



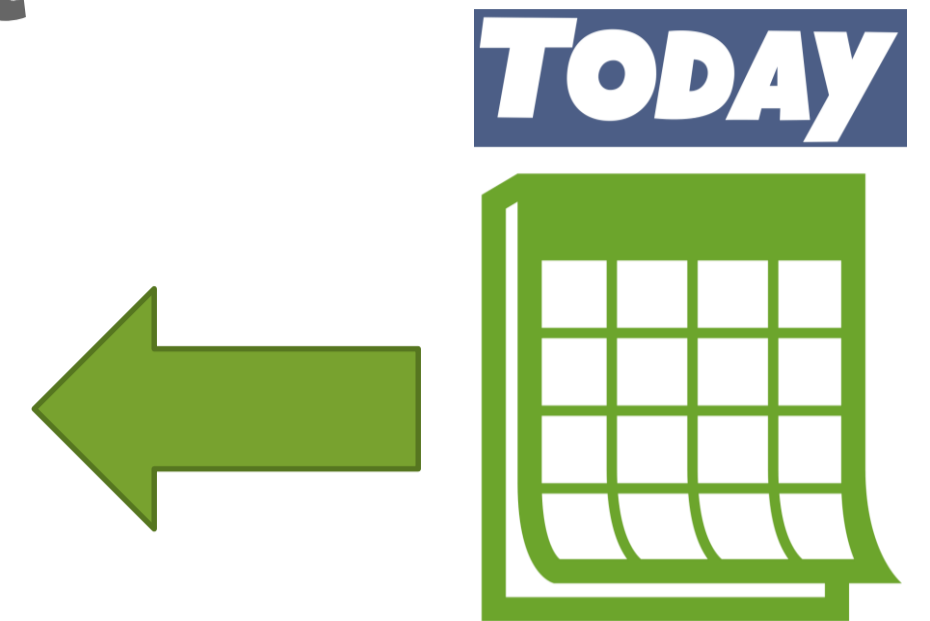
TRANSPORTATION **POLICY PLAN**

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

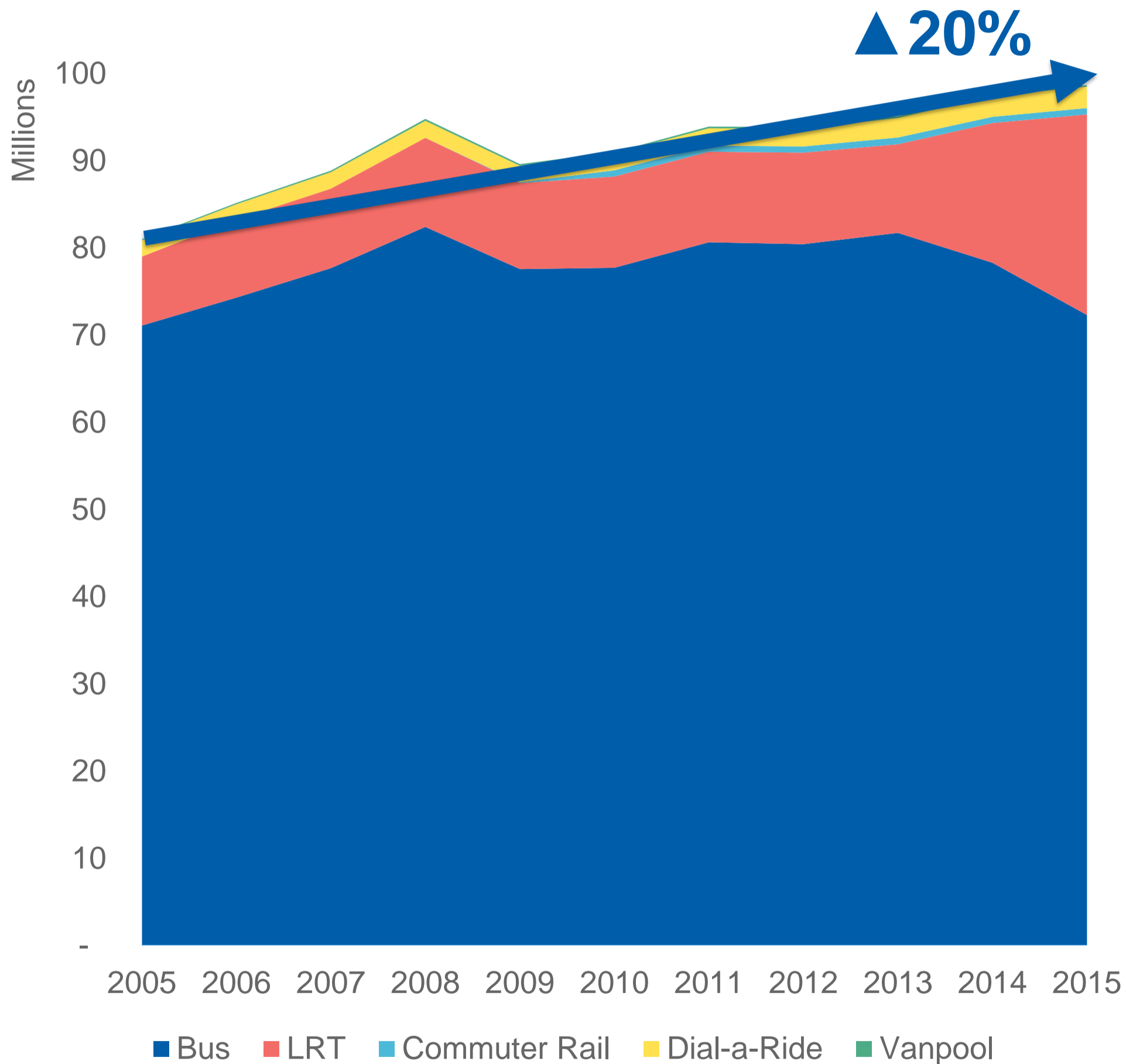


TRANSPORTATION **POLICY PLAN**

Where are We Now?

Where are We Now?

Ridership



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

Recent major investments:

- 2013 – 1st Highway BRT
- 2014 – 2nd Light Rail
- 2016 – 1st Arterial BRT

Where are We Now?

Return on Investment

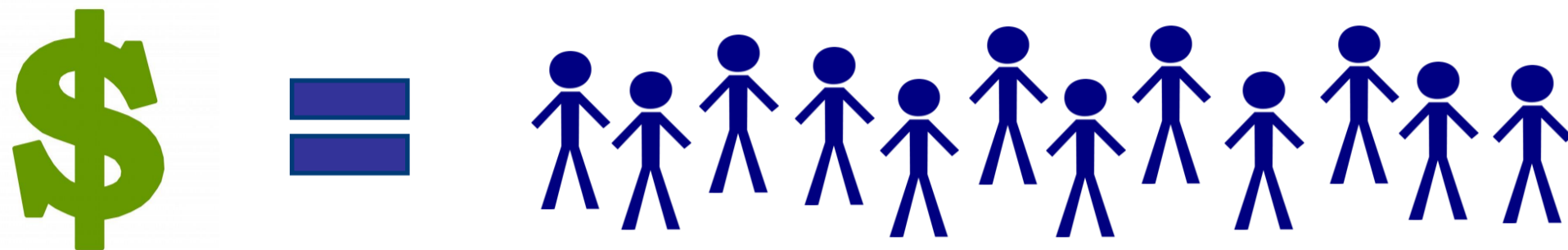
Recent Case Studies:

- 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

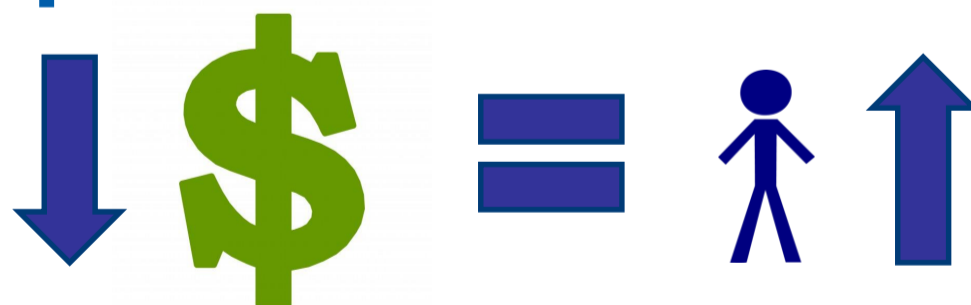


Where are We Now?

