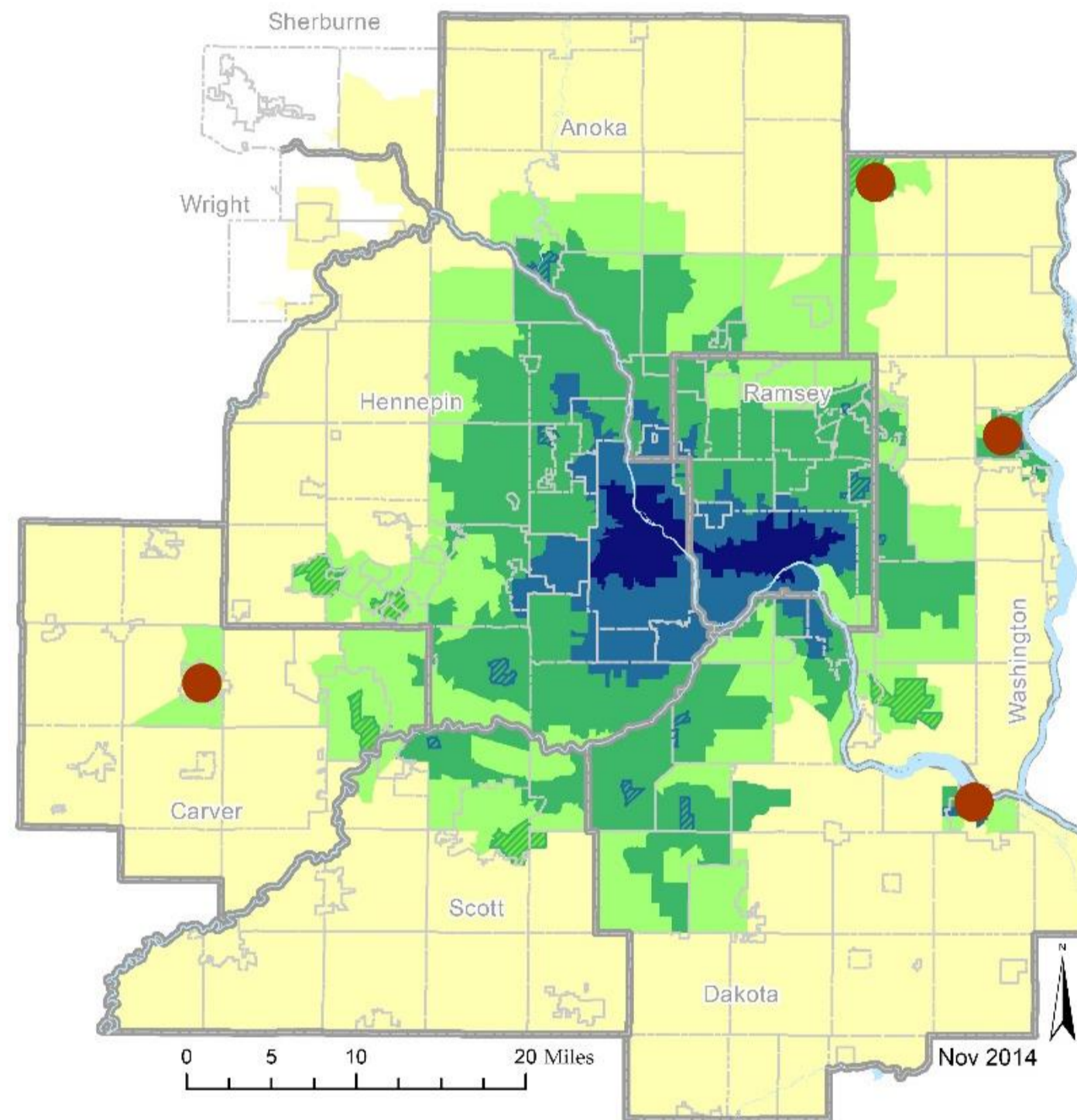


Optimal Investments:



# Where are We Now?

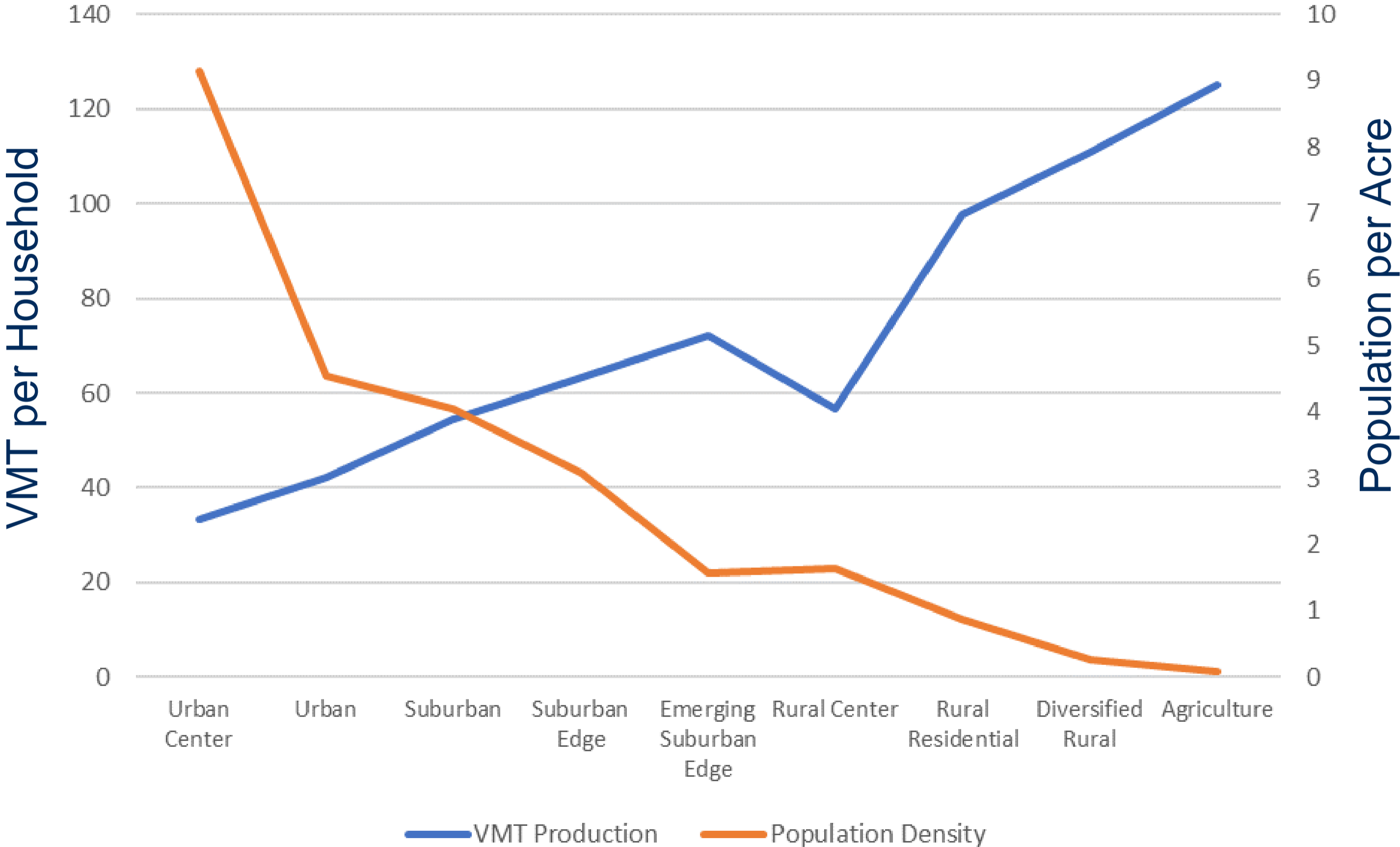
## *Transit Market Areas*



- 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!

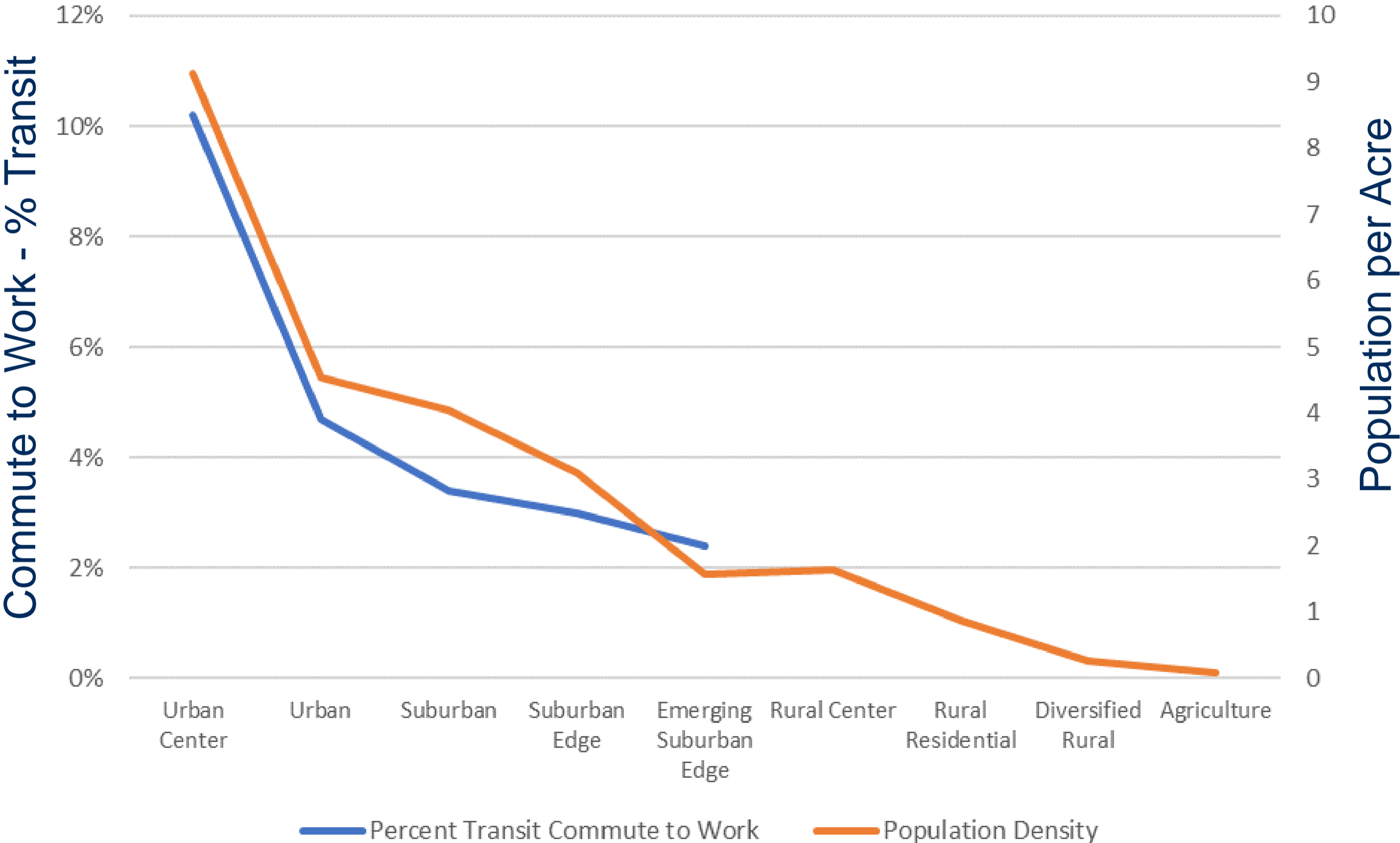
# Where are We Now?

