

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, Oct 11th, 2018
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 July 2018 Meeting
- 4) Action items
 1. 2018-47: Riverview Modern Street Car TPP Amendment (Cole Hiniker)
 - a) Action Transmittal
 - b) Amendment Text
 - c) Powerpoint
- 5) Info Items
 1. TPP Public Comment Report & Responses (Amy Vennewitz / Michelle Fure)
 - a) Public Comment Report
- 6) Other Business
- 7) Adjournment

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

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
July 12th, 2018

MEMBERS PRESENT: Jake Byers, Charlie Cochrane, Paul Czech, Bill Dermody, Innocent Eyoh, Jack Forslund, Nathaniel Hood, Anne Kane, Elaine Koutsoukos, Michael Larson, Jan Lucke, Joe Lux, Steve Mahowald, Katie White, Rachel Wiken

OTHERS PRESENT: Mark Filipi, Amy Vennewitz, Steve Peterson, Dave Burns, Patrick Haney, Daniel Pena.

1. Call to Order

The Meeting was called to order by Chair Lucke

2. Adoption of the Agenda

3. Approval of the Minutes from the April 2018 meetings

4. Action Items

2018-40: 2019 UPWP (Katie White)

Katie White presented the 2019 UPWP. The document has been restructured since the last version seen at the end of 2017, including adding more financial information at the end of each task section. Project concluding in 2018 have been removed. White highlighted a handful of new projects beginning in 2019 (RBTN refinement and concept progression, model improvements) and as well big projects continuing into 2019 (CMP, TBI). White noted she will be incorporating changes from partner agencies and minor adjustments to numbers before going to TAC.

Jack Byers moves, Joe Lux second. Motion passes.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2018/TAC-Planning-7-12-18/4-1-A-2018-40-AT-2019-UPWP.aspx>

2018-43: Federal Performance Measure Adoption (Dave Burns)

All Metropolitan Planning Organizations (MPOs) must adopt system performance targets and set performance targets in order to monitor progress. These performance measures are divided into the following four broad categories: 1) Safety Performance Measures (PM1); 2) Pavement/Bridge Performance Measures (PM2); 3) System Performance Measures and CMAQ (PM3); and 4) Transit Asset Management (TAM).

Please see the link below for details on individual measures.

Chair Lucke asked if these were annual goals or if there were any forward view. Burns replied they are to be set annually. Chair Lucke also asked if it was harder for us to compete for federal funds since we are so close to meeting so many of our measures. Bill Dermody seconded this thought and asked staff to consider reviewing how our goal setting affects our competitiveness. Katie White countered that in term of grant

writing, we can compare ourselves to other metro areas and their goals, saying “we are meeting our targets but are not near where we would like to be ideally.”

Katie White move, Paul Czech second. Motion passes.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2018/TAC-Planning-7-12-18/4-2-2018-43-PM-Action-Item-and-Targets.aspx>

5. Info Items

Regional Balance in the Solicitation (Steve Peterson / Dave Burns)

Steve Peterson and Dave Burns presented a staff project, on reviewing the spatial allocations of federal funds. Projects were reviewed and mapped, and tallies of project costs were compared by county, land use designation, sub regional quadrants. Peterson and Burns showed maps and dollar summaries.

Jack Byers took issues with the idea of spatially balanced funding being a goal. He encouraged staff to review our policy plan goals and measures, and look at how our funding is advancing those goals and not just how we are adding to the existing system. He used the example of a highway interchange project, which makes the system function more reliably, makes for higher value landuse in remote locations, and encourages development. This is not financially sustainable, and it will promote landuse which is contrary to our goals of healthy environment and sustainable investments.

Joe Lux would like to see it broken down by type of project.

<https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2018/TAC-Planning-7-12-18/5-1-A-Balance-Memo-Powerpoint.aspx>

6. Other Business

7. Adjournment

Adjourn at 2:05

ACTION TRANSMITTAL – 2018-47

DATE: October 4, 2018

TO: TAC Planning

PREPARED BY: Cole Hiniker, Multimodal Transportation Planning Manager

SUBJECT: Draft 2040 Transportation Policy Plan Amendment to Add Riverview Modern Streetcar Locally Preferred Alternative

REQUESTED ACTION: That the draft amendment to the 2040 Transportation Policy Plan to add Riverview Modern Streetcar Locally Preferred Alternative be released for public review and comment

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to add Riverview Modern Streetcar Locally Preferred Alternative

BACKGROUND AND PURPOSE OF ACTION: The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All fixed-guideway rail transit projects are considered major projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan, which for this region is the 2040 Transportation Policy Plan, in order to qualify for Federal Transit Administration capital investment grants. Transitway projects generally originate as locally led projects to recommend a locally preferred alternative (LPA) for adoption. This amendment proposes to add the Riverview Modern Streetcar LPA to the TPP's Current Revenue Scenario at the request of Ramsey County following the conclusion of its Riverview Corridor Pre-Project Development Study.

The attached text for the amendment is a new format being proposed by MTS staff to simplify how amendments are presented. Previously, amendments resulted in red-lined versions of chapters of the TPP for public comment with the final text resulting in reposting of updated chapters affected by an amendment to the Council's website. This revised approach provides all necessary information on the amendment in one document that will be posted on the website as an addition to the full Plan. The attached text also references the project website, hosted by Ramsey County, and some basic information about the Riverview Modern Streetcar LPA.

In addition, this amendment is advancing on an accelerated timeline at the request of Ramsey County. The 2040 TPP Update is currently being prepared for final adoption by the Metropolitan Council on October 24. This amendment would alter the updated Plan and its consideration by TAC and TAB will be contingent upon the updated Plan being adopted by the Council beforehand.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system

goals, needs, and investment priorities over at least a 20-year period. All fixed-guideway rail transit projects are considered major projects under federal guidance and must be identified as funded in a region’s long-range transportation plan in order to qualify for Federal Transit Administration capital investment grants.

Transitway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met.

- A locally preferred alternative (LPA) designating the mode and alignment is identified and adopted by a lead agency and the LPA report is submitted to the Council documenting the planning process including a summary of the project’s public input process and content
- Local affected governments adopt resolutions of support for the LPA, validating their support for the project moving forward
- A reasonable project timeline is submitted with key milestones for federal action and construction and opening dates for the project
- A reasonable financial plan is submitted documenting how the project can be built and operated with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

Ramsey County has provided the appropriate information to meet these criteria for the Riverview Modern Streetcar LPA.

STAFF ANALYSIS: This draft amendment to the 2040 TPP is proposed for review and recommendation for release for public comment. The document provides background on the relationship to the existing plan, the local project development process, and a project definition for the Plan.

The amendment also provides information on the impacts of the amendment to the Plan, particularly addressing any federal requirements for project additions. This includes an assessment of fiscal constraint, an assessment of effects on the environment and air quality conformity, an assessment of effects on equity and environmental justice populations, and an assessment of the revised Plan outcomes. An assessment of public comments will be added to the text prior to final adoption.

With these elements included, the necessary information has been provided to release an amendment of the TPP for public comment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review and Release for Public Comment	
Metropolitan Council	Review & Adopt	

2040 Transportation Policy Plan Amendment

Overview

Amendment Purpose

This 2040 Transportation Policy Plan amendment adds the Riverview Modern Streetcar transitway project to the Current Revenue Scenario.

Policy Basis

The 2040 Transportation Policy Plan presents policies and plans to guide development of the region’s transportation system. The Plan includes strategies that are organized by the Plan’s six desired goals for transportation investment, including a number of strategies that relate to investment in the transitway system, show in table 1. These strategies result in a set of planned investments in transitways that are detailed in in Chapter 6: Transit Investment Direction and Plan.

Table 1 – Transportation Policy Plan Strategies related to Transitway Investment

Goal	Strategy Number	Strategy Text
Access to Destinations	C12	“Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project’s expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan.”
Competitive Economy	D1	“The Metropolitan Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.”