Return on Investment

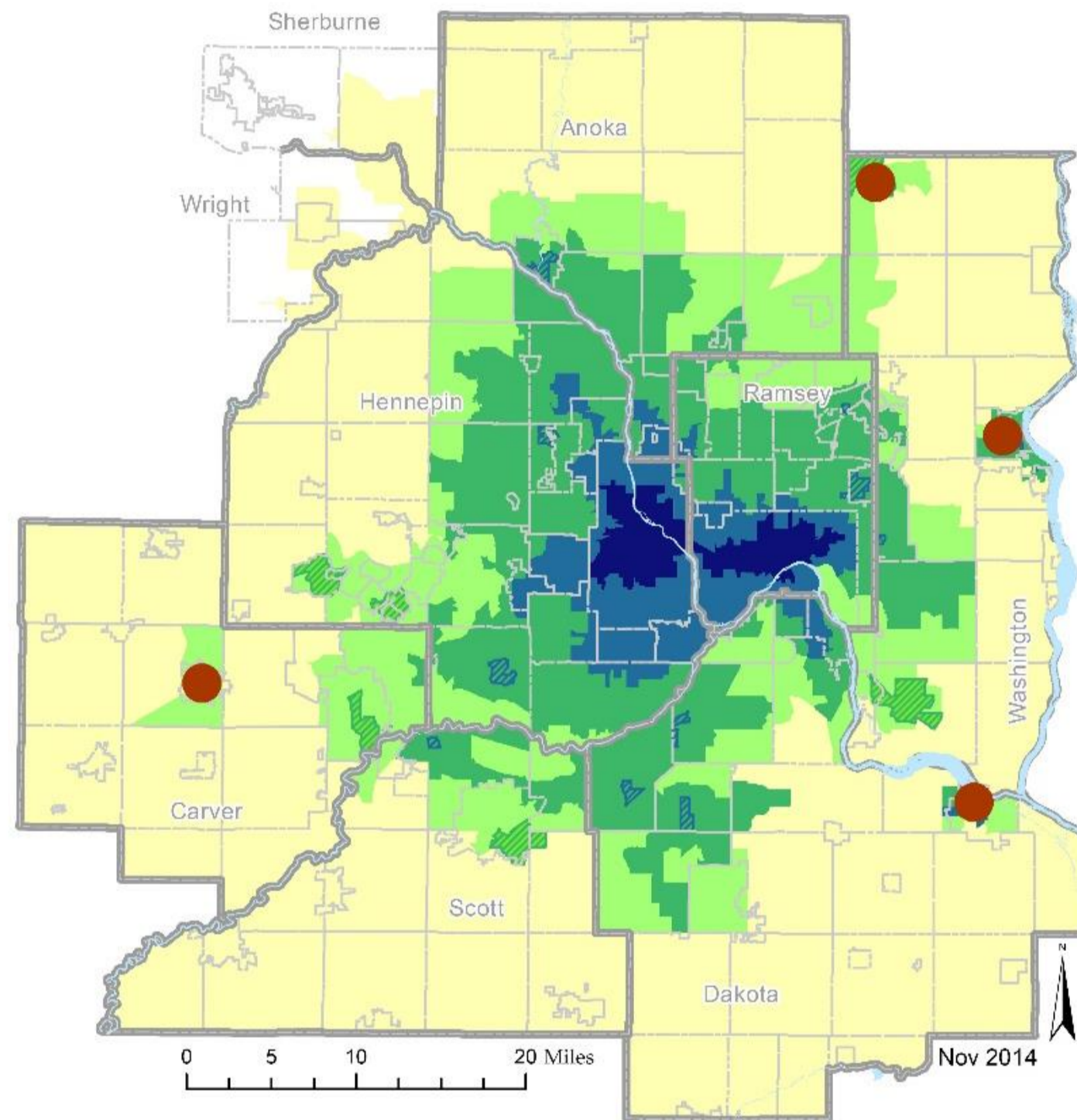


Optimal Investments:



Where are We Now?