## *Travel and Density*



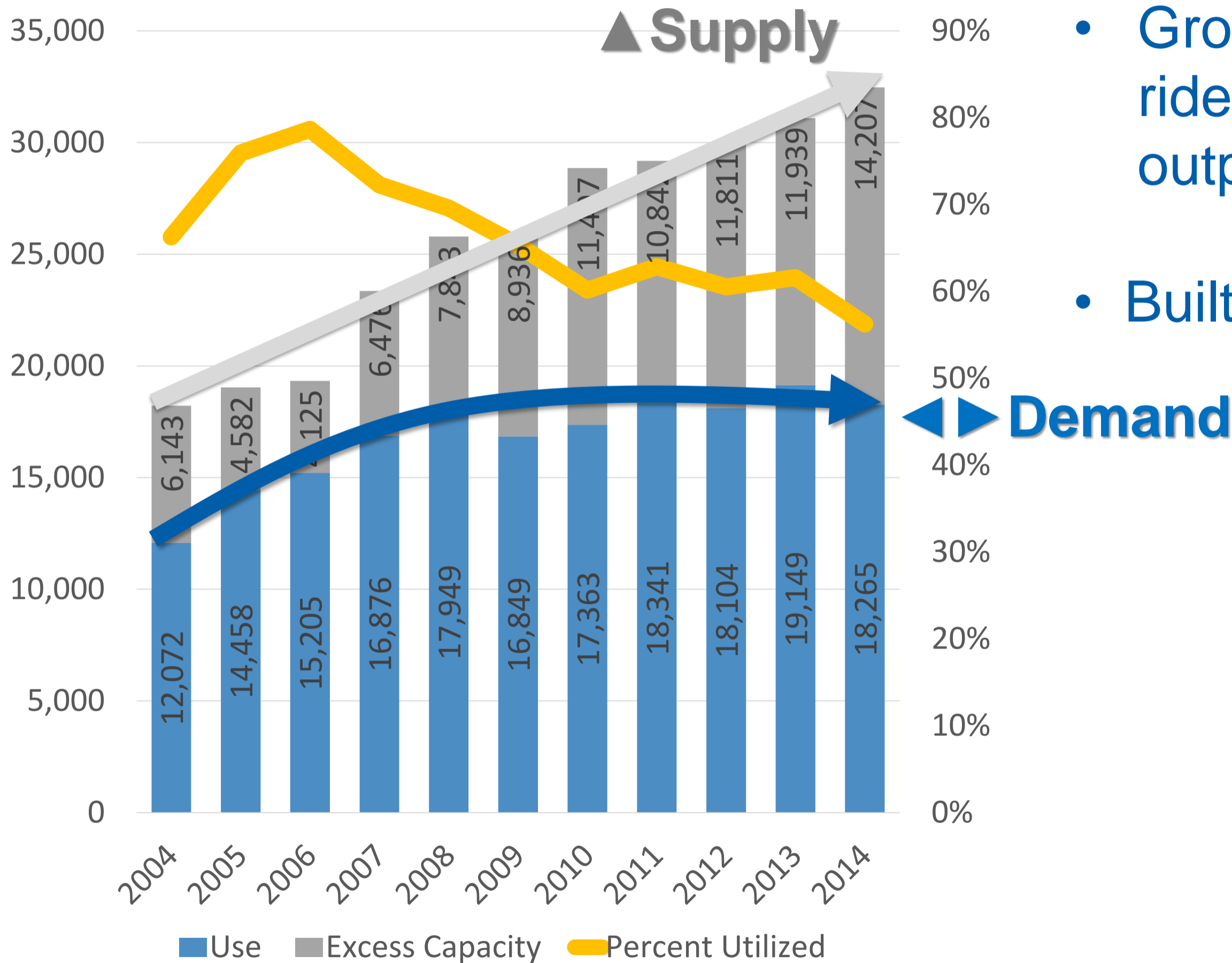
# Where are We Now?

## *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 are We Headed?

# Where are We Headed?

## *Current TPP Planning Framework*

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

← Equity Throughout! →

# Key Transit Outcomes

**Efficient**

**Cost Effective**

**Reliable, Predictable, and Attractive**

**Attract More Transit Riders**

**Provide More Access to Jobs**

**Attract Businesses and Residents**

**Support Focused Growth that Integrates Modes**

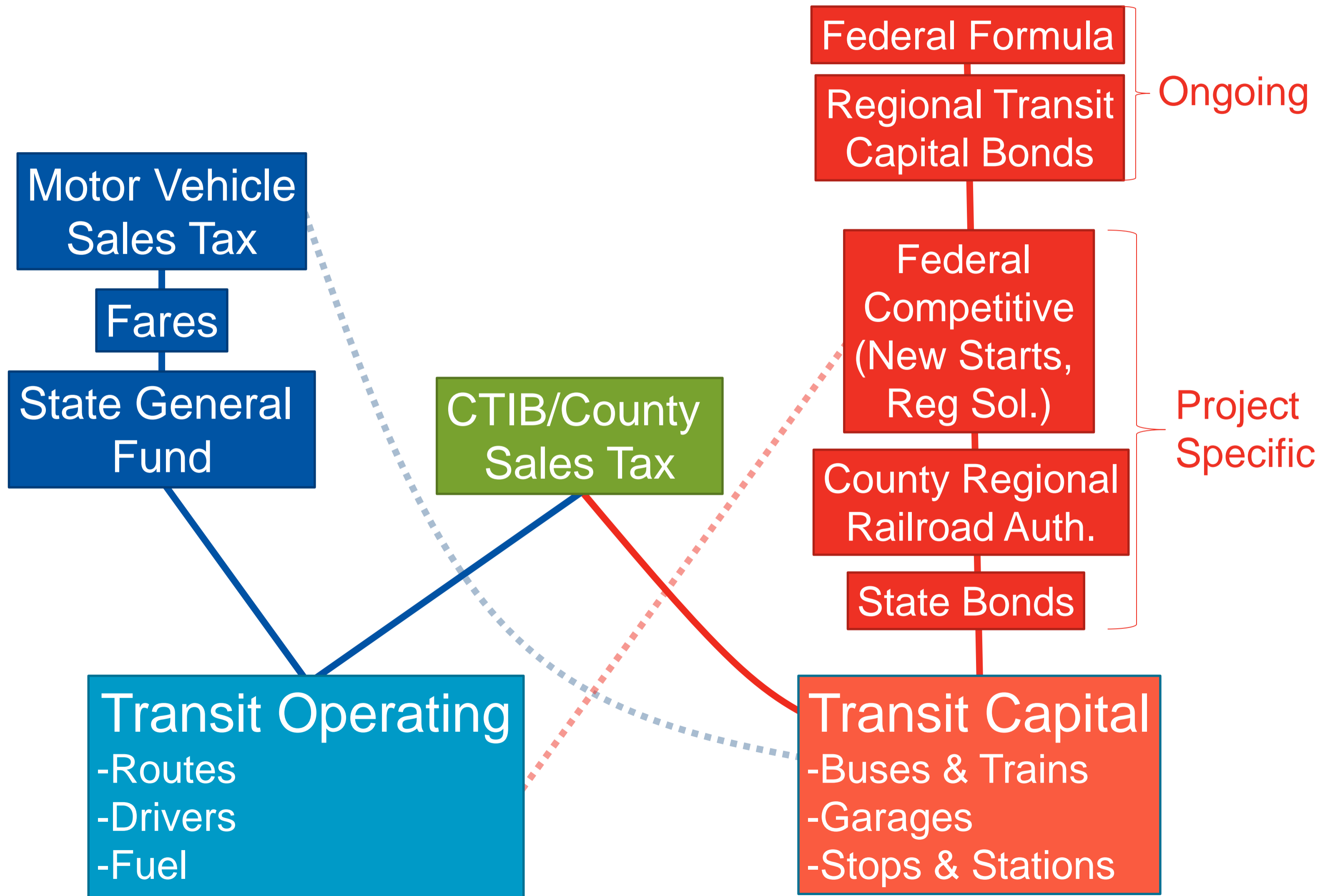
**Support Equity, Clean Air, and Healthy Communities**