Land Use and Local Planning	F3	“Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Metropolitan Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Metropolitan Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns support a successful transit system and are either in place or committed to in the planning or development process.”
-----------------------------	----	---

Transitway corridors are often planned locally, usually by county regional railroad authorities in collaboration with cities and transit providers. When a transitway corridor identifies a specific investment through a local process (referred to as a “locally preferred alternative”), it can be considered for inclusion in the 2040 Transportation Policy Plan. Projects can be added to the Plan in either of two different funding scenarios: the current revenue scenario and the increased revenue scenario. To be included in the current revenue scenario, a project sponsor needs to provide the following information:

- A locally preferred alternative report including the details of the recommended improvement, a summary of the local process that was used to make a recommendation, and a summary of public engagement and input during that process;
- A project development schedule through the opening date for revenue service;
- A financial capacity analysis or similar documentation demonstrating that the project fits in the current revenue scenario;
- Local resolutions of support from affected local governments to affirm local support for the project and commitment to transit-supportive land use policies.

Transitways are considered regionally significant projects in this region and must be identified in the region’s long-range transportation plan (i.e. the TPP’s current revenue scenario) for air quality conformity purposes under federal law. In addition, all fixed-guideway projects (including all rail transit projects) must be identified in a region’s long-range transportation plan to qualify for federal Capital Investment Grants (e.g. New Starts funding).

The Riverview locally preferred alternative was determined through the Riverview Pre-Project Development Study, led by Ramsey County Regional Railroad Authority. The Riverview Corridor was previously listed in the 2040 Transportation Policy Plan under “Potential Current Revenue Scenario Projects,” awaiting the conclusion of the necessary steps for a locally preferred alternative (LPA) request. The information needed for the LPA request is available for the Riverview Corridor upon request. A project factsheet is attached to this amendment and is available on the [project website](#).

Project Details

Riverview Modern Streetcar This corridor connects Saint Paul with the Minneapolis-Saint Paul International Airport and the Mall of America and South Loop district in Bloomington. This project’s locally preferred alternative was adopted in 2018 as a modern streetcar alignment in a mix of dedicated and shared-use guideway from Union Depot to the Mall of America generally along West 7th Street and crossing the river at Highway 5. The project would use existing Green Line light rail tracks in downtown Saint Paul and existing Blue Line light rail tracks starting just north of Fort Snelling Station. The project will be conducting the environmental review phase and early engineering work in the next few years. The project anticipates entering the federal Capital Investment Grants (New Starts) Project Development phase in 2023, working toward a planned opening date of 2031.

Revised transitway investment maps are shown attached in the form of revised figures 6-8 and 6-9 from Chapter 6: Transit Investment Direction and Plan.

The following description is added to Appendix C: Long-Range Highway and Transit Capital Project List

Transit Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Transitway System	Riverview Modern Streetcar	11.7-mile modern streetcar with plans to build 11 new stations primarily along West 7th Street in St. Paul from downtown St. Paul to the Mall of America in Bloomington.	\$2,066,000,000	2028-2040

Impacts to the Plan

Transportation Finance

The Riverview Modern Streetcar project impacts the current revenue scenario capital and operations portions of the “Transit – Transitway System” section in Chapter 4: Transportation Finance. The project fits within the fiscal constraint of the Plan by adding additional revenues and drawing on revenues in the Plan that were not yet designated to a specific project.

Transit – Transitway System Capital

The Riverview Modern Streetcar capital project is funded through a mix of existing and new revenues in the 2040 Transportation Policy Plan. Table 2 is a breakdown of the capital cost for the project, by source and relationship to the existing plan.

Table 2 – Riverview Modern Streetcar Capital Funding Sources

Revenue Sources	Total Current Revenue Scenario 2015-2040	Relationship to the Existing Plan
Property Tax and Other (County Regional Railroad Property Tax Levy)	\$206.6 M	New revenue that is identified as project specific
Federal Capital Investment Grants (CIG)	\$1,012.3 M	New revenue that is identified as project specific
County Sales Tax	\$847.1 M	Existing revenue net yet designated to a specific project as an expense under “Locally designated to future projects”
Riverview Modern Streetcar Capital Costs	\$2,066.0 M	\$1,218.9 M in new revenue and \$847.1 M in existing revenue

Transit – Transitway System Operations

The Riverview Modern Streetcar operations are funded through a mix of existing and new revenues in the 2040 Transportation Policy Plan. Table 3 is a breakdown of the operations cost for the project, by source and relationship to the existing plan.

Table 3 – Riverview Modern Streetcar Operations Funding Sources

Revenue Sources	Total Current Revenue Scenario 2015-2040	Relationship to the Existing Plan
Fares	\$97.2 M	New revenue that is ongoing but identified as project specific
State General Fund	\$113.4 M	New revenue that is ongoing but identified as project specific
County Sales Tax	\$113.4 M	Existing revenue net yet designated to a specific project as an expense under “Locally designated to future projects”
Riverview Modern Streetcar Operations Costs	\$324.0 M	\$210.6 M in new revenue and \$113.4 M in existing revenue

Environment and Air Quality

The Riverview Modern Streetcar project is added to the list of regionally significant projects described in Appendix E: Additional Air Quality Information. It is a *Horizon Year 2040*:

Transitway System project. It is located within the carbon monoxide (CO) maintenance area and the Plan is subject to Clean Air Act Conformity determination.

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an Environmental Protection Agency (EPA)-designated limited maintenance area for carbon monoxide (CO). A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is included in Appendix E. The term "maintenance" reflects to the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited-maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Federal Transportation Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. The analysis described in Appendix E has resulted in a Conformity Determination that the projects included in the 2040 Transportation Policy Plan, as amended, meet all relevant regional emissions analysis and budget tests. The 2040 Transportation Policy Plan, as amended, conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Emission Test

In 2010, the EPA approved a limited maintenance plan for the maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result." No regional modeling analysis is required; however, federally funded projects are still subject to "hot spot" analysis requirements.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council certifies that the 2040 Transportation Policy Plan as amended conforms to the State Improvement Plan and does not conflict with its implementation. All Transportation System Management (TSM) strategies that were the adopted Transportation Control Measures (TCM) for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs, nor any fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. Details on the status of adopted Transportation Control Measures can be found in Appendix E.

<<placeholder for MPCA letter>>

Equity and Environmental Justice

The Riverview Modern Streetcar project will result in slight increases (mostly less than one percent) in accessibility to jobs and other community amenities (shopping, colleges and universities, hospitals, and libraries) for the Current Revenue Scenario. These increases apply to travel by both transit and automobile for both people of color and the total population. Overall transit investments in the Current Revenue Scenario will continue to provide higher percentage increases in accessibility for every destination type for people of color compared to the total population.

The Riverview corridor is an existing high-frequency transit corridor that serves two regional job concentrations and areas of concentrated poverty along Highway 5 in Saint Paul and around the Minneapolis-Saint Paul International Airport. The proposed project would provide an enhanced customer experience and additional transit capacity in this corridor.

Performance Outcomes

The Riverview Modern Streetcar project will change some projected long-range performance outcomes for the Current Revenue Scenario. Only performance measures with associated future year forecasted outcomes change. The Increased Revenue Scenario is unchanged, and no performance outcomes are affected. Only performance outcomes that change a meaningful amount are reported in Table 4. Unlisted performance outcomes have no or negligible change due to the amendment.