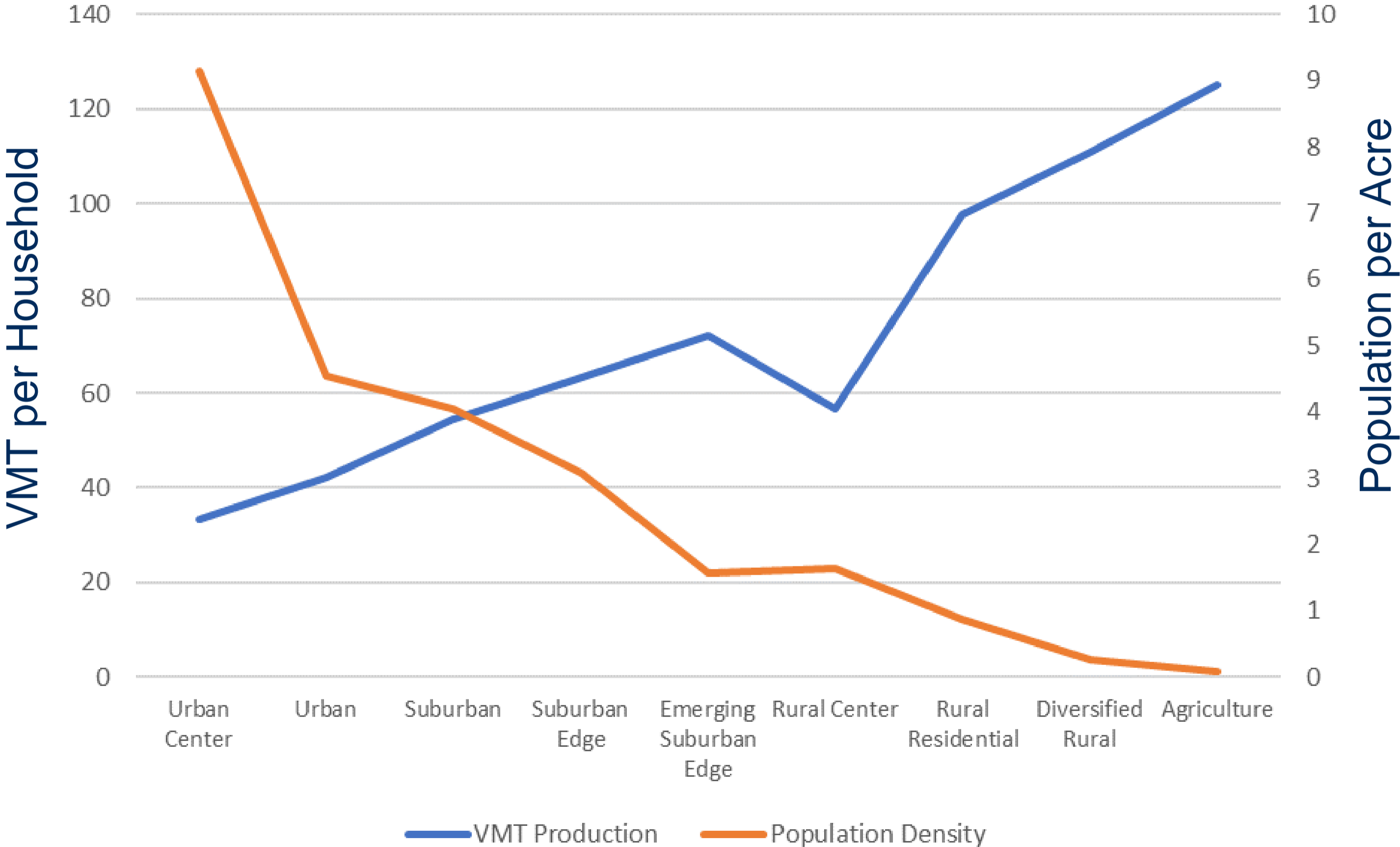
Transit Market Areas



- 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!

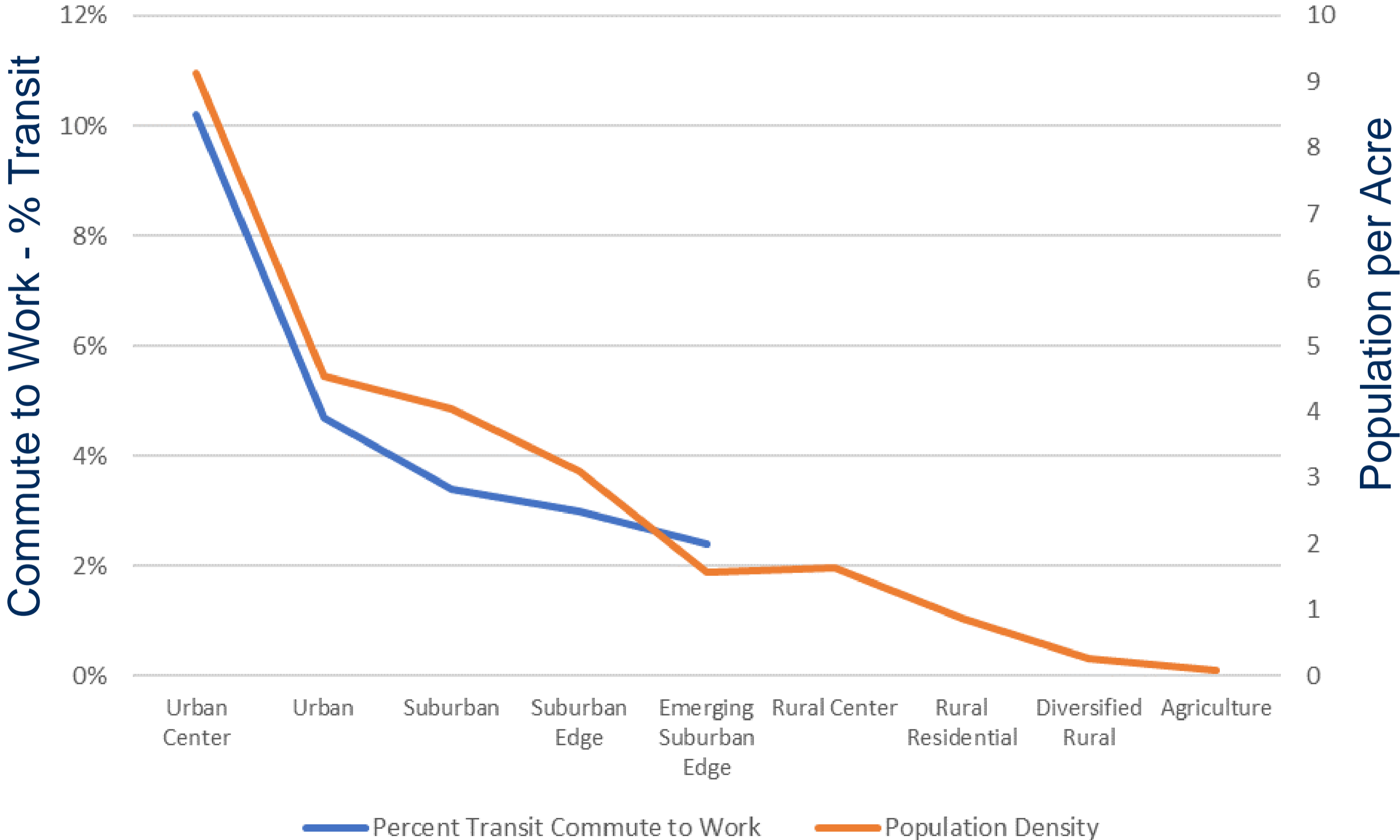
Where are We Now?

Travel and Density



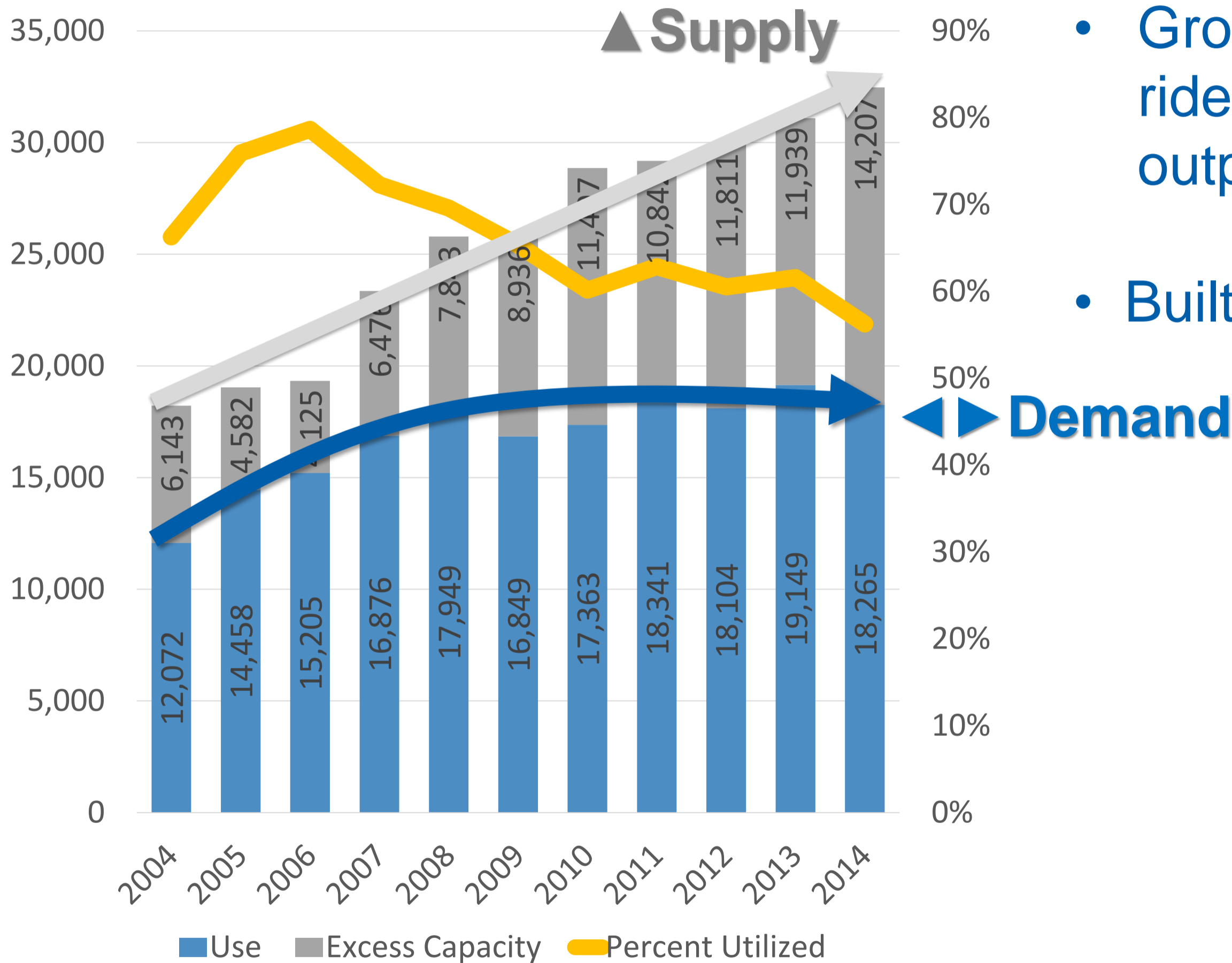
Where are We Now?