# TRANSPORTATION POLICY PLAN

# How Will We Get There?

# 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



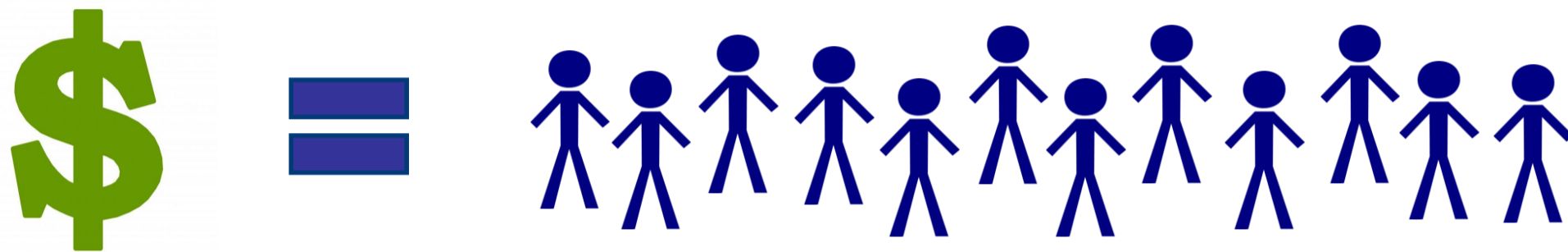
# How Will We Get There?

## *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?

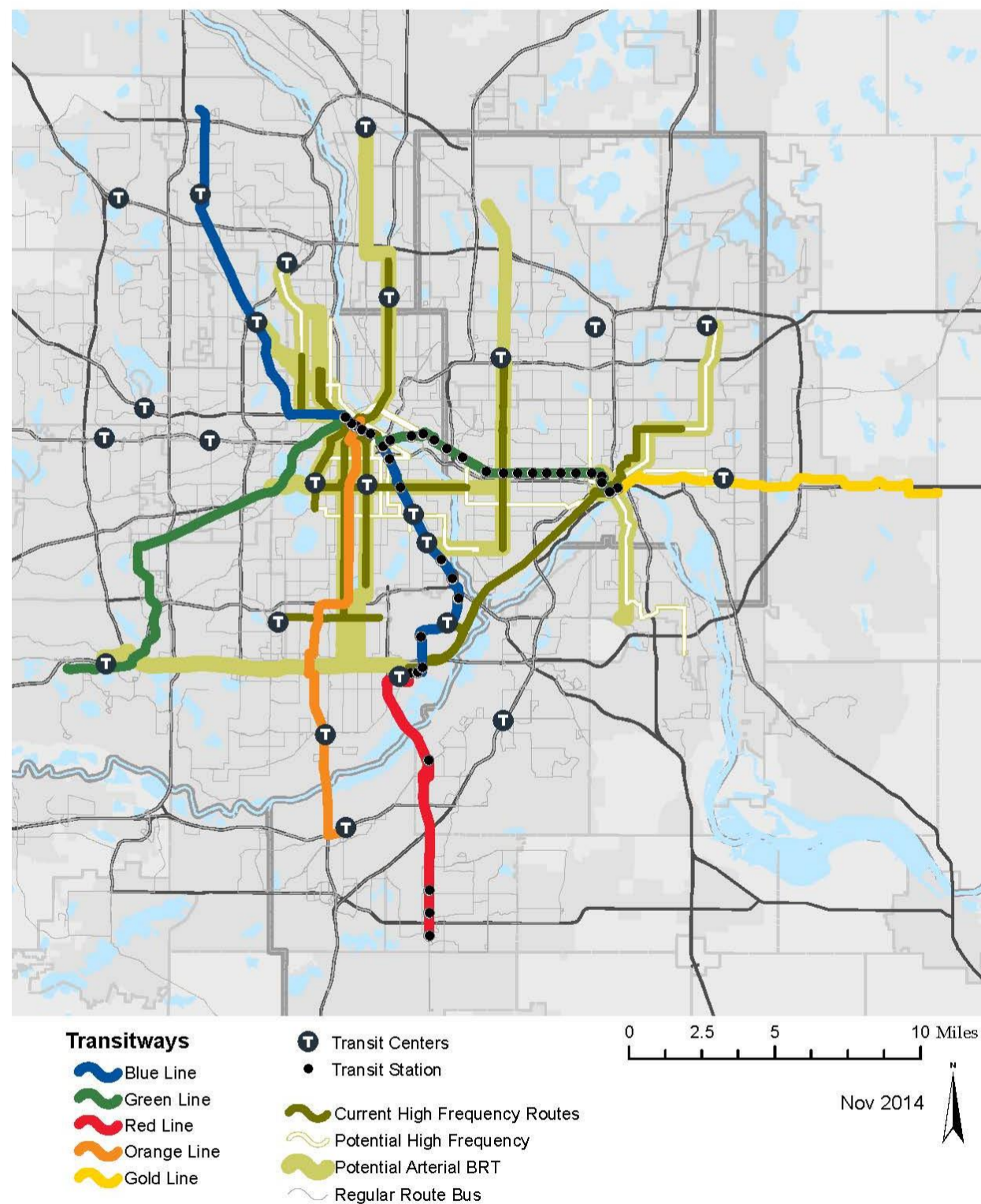
## *Transit Investment Direction and Plan Bus and Support System*