Table 4 – Updated Performance Measures

Performance Measure	Description		2040 Current Revenue Scenario (as amended)	Change from Previous 2040 Current Revenue Scenario
Transit Ridership (Table 13-4)	Increase in Daily Transit Ridership		+150,300 over No Build	+5,300
On-Road Mobile Source Emissions (Table 13-6)	Amount of Carbon Monoxide (CO), Nitrogen Oxides, Sulfur	CO (Pounds)	288,404	-11,596
		Nitrogen Oxides (Pounds)	16,527	-573

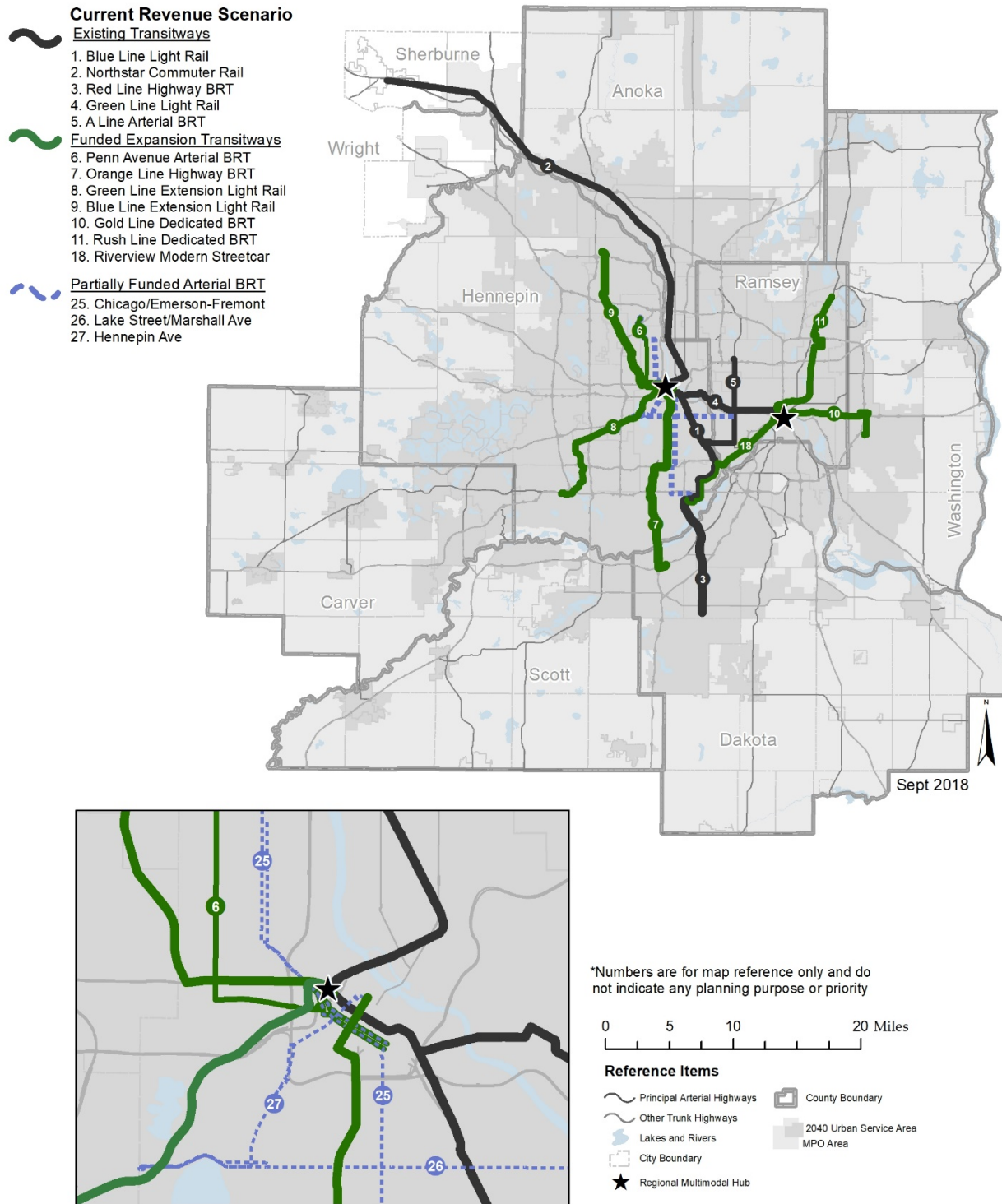
	Dioxide (SO ₂), Volatile Organic Compounds (VOCs), and Carbon Dioxide (CO ₂), emissions	SO ₂ (Pounds)	340	-12
		VOCs (Pounds)	5,841	-259
		CO ₂ Equivalent (Pounds)	49,026,384	-1,793,616

Public Involvement Summary

To be filled out after public comment period.

Revised Figure 6-8: Map of Existing Transitways and Current Revenue Scenario Expansion Transitways

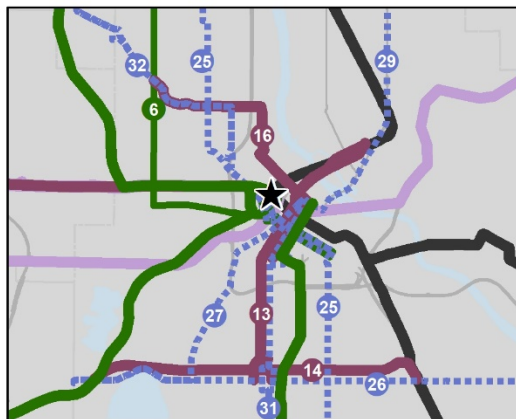
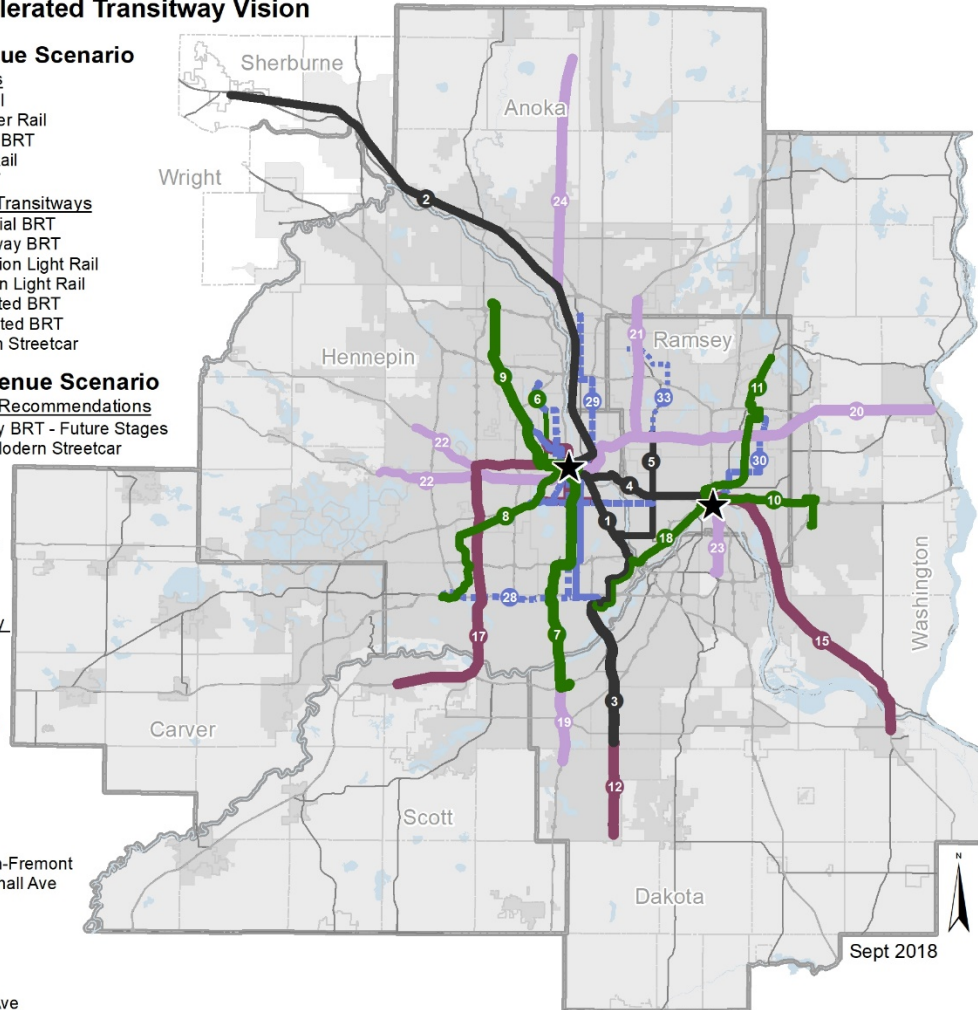
Existing Transitways and Expansion Transitways