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

← 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

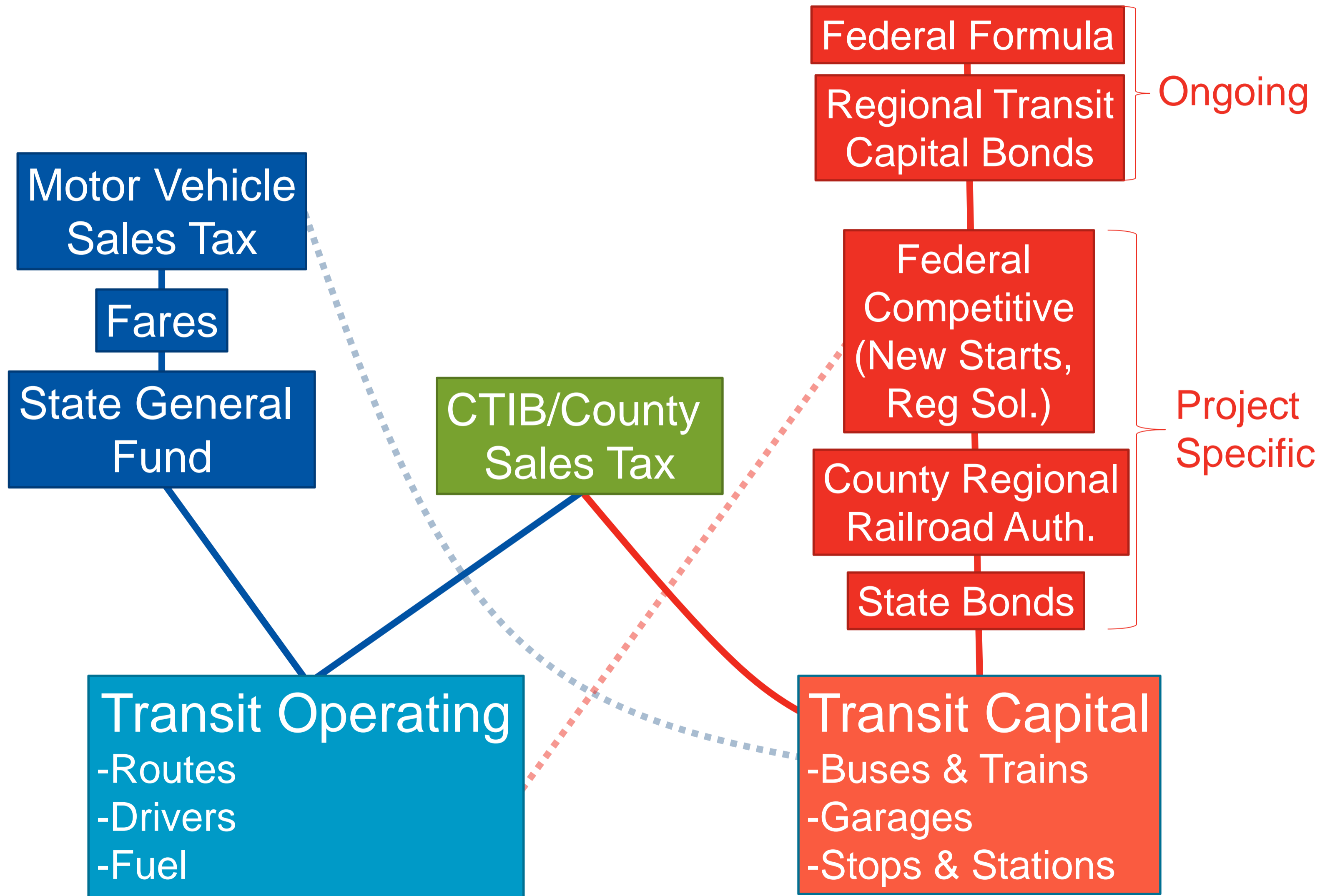
Support Equity, Clean Air, and Healthy Communities



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



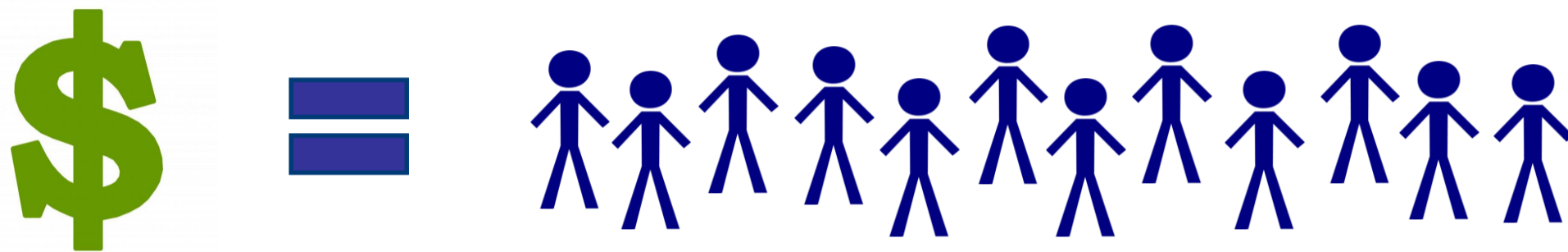
How Will We Get There?

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?