- **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

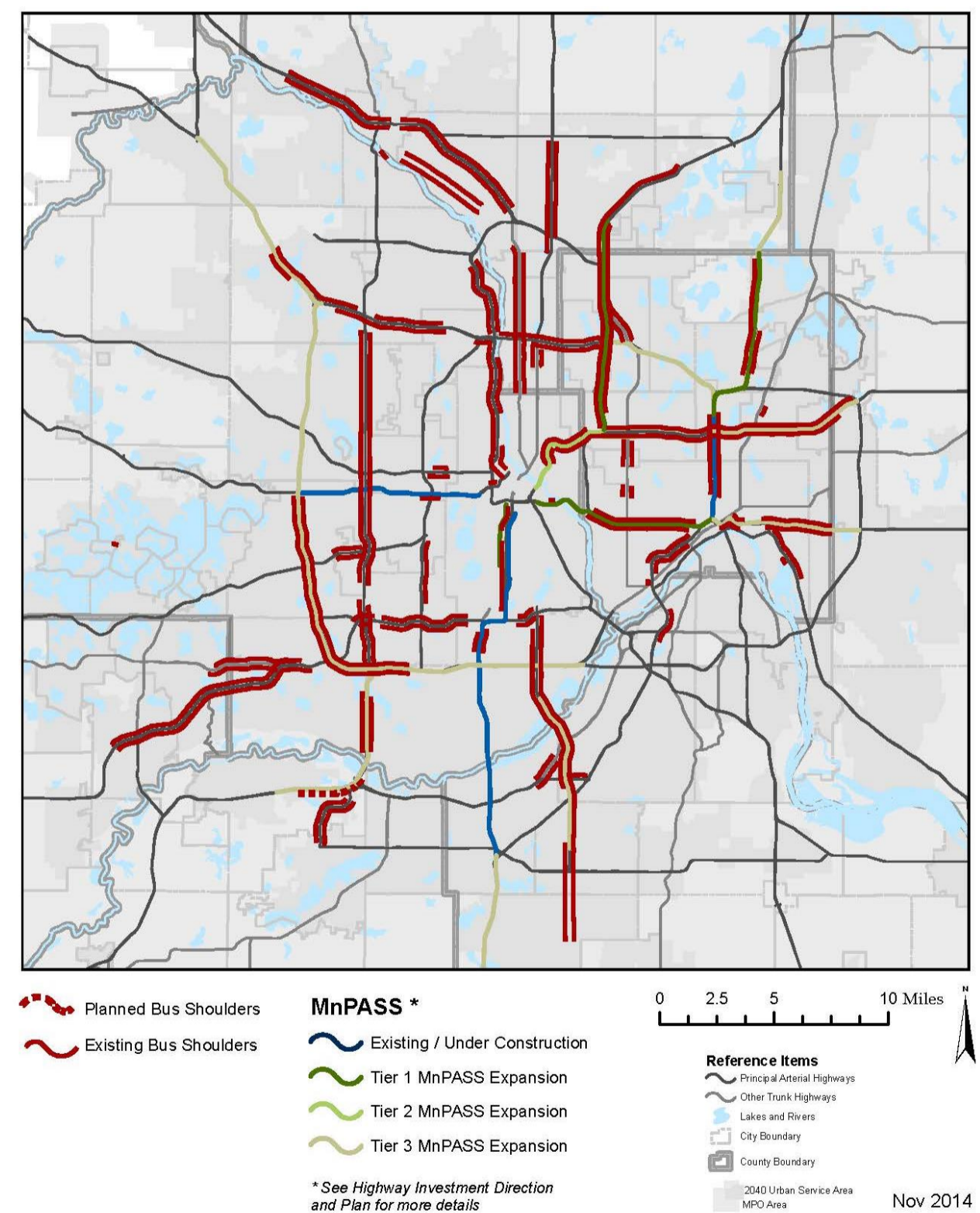
# How Will We Get There?

## *Transit Investment Direction and Plan Bus and Support System*

Existing and Potential High-Frequency Routes



2040 Transit Advantages



# 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*

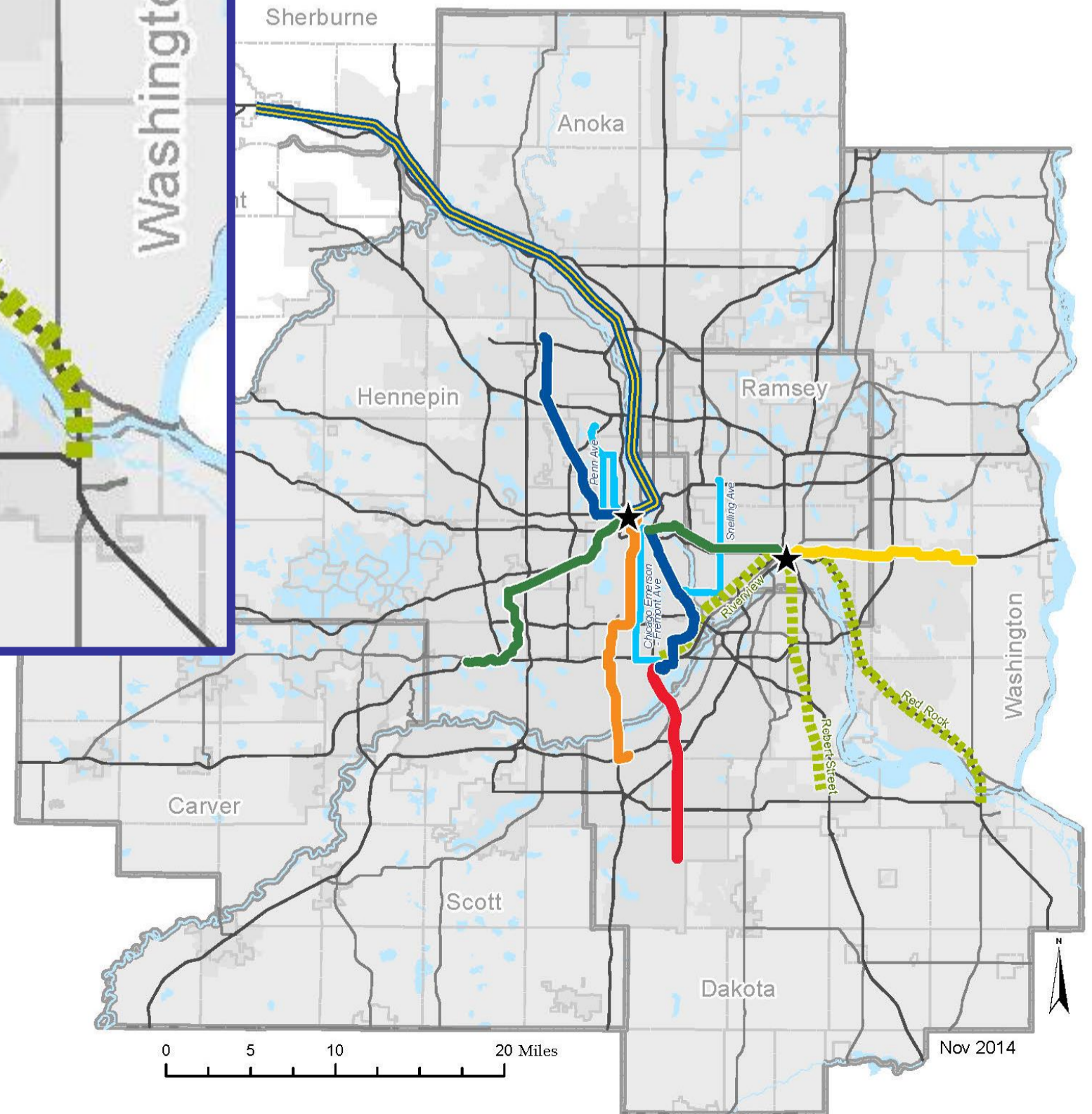