Revised Figure 6-9: Map of Transitway System in an Increased Revenue Scenario – Building an Accelerated Transitway Vision

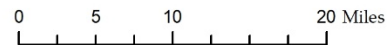
**Transitway System in the Increased Revenue Scenario
Building an Accelerated Transitway Vision**

- Current Revenue Scenario**
- Existing Transitways**
 - 1. Blue Line Light Rail
 - 2. Northstar Commuter Rail
 - 3. Red Line Highway BRT
 - 4. Green Line Light Rail
 - 5. A Line Arterial BRT
- Funded Expansion Transitways**
 - 6. Penn Avenue Arterial BRT
 - 7. Orange Line Highway BRT
 - 8. Green Line Extension Light Rail
 - 9. Blue Line Extension Light Rail
 - 10. Gold Line Dedicated BRT
 - 11. Rush Line Dedicated BRT
 - 18. Riverview Modern Streetcar
- Increased Revenue Scenario**
- Projects with Study Recommendations**
 - 12. Red Line Highway BRT - Future Stages
 - 13. Nicollet-Central Modern Streetcar
 - 14. Midtown Rail
 - 15. Red Rock Highway BRT
 - 16. West Broadway Modern Streetcar
 - 17. Highway 169 Highway BRT
- Projects Under Study or to be Studied**
 - 19. Orange Line Ext.
 - 20. Highway 36
 - 21. I-35 W North
 - 22. I-394/Highway 55
 - 23. Robert St
 - 24. North Central
- Accelerated Arterial BRT**
 - 25. Chicago/Emerson-Fremont
 - 26. Lake Street/Marshall Ave
 - 27. Hennepin Ave
 - 28. American Blvd
 - 29. Central Ave NE
 - 30. East 7th St
 - 31. Nicollet Ave
 - 32. West Broadway Ave
 - 33. A Line Extension



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

*Numbers are for map reference only and do not indicate any planning purpose or priority



Reference Items

- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- Regional Multimodal Hub
- County Boundary
- 2040 Urban Service Area MPO Area



Locally Preferred Alternative

Riverview Corridor Study Area

- 12 mile study area between Saint Paul and Bloomington.
- Connects major destinations, neighborhoods and job concentrations.
- Serves growing and diverse population and employment areas.
 - 50,600 residents and 123,900 jobs.
- Provides regional and local connectivity.



Study Process

Completed August 2015

CORRIDOR VISION

- Current and future conditions.
- Review of relevant work.
- Purpose and need.
- Goals and objectives.

Completed August 2017

ALTERNATIVES ANALYSIS

- Initial Screening.
(completed February 2016)
- Detailed Definition.
- Detailed Evaluation.
March – August 2017

December, 2017

LOCALLY PREFERRED ALTERNATIVE

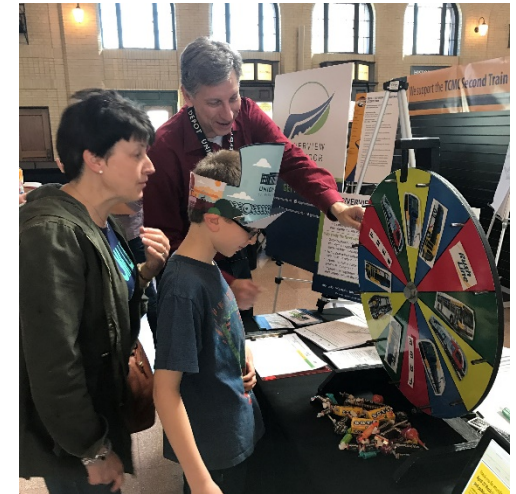
- Vehicle and route of Locally Preferred Alternative.
- Implementation Plan.

Public Engagement

- Examined 60 different alternatives.
- Engaged over 4,600 people via nearly 100 events responding to nearly individual 650 comments.

Community Engagement

More than **4,600 people** participated in the Riverview Study through community events including open houses, business outreach, presentations, pop-up events, social media, and online engagement forms.



What We Heard

- Rail transit's ease of use is preferred.
- Transit system connectivity, e.g. to airport.
- Transit saves employees cost of parking
- Concern about business and neighborhood impacts.
- Keep Ford Site in mind throughout the study.
- Route 54: Good service frequency, but crowded.
- Improve transit service – frequent, fast, reliable.



Community Input has Shaped the Process

- Purpose and need for transit improvements.
- Goals and objectives.
- Routes and vehicles to study
- Potential station locations.
- Challenges and opportunities of each alternative.



Evaluation Based on Technical Criteria



-  CULTURAL / HISTORIC RESOURCES
-  PARKLAND
-  MISSISSIPPI RIVER
-  WETLAND / FLOODPLAIN



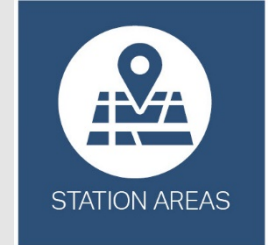
-  PARKING IMPACTS
- RIGHT-OF-WAY
-  VISUAL
-  NOISE / VIBRATION
-  CONSTRUCTION IMPACTS





- TRAVEL TIME
- USE OF EXISTING INFRASTRUCTURE
- CONNECTIONS TO LOCAL/REGIONAL SYSTEMS
-  SAFETY
-  TRAFFIC
- FREIGHT
-  RIDERSHIP



-  CAPITAL COST
-  OPERATING & MAINTENANCE COST
-  COST-EFFECTIVENESS



- CONNECTIONS TO KEY ACTIVITY CENTERS
-  PROXIMITY TO AFFORDABLE HOUSING
-  EMPLOYMENT
-  DEVELOPMENT POTENTIAL
- PEDESTRIAN ACCESS
- BICYCLE ACCESS
-  POPULATION
-  PROXIMITY TO ZERO-CAR HOUSEHOLDS

 Federal Transit Administration New Starts / Small Starts Criteria
 Requires further analysis during the environmental phase of project