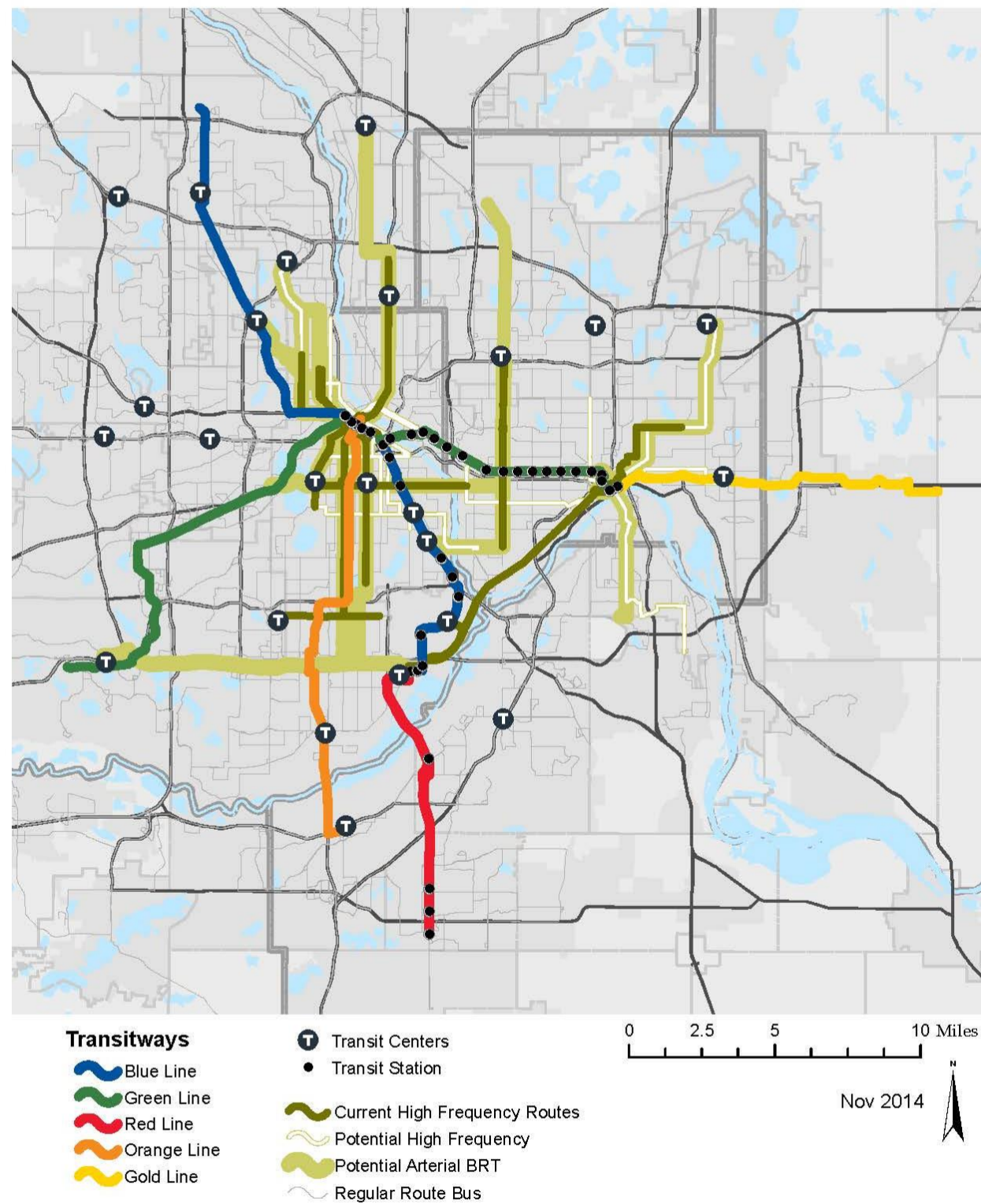
Transit Investment Direction and Plan Bus and Support System

- **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

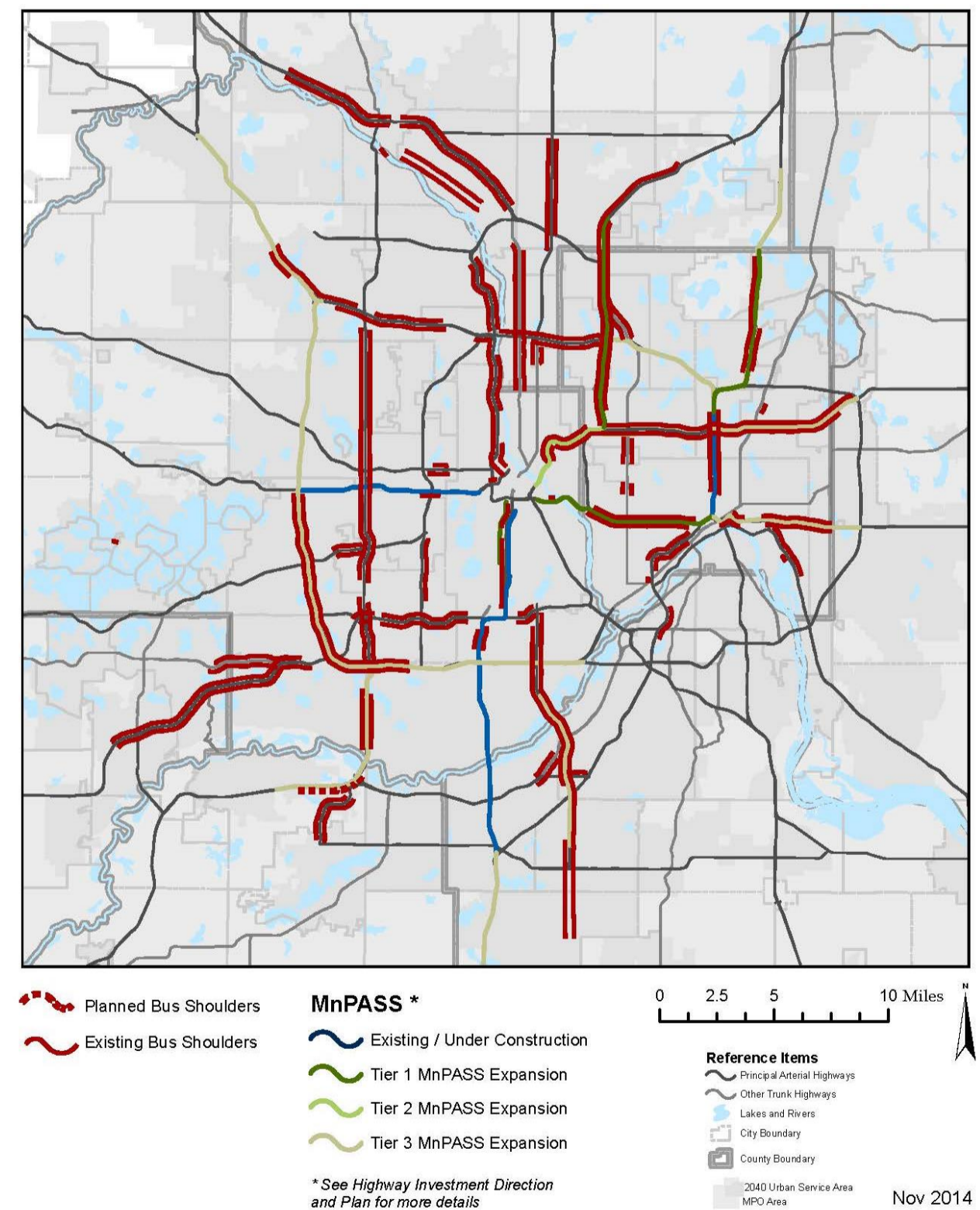
How Will We Get There?