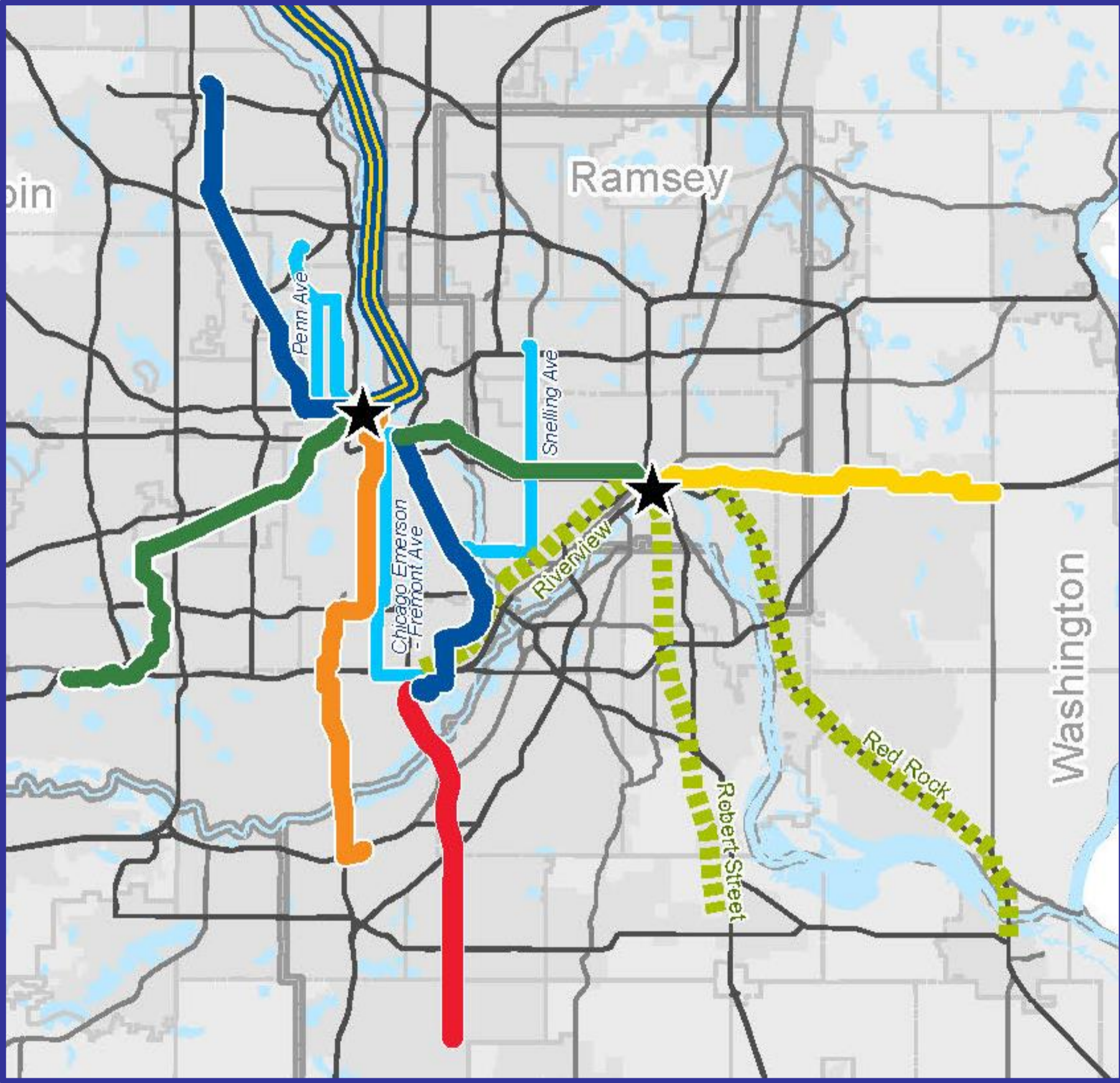
- Transitways are investments in existing and potential high-demand transit corridors:
  - Bus Rapid Transit (BRT)
    - Dedicated BRT
    - Highway BRT
    - Arterial BRT
  - Light Rail
  - Commuter Rail
  - Potential future modes (Streetcar)