Work In Progress; Subject To Change Without Notice

Where We Started

Vehicles



Local Bus



Bus Rapid Transit



Modern Streetcar



Light Rail Transit



Diesel Multiple Unit



Commuter Rail

Routes

Universe of Alignment Alternatives, FINAL

13 August 2015

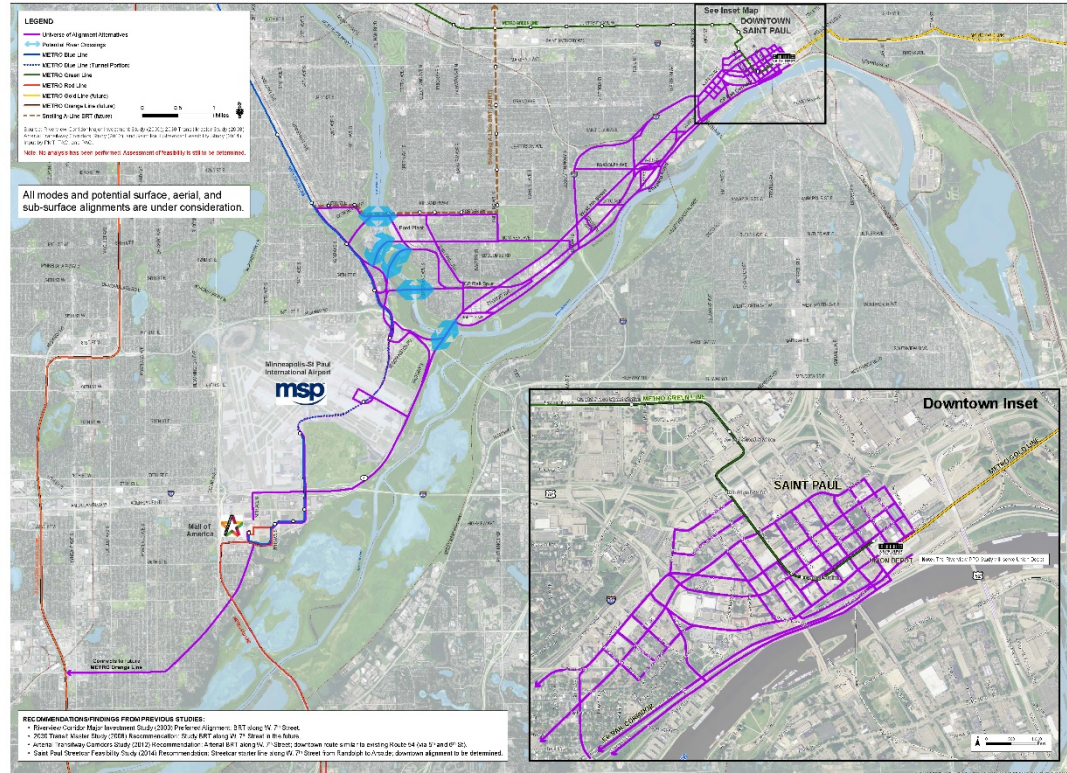


Photo sources: Metro Transit, Ramsey County Regional Railroad Authority, Transportation for America, City of Austin

6 Alternatives to Consider for Locally Preferred Alternative



Arterial BRT – A Line, Twin Cities, MN



Modern Streetcar – Kansas City, MO

- **Mode**



2 Bus/Bus Rapid Transit (BRT).



4 Modern Streetcar.

- **River crossing**



2 cross at Ford Pkwy.



4 cross at Hwy 5.

Definition of a Locally Preferred Alternative (LPA):

- A corridor's preferred transit vehicle and route that best meets the needs of the corridor.

The LPA identifies:

- General service plan.
- General station locations.
- Cost and ridership estimates.

The LPA is not:

- The end of the technical analysis.
 - Further analysis will be needed.
- Final approval.
 - Local partners will have additional review/approval opportunities.

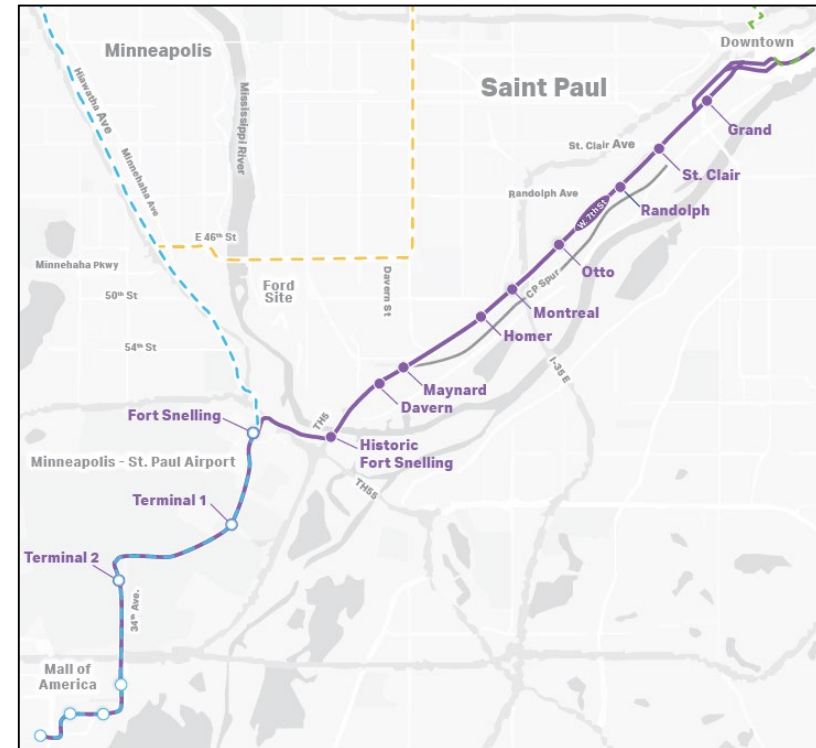
Riverview's Locally Preferred Alternative

Alternative

4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

- Union Depot to the Mall of America.
- Generally along W. 7th Street and crossing the river at Hwy 5.
- New Bridge across the Mississippi River.
- Tunnel under Fort Snelling.



What is Modern Streetcar?



Atlanta

Source: City of Atlanta



Detroit

Source: Qline, M-1 Rail



Seattle

Source: Seattle Department of Transportation



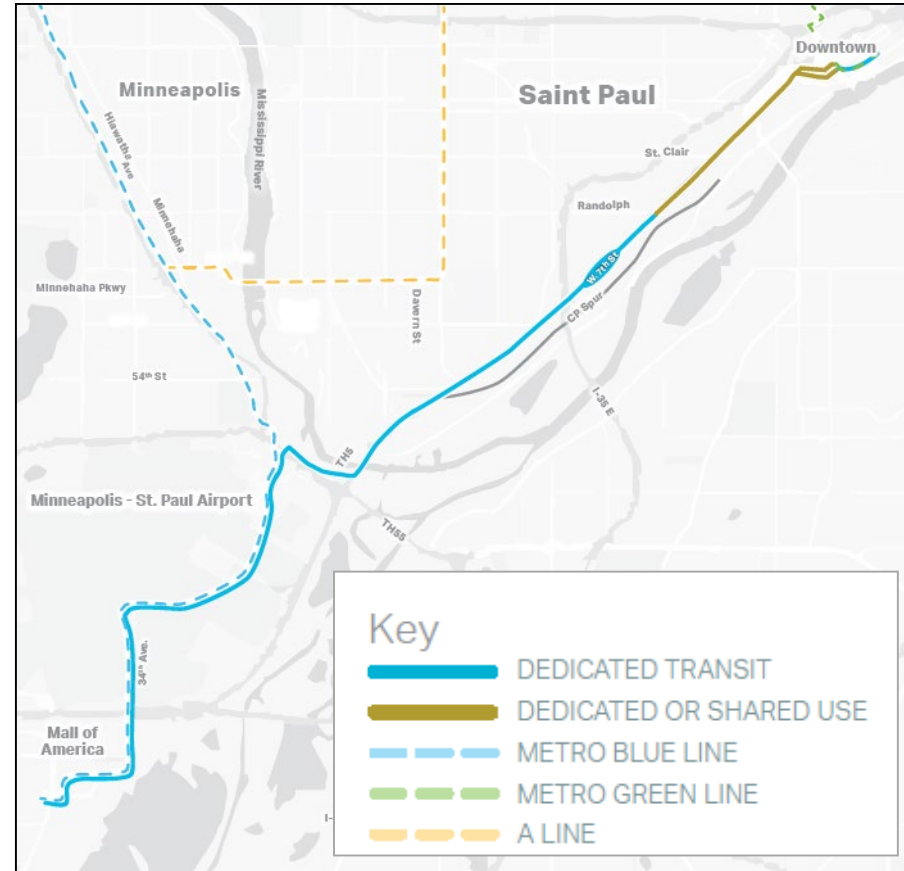
Portland

Source: TriMet

What is Modern Streetcar?

For Riverview Corridor.