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

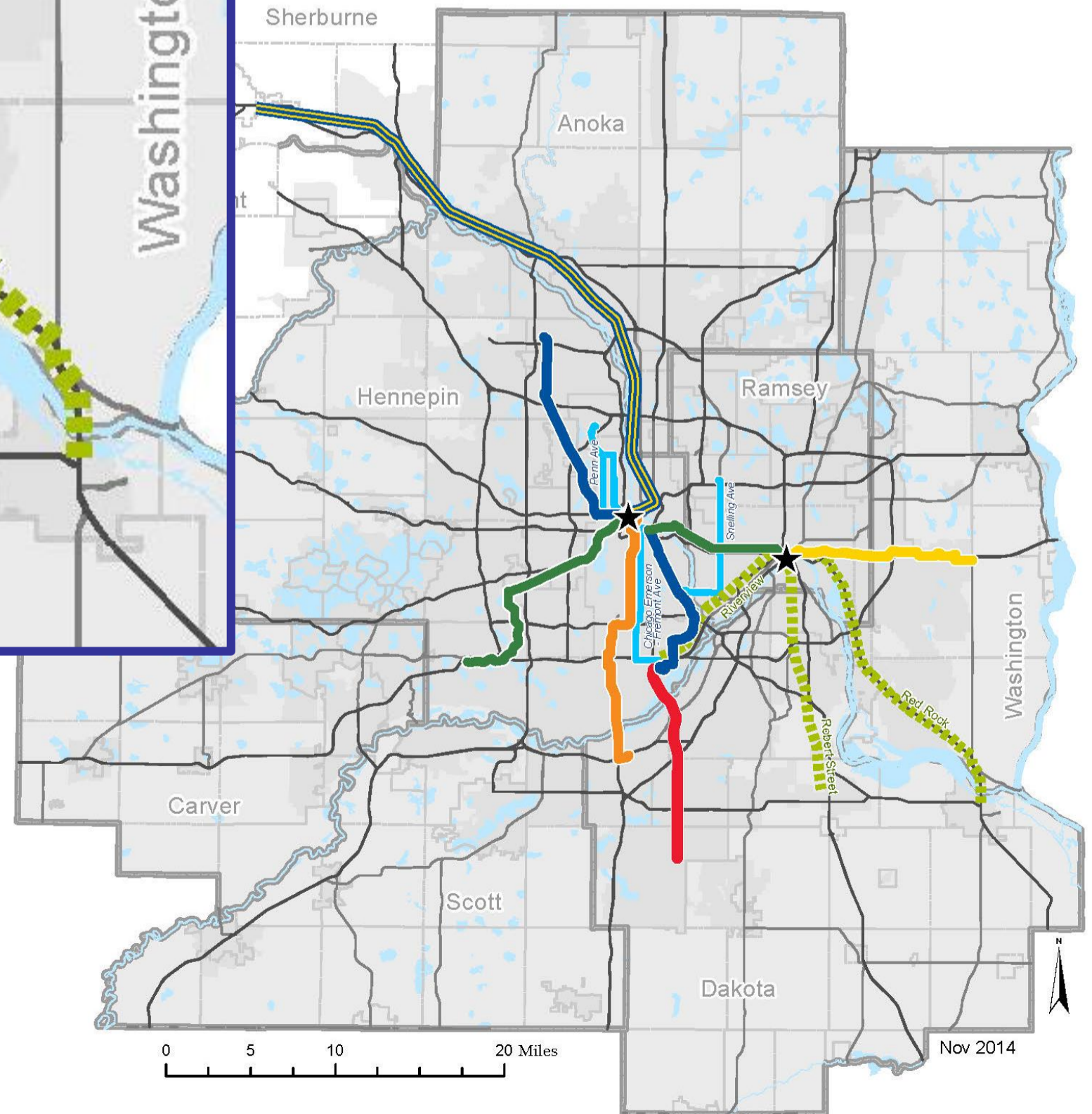
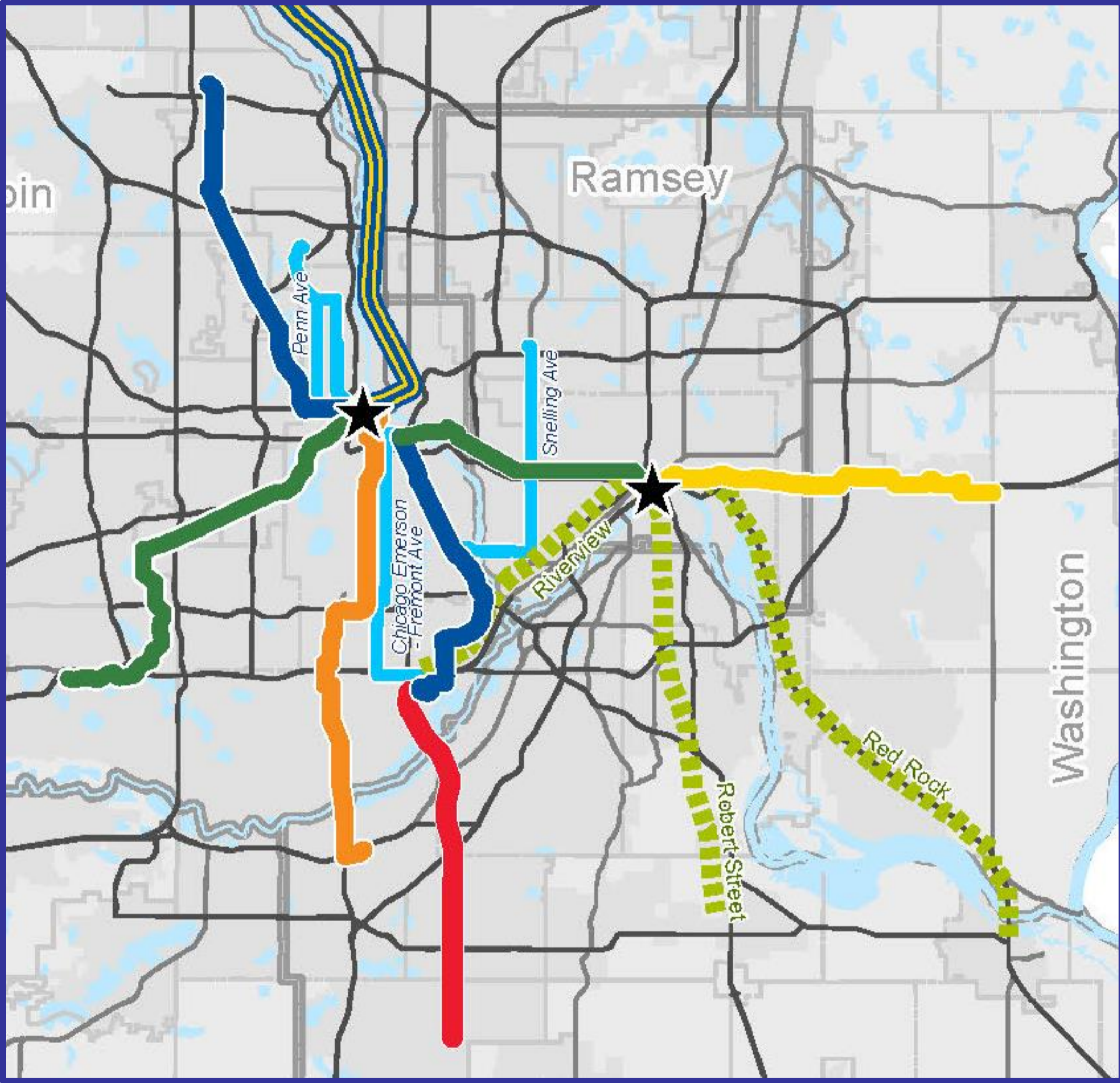
- Transitways are investments in existing and potential high-demand transit corridors:
 - Bus Rapid Transit (BRT)
 - Dedicated BRT
 - Highway BRT
 - Arterial BRT
 - Light Rail
 - Commuter Rail
 - Potential future modes (Streetcar)