# 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) CTIB Priority Corridors under study:
  - Orange Line (**new**)
- Arterial BRT
  - Snelling Ave (**new**/now existing) Riverview
  - Penn Ave (**new**) Red Rock
  - Chicago-Emerson-Fremont (**new**) Robert Street
- Light Rail
  - Blue Line (existing) and Blue Line Extension (**new**)
  - Green Line (existing) and Green Line Extension (**new**)
- Northstar Commuter Rail (existing)

# 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

2015-2040

**\$3.6 Billion**

Build and Operate  
Expanded System

2015-2040

**\$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

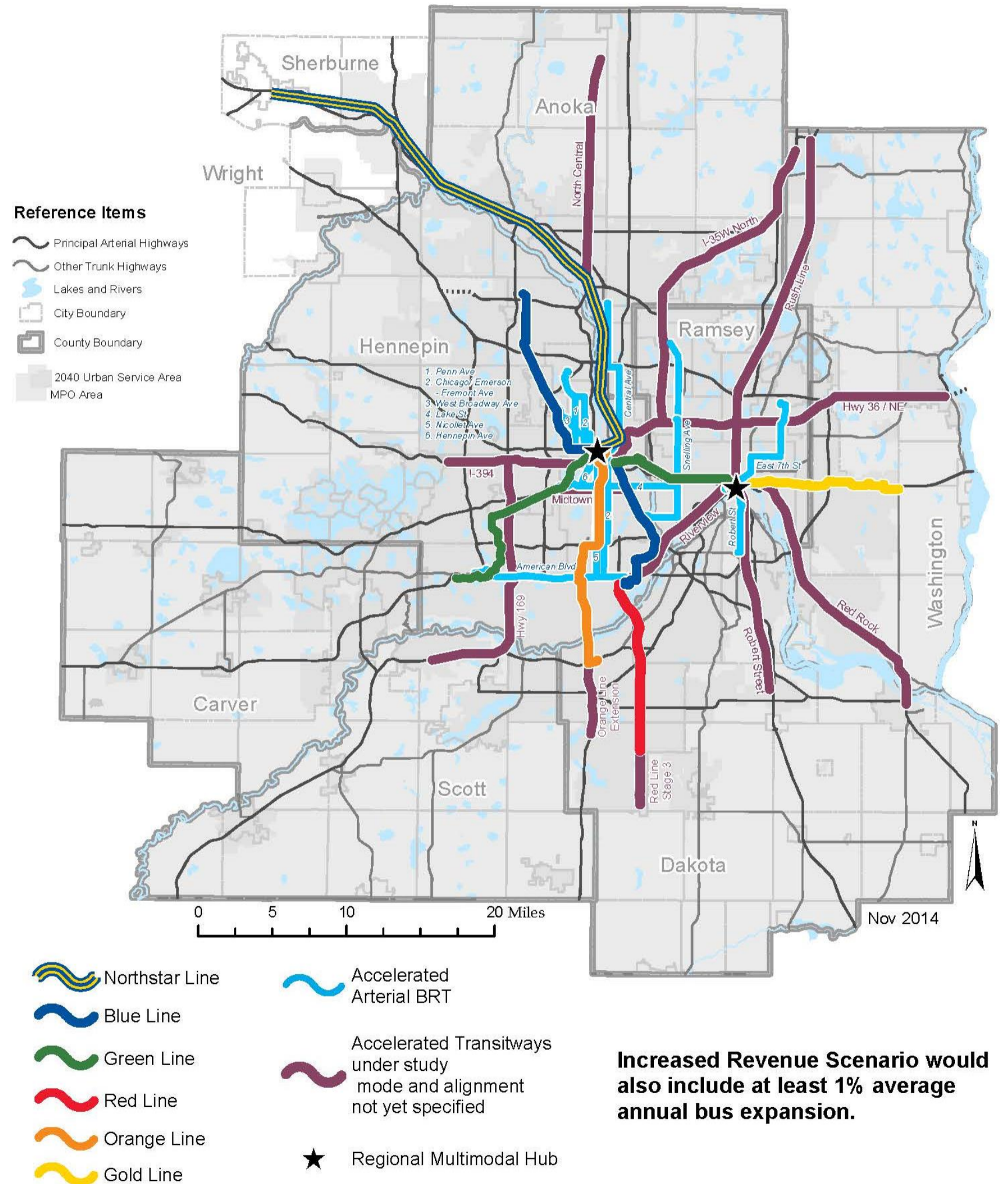
Transitway Expansion

**+\$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?

## *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?

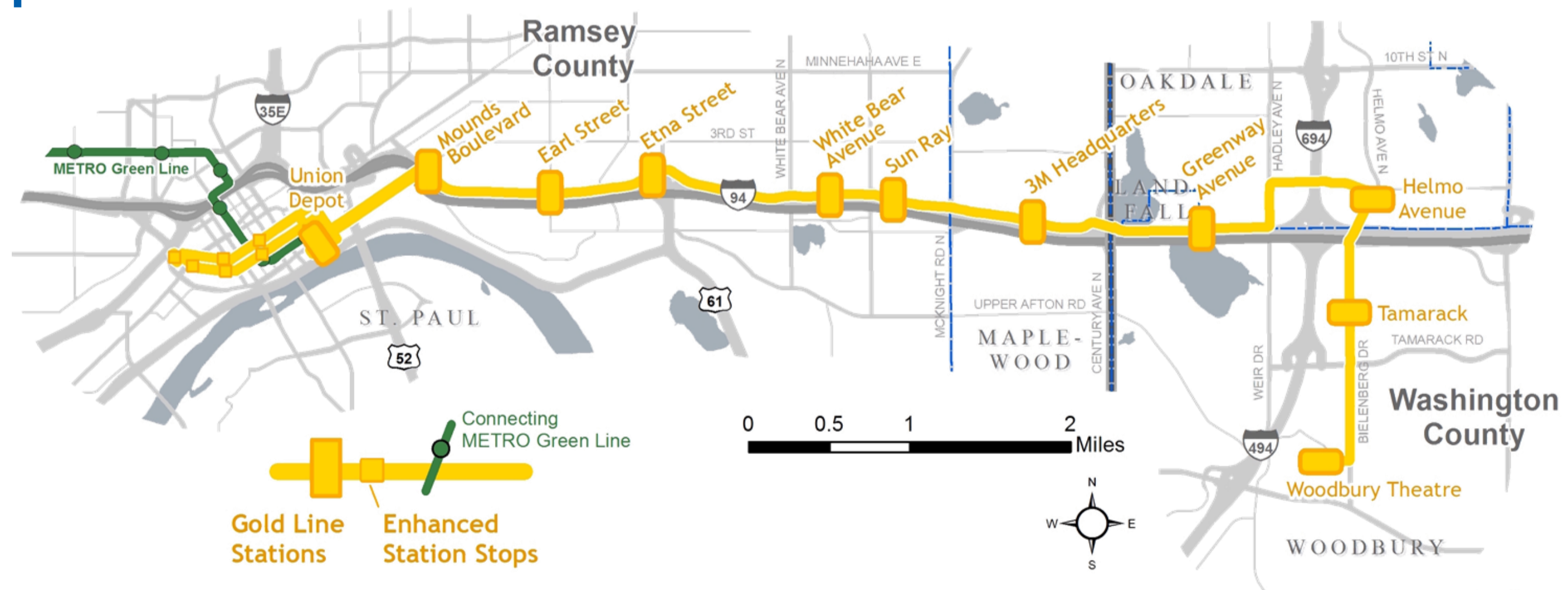
# What are the Changes Expected in this Plan?