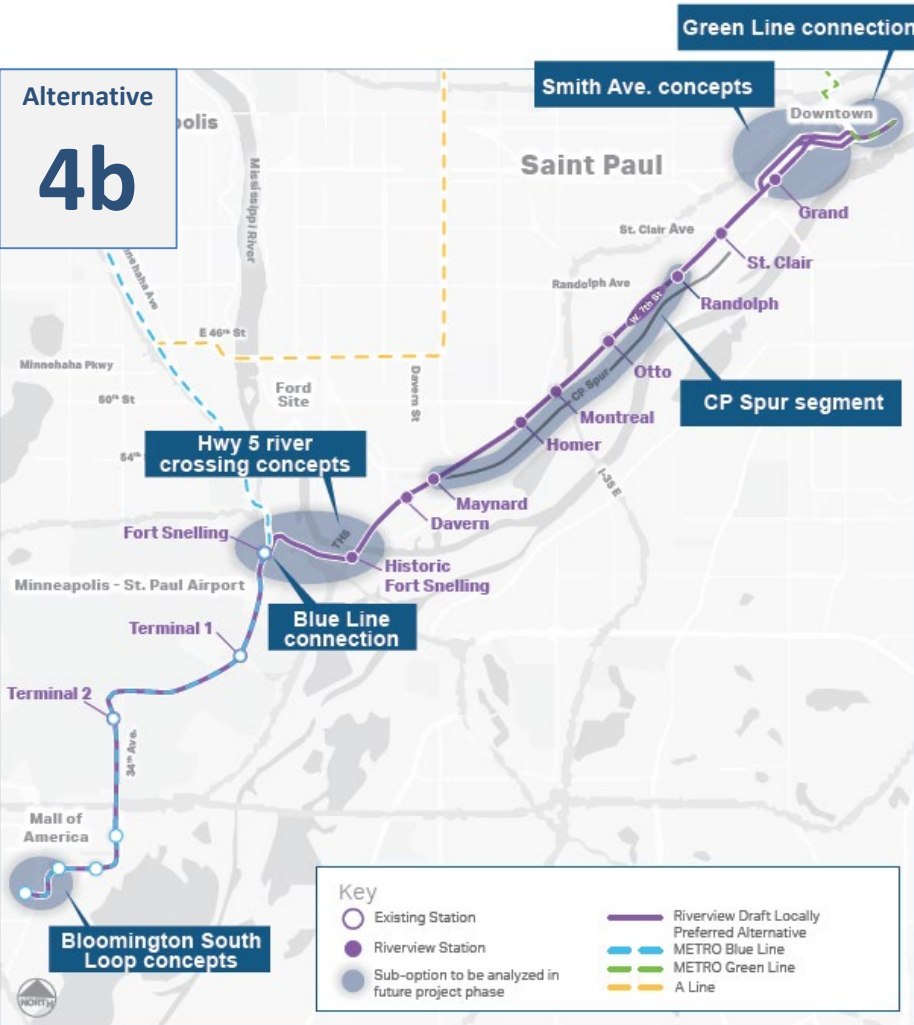
- Operating Environment.
 - Dedicated and shared use lanes.
- Infrastructure compatible with Blue & Green Lines.
 - Tracks, signals, power.
 - Operations and maintenance.
 - Stations.
- Station Features.
 - Level boarding.
 - Pay before you board.
 - High amenity stations.



Work in progress; subject to change without notice

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

Alternative
4b



Locally Preferred Alternative Stats:

11.7 mi. - Corridor length

20 – Number of stations

10 min. - Peak frequency

44 min. - End-to-end travel time

\$1.4-\$2.0 B - Capital cost (2025\$)

\$35 M - Yearly Operating cost (2027\$)

13,900 – Daily riders (current year)

20,400 – Daily riders (2040)

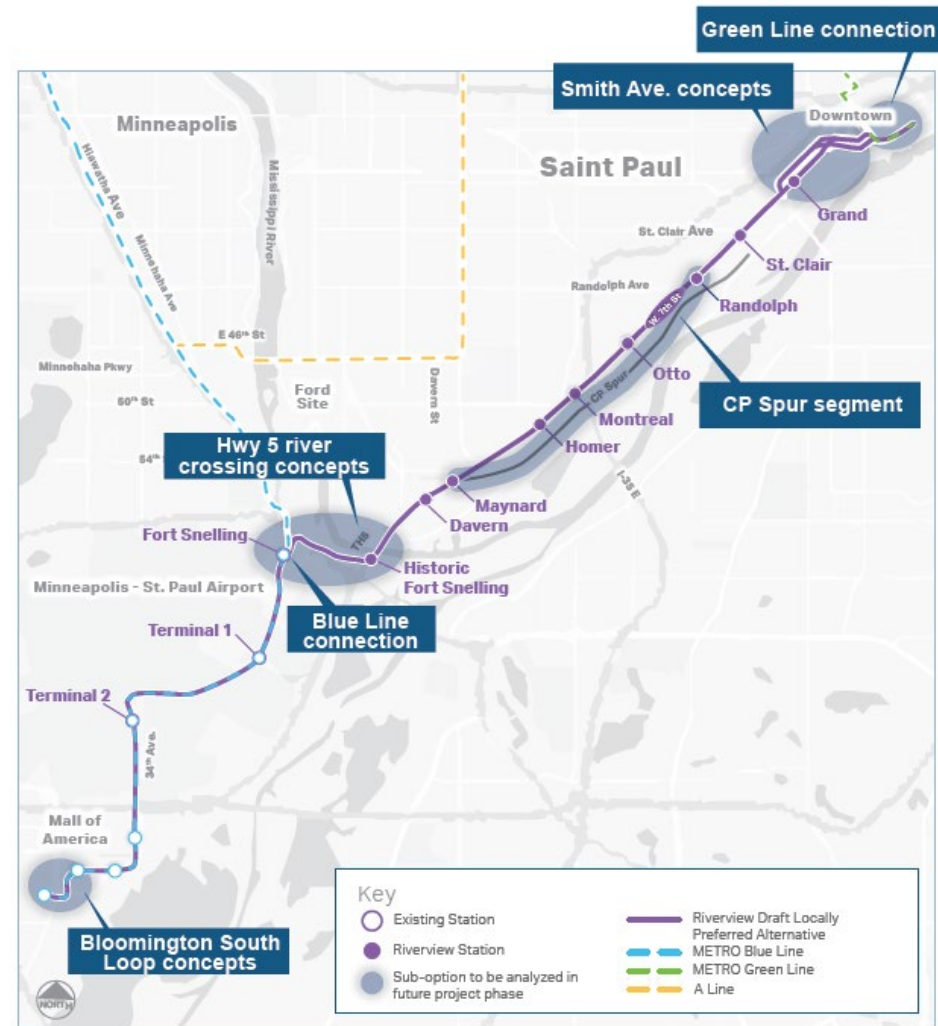
Future Environmental Considerations

Route

- Green Line connection.
- Seven Corners/Smith Ave.
- CP Spur parallel to W. 7th Street.
- Hwy 5 river crossing.
- Blue Line connection.
- Bloomington South Loop/Mall of America.

Operating environment

- Dedicated and shared use.
- Center- or side-running.



Needs of the Corridor

To enhance mobility and access to opportunities for residents, businesses, and the region and to cultivate economic prosperity.

Growing **population (+63%)** and **employment (+33%)** increases travel demand for different travel markets.



Transit-reliant population (15% zero car and 30% in poverty) also needs improved transit service.



Limited opportunity to **improve** the existing **transportation network**.



Support and catalyze **reinvestment** and **economic development**.



Why the LPA?

4b, Modern Streetcar-W. 7th-Hwy 5/Ft. Snelling

- Best meets the needs of the corridor.
- Likely qualifies for Capital Investment Grant (CIG) funding.
- Strongest corridor alternative for CIG funding.

Highest 2040 weekday ridership
20,400.



Highest number of transit dependent riders 4,600.



Double the ridership of No-Build in
2040.



Highest development potential
due to fixed guideway.