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

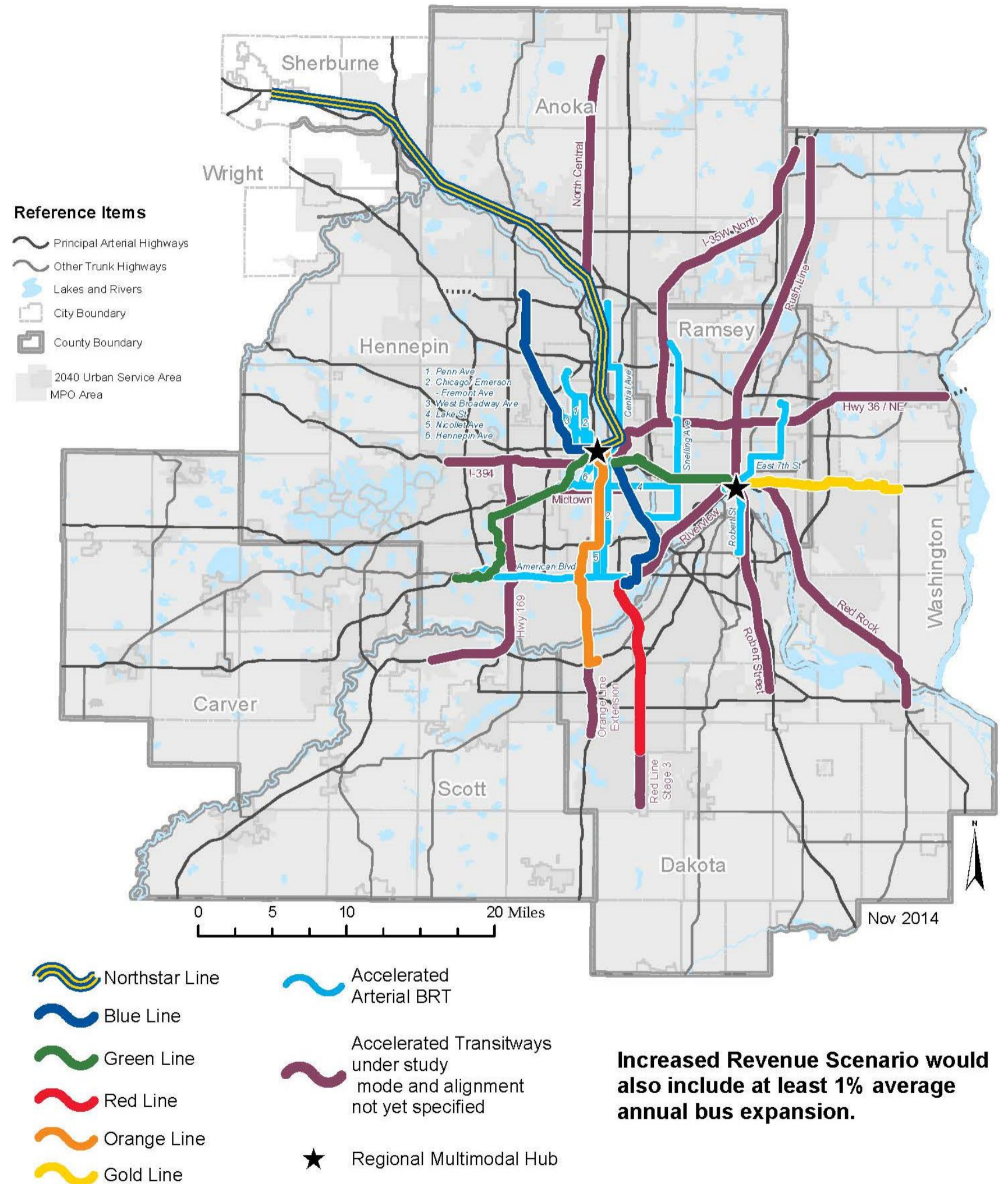
Transitway Expansion

+\$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?

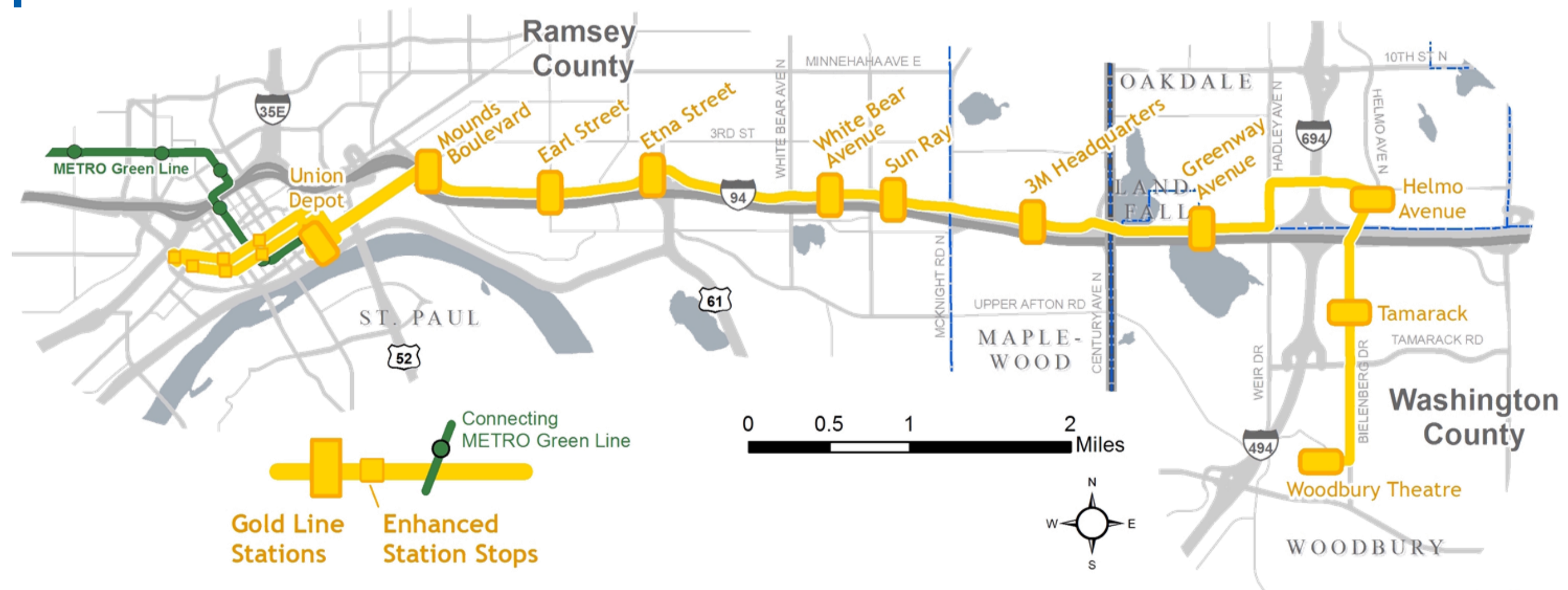
What are the Changes Expected in this Plan?