- **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

# 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

# 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

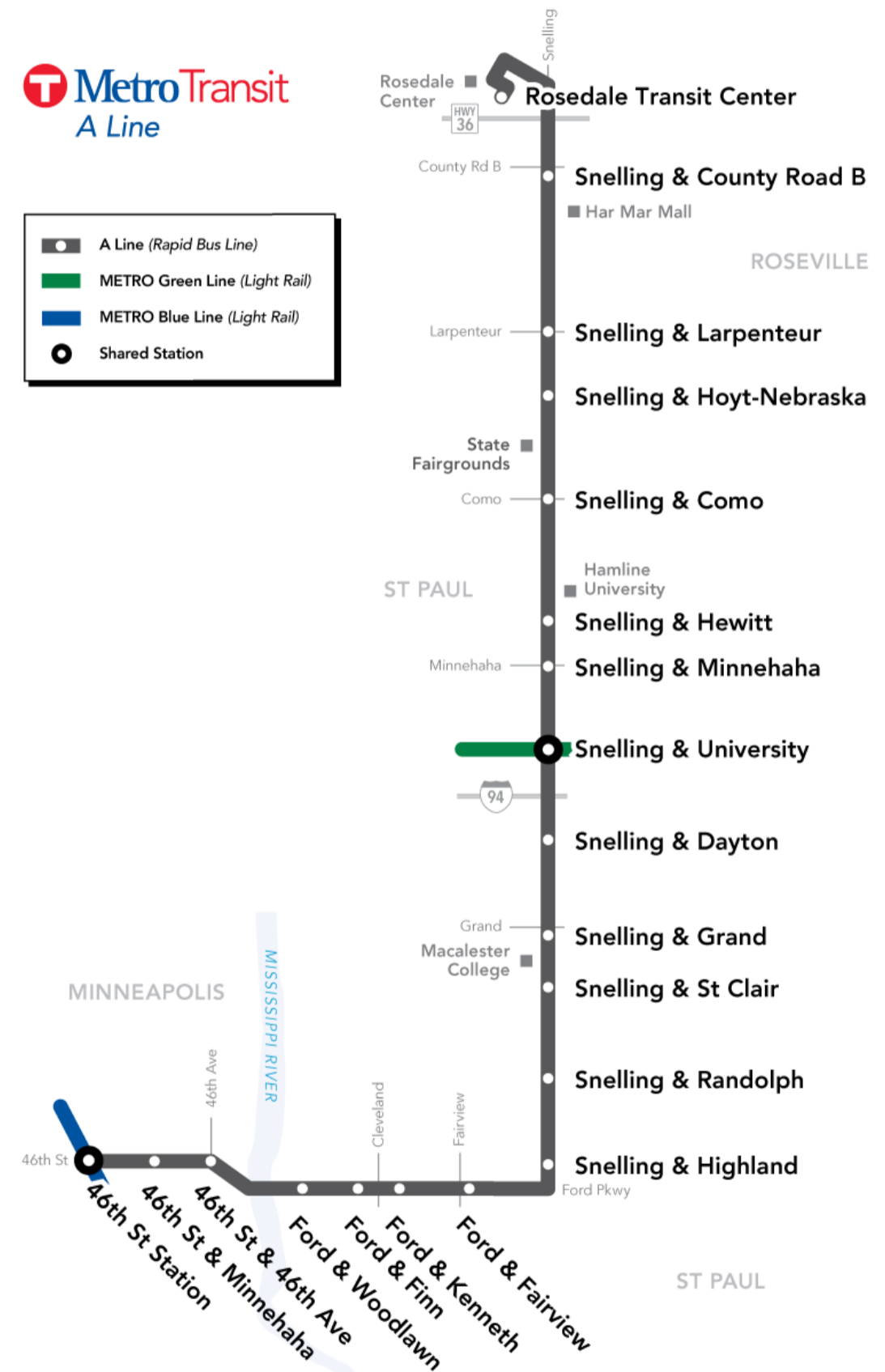
# What Changes are Expected?

## Arterial Bus Rapid Transit Discussion



**Metro Transit**  
A Line

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





# 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:

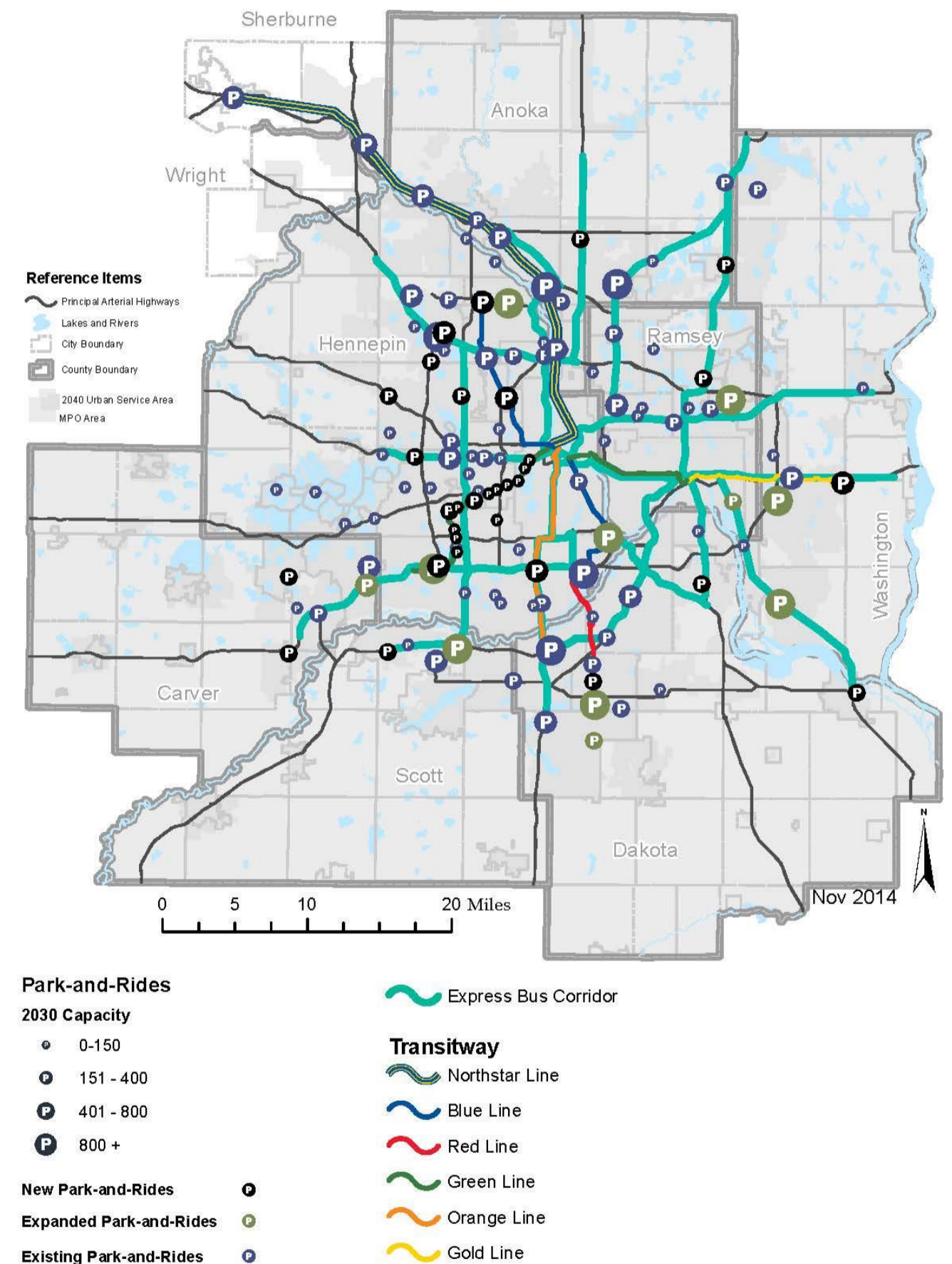
- Park-and-Ride Plan
  - 2040 demographic updates
  - Model refinement

- 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 Items*

### Changes Expected:

- Shared Use/First Last Mile
- Role of Regional Solicitation Funding
- Asset Management/State of Good Repair  
Federal Requirements

# What's Next?

## *Future Meeting Schedule*

Month	Topic(s)
June	Transit
July	Highway and Freight
August	Bike/Ped and Other
September	Aviation and Other