LPA: Other Considerations

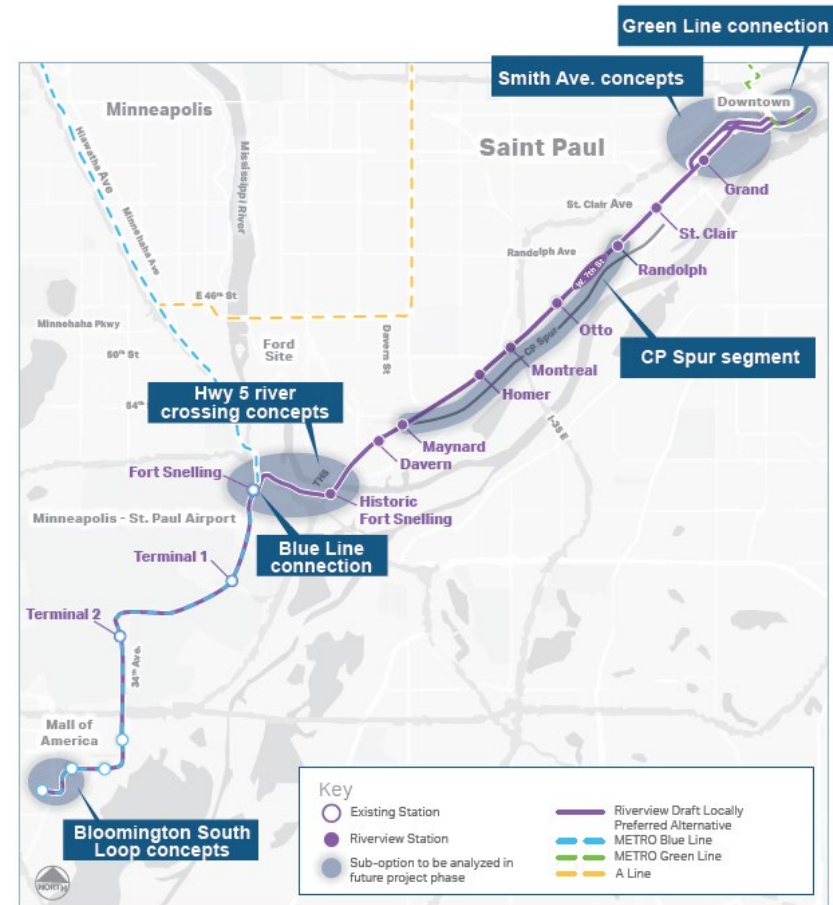
Retain these options for future environmental analysis and engineering.

– Route.

- Downtown Saint Paul: Green Line connection.
- Seven Corners: Smith Ave concepts.
- CP Spur segment parallel to W. 7th St.
- Hwy 5 river crossing concepts.
- Bloomington South Loop concepts.

– Operating environment.

- Dedicated and shared use.
- Center- or side-running.



Community Input Received on the LPA

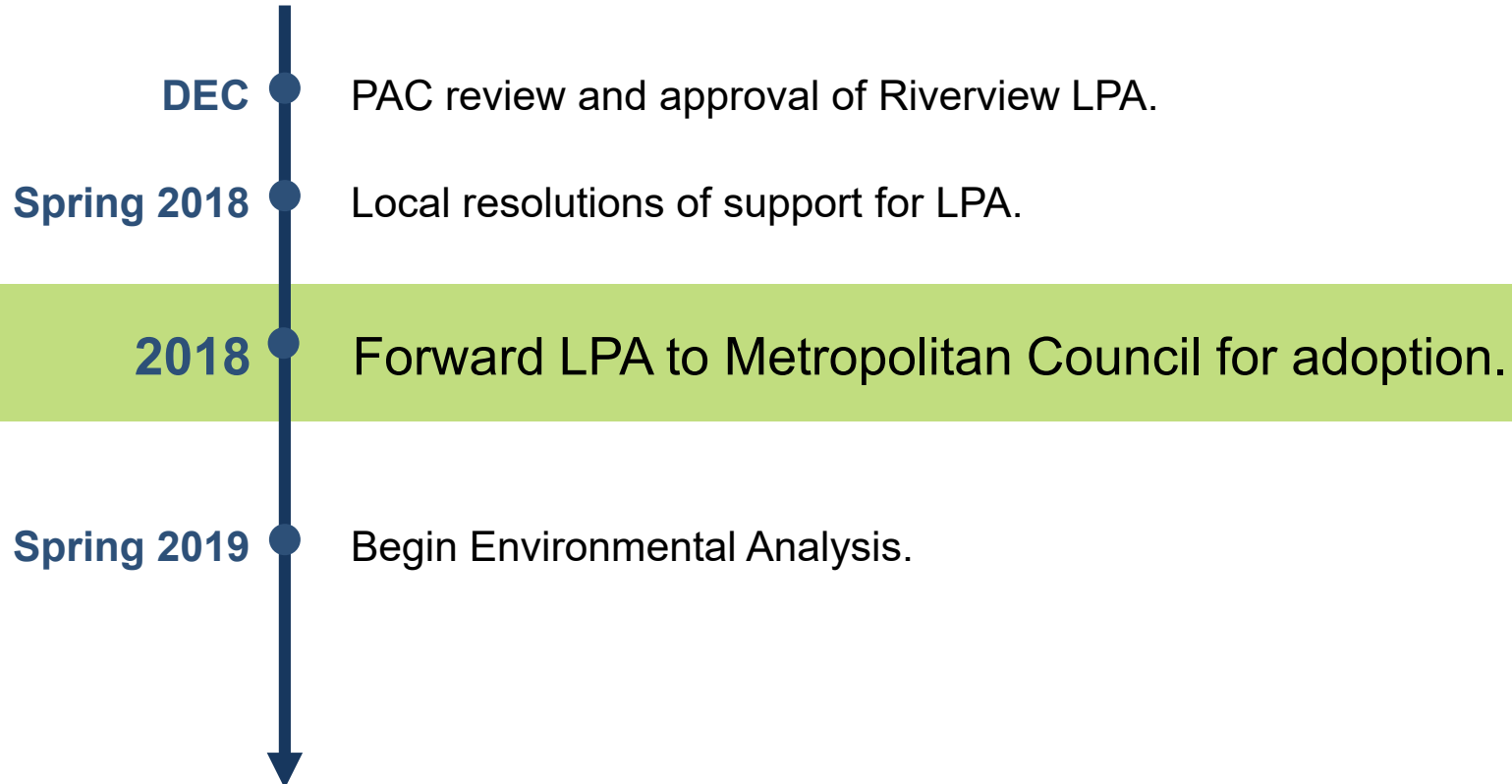
Opportunities

- Higher development potential.
- Faster, direct service, and higher ridership.
- Better rider accessibility, proximity to businesses and other activity centers on W. 7th Street.
- Support for transit to serve low-income communities, provide more options for people with reduced mobility, and attract/retain young people.
- Support for additional transit service to Ford Site.

Challenges

- Potential impacts to neighborhoods and businesses.
- Cost of modern streetcar.
- Safety in neighborhoods and along route.

Next Steps





Riverview TPP Amendment

TPP Amendment

- Add the Riverview Modern Streetcar locally preferred alternative to the fiscally constrained plan
 - Move Riverview from “Potential Current Revenue Scenario” projects to “Current Revenue Scenario” projects
- Document the impacts of adding the project to the regional plan
 - Transportation finance (fiscal constraint)
 - Environment and air quality conformity
 - Equity and environmental justice
 - Performance outcomes