- **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

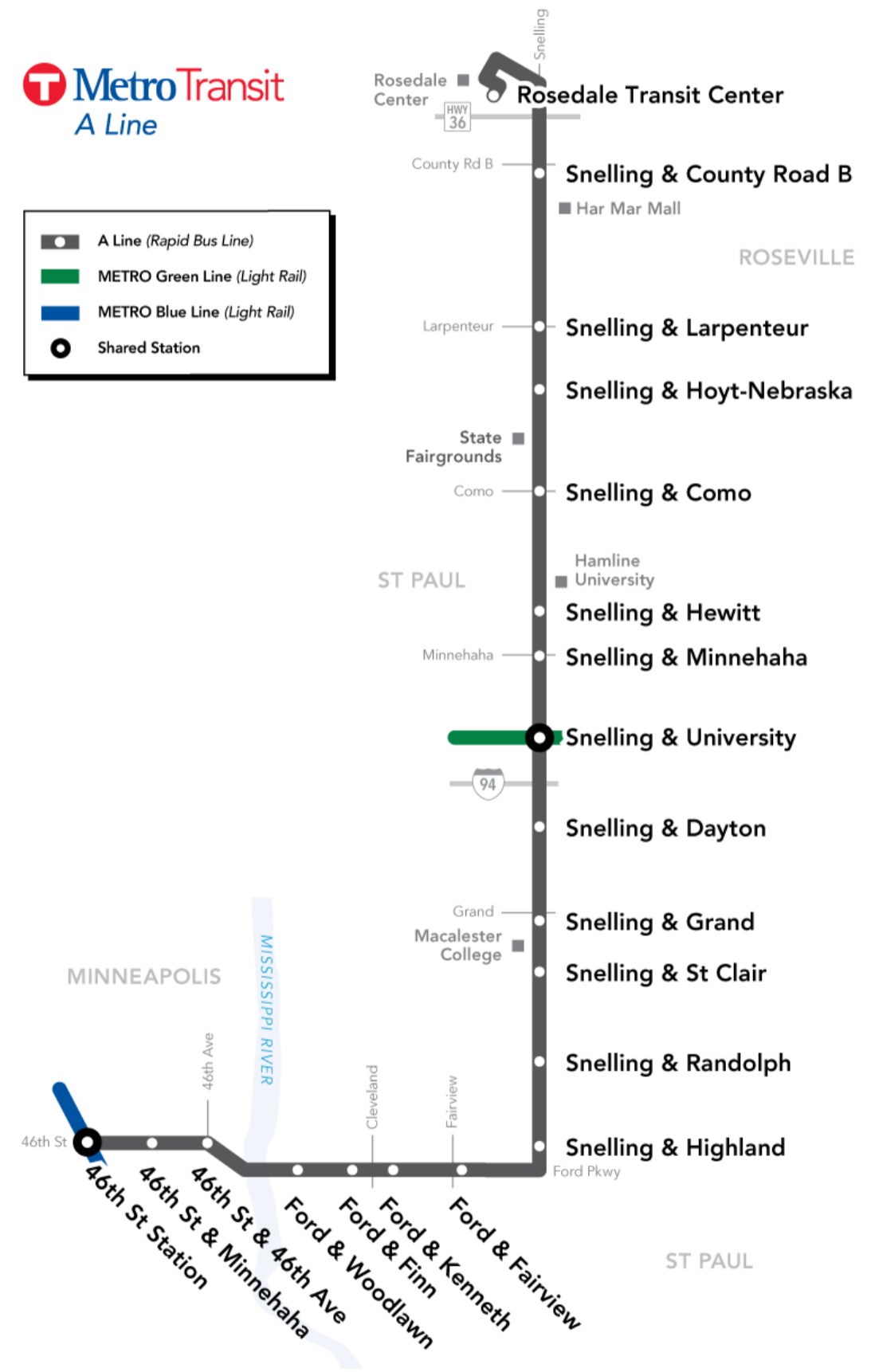
What Changes are Expected?

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



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:

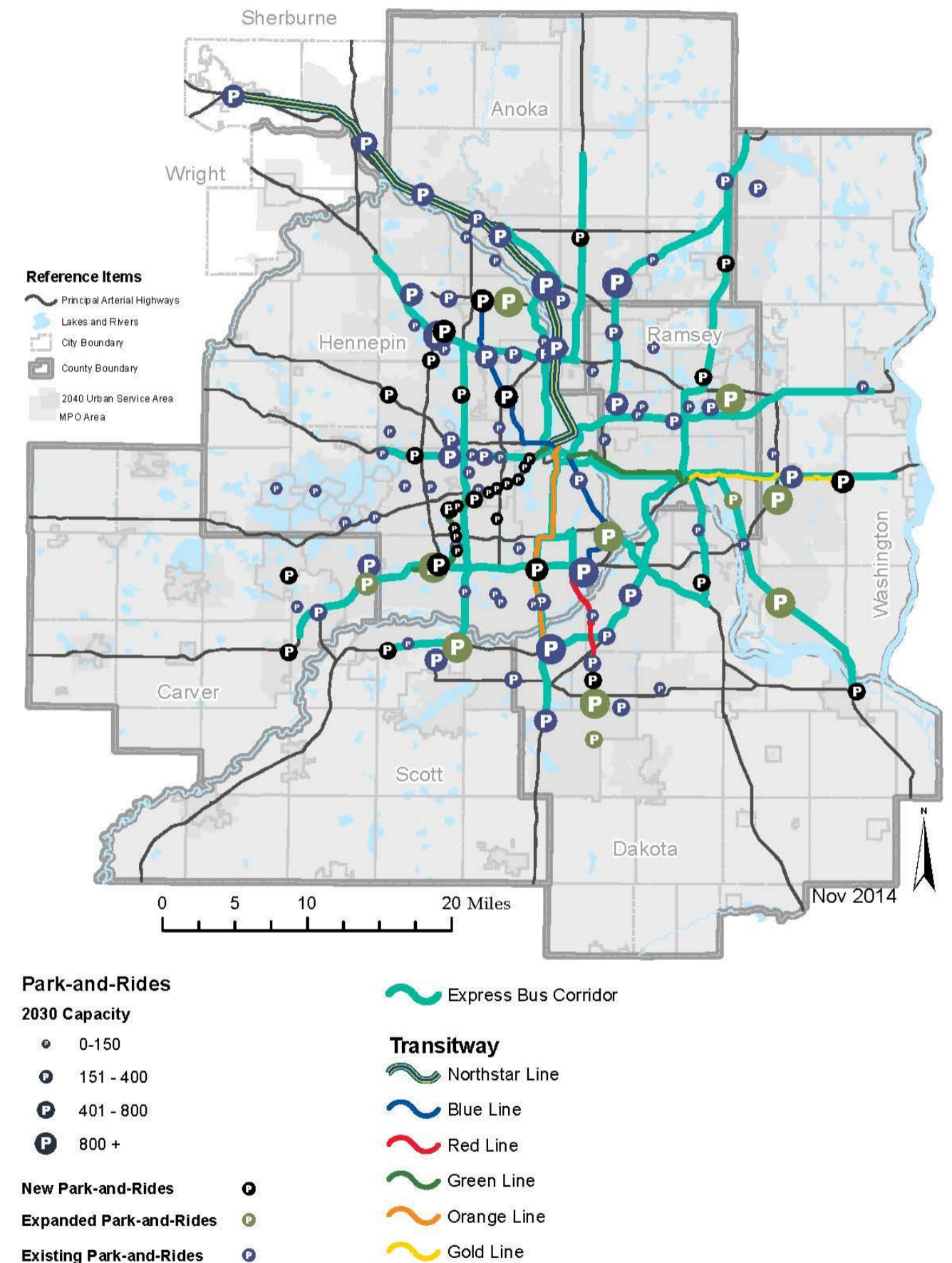
- Park-and-Ride Plan
 - 2040 demographic updates
 - Model refinement

- 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