TPP Amendment for LPAs

Riverview Status

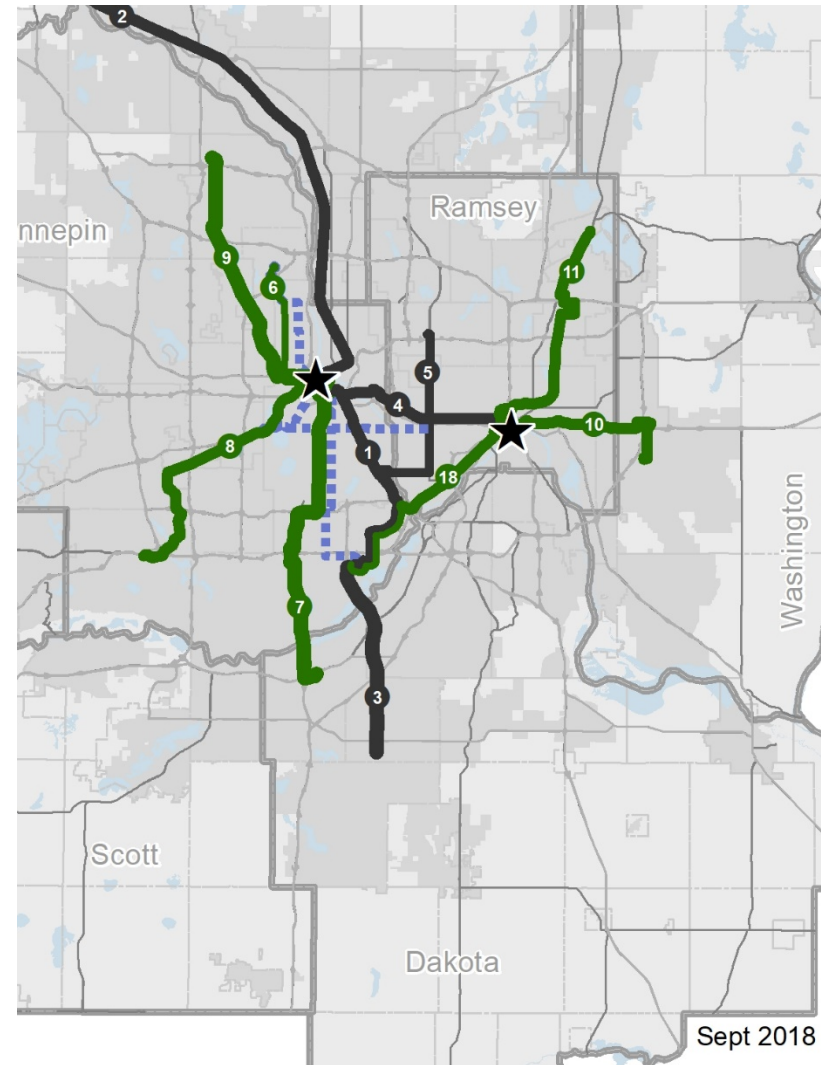
- Locally Preferred Alternative Report (submitted)
 - Corridor PAC Recommended LPA in December 2017
 - Documentation of the process
 - Public engagement summary
- Local Resolutions of Support
 - Ramsey County (6/19/2018)
 - Hennepin County (6/12/2018)
 - Saint Paul (3/7/2018)
 - Bloomington (1/22/2018)
 - Metropolitan Airports Commission (1/22/2018)
- Project Timeline (submitted)
- Project Financial Plan (submitted)

Riverview Financial Plan

- \$2.066 B capital cost assumption in financial plan, per new mid-year of construction
- Available revenues based on realistic projects or assumptions
- Capital cost funding split:
 - FTA New Starts: 49.0%
\$1,012.3 M
 - Ramsey County: 28.7%
\$592.9 M
 - RCRRA: 7.0%
\$144.6 M
 - Hennepin County: 12.3%
\$254.1 M
 - HCRRA: 3.0%
\$62.0 M
- Operating cost funding split (first full year):
 - Passenger fares: 30.0%
\$11.1 M
 - State: 35.0%
\$13.0 M

Impacts to the Plan

- Transportation Finance
 - Adds \$1,429.5 M in project funding to the Plan as new revenue (New Starts, fares, state general fund, county regional railroad authority)
 - Allocates \$960.5 M in assumed revenue in the Plan to the project (existing county sales tax)
- Air Quality
 - In conformance
- Equity and Environmental Justice
 - Slight increases in access to jobs and community amenities for all people, including people of color
- Performance Outcomes
 - Increase in 2040 daily transit ridership
 - Reduction in on-road mobile source emissions



Riverview TPP Amendment Schedule

Schedule	Date
TAC Planning Review and Recommend Draft for public comment	October 11 th
<i>Council Approve 2040 TPP Update</i>	<i>October 24th</i>
TAC Review and Recommend Draft for public comment	November 7 th
TAB Review and Recommend Draft for public comment	November 21 st
Transportation Committee Recommend Draft for public comment	November 26 th
Council Approve Draft for public comment (same week)	November 28 th
Public Comment Period on Amendment begins	November 29 th
Public Hearing at Council Meeting	January 9 th
Public Comment Closes	January 21 st
Transportation Committee Recommended Adoption	February 11 th
Council Approve Adoption (same week)	February 13 th

Questions or Comments?

Cole Hiniker

Multimodal Planning Manager

651-602-1748

Cole.Hiniker@metc.state.mn.us



TRANSPORTATION **POLICY PLAN**

Major Comments and Responses 2018 Update

TAC Planning Committee
October 11, 2018

Who we heard from

- 300 comments
- 150 people/organizations
- Public hearing: 25 comments
 - Fleet, diesel, policing, climate
- Emails: 90
 - Fleet, diesel, policing, climate

Formal letters

- Anoka County Parks and Recreation
- The Arc of Minnesota
- Carver County Public Works
- City of Minneapolis
- Dakota County
- Ramsey County Public Works
- Southwest Corridor Transportation Coalition
- SouthWest Transit
- Washington County

Major comment themes

- Electrify the regional transit fleet, disappointment with the diesel leak
- Implement a free fare system; expand TAP program
- More equitable policing procedures
- General support for more funding – both for highways and transit

Other comments

- Support for better transit connections, region-wide
- Safer bike/ped infrastructure
- General advice related to accessibility
- Comments about emerging transitways
 - Riverview
 - Streetcars generally
- Support for Arterial BRT investment

Many of the comments resulted in smaller edits throughout the document as shown in the Public Comment Report

Electrify regional fleet/Climate change concerns

- Region should take actions to mitigate climate change such as moving to an all electric fleet
- Emerging electric bus vehicle technologies are promising, but there are operational considerations
- By mid-2019, Metro Transit will have a plan related to expanding its fleet of electric vehicles
- Initial plans show as many as 130 electric vehicles will be in service in the next 6 years (2025)
- The C line will have between 8 and 15 fully electric articulated buses when it opens next year (2019)
- Pilot project will evaluate vehicle operating range and cold weather impacts

Changes to the TPP

- Added references in the Overview to threat of climate change to the environment and infrastructure
- Transit chapter:
 - Added paragraph on electric buses
 - Added text on electric vehicle impact on support facilities (e.g. garages)

Implement a free fare system

- 23% of the system operations are paid through fares
- There are no other sources currently available to make up for this potential loss
- State funding for transit operations has been very unstable and has not kept up with the rate of inflation
- Expectations from policymakers is that fares will support operations
- The Council has recently implemented a Transit Assistance Program for identified low income riders
- Changes to TPP: more information on the Transit Assistance Program
- Other actions: look into additional ways to highlight TAP program availability to riders

Policing procedures

- Need police for safety to riders, drivers, community
- Incidents and calls for service has been growing over time, but the overall crime rate on transit is low
- Role in fare compliance
- The Metro Transit police is working to ensure that enforcement practices do not disproportionately affect communities of color, indigenous people, and other historically disadvantaged communities.
- Policies adjusted: use-of-force policy (includes de-escalation), fare enforcement, immigration policy

Policing procedures cont.

- Internal affairs unit receives an average of 100 complaints per year, with more than 2 million public contacts annually, a very low complaint rate
- Training on procedural justice, peer intervention, fair and impartial policing, verbal de-escalation, crisis intervention, and bias
- Metro Transit will continue to monitor trends, data
- Other resources:
 - Homeless Action Team and Cold Weather Rule
 - Crisis Intervention Team

TPP Changes

- New Strategy added under the Safety and Security goal:
 - B8. The Council and its regional transportation partners will ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.*
- Supportive local actions:
 - *Implement recommendations from the 2003 Minnesota Statewide Racial Profiling Study*
 - *Collect demographic data*
 - *Implement required state training for peace officers*

Next Steps: schedule

- Present public comment report, final approval
 - Transportation Committee: Oct. 8
 - Full Council: Oct. 24
- Transmit to US DOT

Note: After approval, the final document version with additional graphics and pictures is prepared and published

Questions?

Thank you!

