Metropolitan Council Transportation Division
2018 Operating Budget

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Transportation Committee
July 24, 2017
Budget Considerations & Pressures

• One-time State funding reduced deficit in the next biennium to $109.9M, but the legislature did not address structural deficit.

• Preliminary Budget does not allocate all anticipated 2018 revenue to allow for:
  – Fare increase decision
  – New regional allocation policy
  – Ability to reduce impact of structural deficit
Budget Considerations & Pressures

- Metro Mobility
  - Ridership Growth
  - Taskforce
  - Driver Wage
- Inflationary Growth
- MVST Performance
- Maintenance / Overhaul
- Initiatives
  - Transit Asset Management
  - Travel Behavior Inventory
- Regional Fare Policy Review/Regional Fare Increase
Budget Objectives:

• Support implementation of
  • Thrive MSP 2040
  • Regional Transportation Policy Plan

• Thrive Lens
  • Grow ridership & meet needs across region
  • Construct a balanced transit budget over 4 years
  • Prioritize structural solutions – mitigate structural gaps over time
  • Minimize impact on Council levies
  • Maintain reserves at policy levels
Mitigating Revenue and Expense Volatility

- **Motor Vehicle Sales Tax**
  - Budget 95% Motor Vehicle Sales Tax
  - Actual MVST receipts above 95% from prior year

- **Fuel Price Hedging**

- **Operating Fund Reserve Targets**
  - Address volatility in other revenues and expenses
  - Regional revenue allocation procedure
Proposed 2018 Transportation Budget

Revenue
$575.4M

- MVST $250.5 (44%)
- State $116.8 (20%)
- Fares $106.6 (19%)
- Reserves $7.2 (2%)
- Counties $35.6 (6%)
- Other $6.0 (1%)
- Other Funds Transfer $14.4 (2%)

Expenses
$575.4M

- Metro Transit Bus $360.0 (62%)
- Metro Mobility $78.2 (14%)
- Green Line $40.9 (7%)
- Blue Line $38.3 (7%)
- Northstar $19.8 (3%)
- Regular Route $21.0 (4%)
- Transit Link $7.8 (1%)
- Transp. Planning $9.4 (2%)

Note: Does not include Regional Fare Increase
Thrive in Motion

• Orange Line

• 17-mile Highway BRT project
• $150 million capital project, opening in 2020
• 14,000 existing daily transit riders in the corridor
• 12 transit stations with enhanced amenities
• All day, reliable, frequent service, seven days a week
• 10-minute peak service, 15-minute off peak service
• 198,000 jobs and 121,000 residents within a half-mile of Orange Line stations
  • 56,000 jobs and 81,000 residents outside of downtown Minneapolis
• Major Orange Line destinations:
  • Best Buy Headquarters
  • Penn American District
  • Southtown Shopping Center
  • Burnsville’s Heart of the City
  • Downtown Minneapolis
Thrive in Motion

- **C Line Rapid Bus**
- 8.5 miles from downtown Minneapolis to Brooklyn Center
- 23 stations
- Faster trip
  - Pre-boarding fare payment
  - All-door boarding on 60-foot buses
  - In-lane stop (curb extensions)
  - Transit signal priority
- Opens on Olson Highway in 2019, moves to Glenwood Avenue when LRT opens (~2022)
- 7,600 daily rides today, 9,300 by 2030
- Coordination with 8th Street Reconstruction, Penn Avenue improvements
- $20 million non-fleet project cost
Thrive in Motion

- Bus Shelters
Thrive in Motion

- Asset Management

**MAP-21**
*Moving Ahead for Progress in the 21st Century*

- FHWA MAP-21 Site
- FTA MAP-21 Site

Integration  Collaboration  Accountability
Thrive in Motion

• Transportation Policy Plan
Thrive in Motion

- Travel Behavior Inventory
<table>
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<tr>
<th>Service</th>
<th>2014 Actual</th>
<th>2015 Actual</th>
<th>2016 Actual</th>
<th>2017 Budget</th>
<th>2018 Budget</th>
<th>Council Target</th>
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<td>$4.4</td>
<td>$5.9</td>
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<td>$1.6</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$51.1</strong></td>
<td><strong>$49.4</strong></td>
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Metro Transit
Metro Transit Budget Assumptions

- Maintains 2017 service levels with the following adjustments:
  - Contingency for overloads & bus bridge support
  - Adjust operators, mechanics, fuel, parts to meet service plan
- Ridership at 83.4 million
- Diesel fuel at $1.79/gallon
- CTIB dissolution and County funding for METRO Blue Line, METRO Green Line and Northstar
- Southwest light rail full-funding grant application
Metro Transit Budget Assumptions, cont.

- Regional fare increase being considered by the Council
- Regional fare policy review to continue
- Revenues allocated based on the Regional Revenue Allocation Model
- Light Rail vehicle and Commuter Rail vehicle overhaul programs
- Development Transit Asset Management plan
Metro Transit Ridership
(in millions)

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<th>Year</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
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<th>Actual</th>
<th>Budget</th>
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<td>78.0</td>
<td>80.9</td>
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<td>Northstar</td>
<td>0.71</td>
<td>0.7</td>
<td>0.7</td>
<td>0.79</td>
<td>0.72</td>
<td>0.72</td>
<td>0.71</td>
<td>0.73</td>
<td>0.75</td>
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<td>2008</td>
<td>Blue Line</td>
<td>9.0</td>
<td>9.1</td>
<td>10.2</td>
<td>9.9</td>
<td>10.4</td>
<td>10.4</td>
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<td>10.2</td>
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<td>Bus</td>
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<td>67.9</td>
<td>71.6</td>
<td>66.4</td>
<td>66.9</td>
<td>69.8</td>
<td>69.9</td>
<td>70.4</td>
<td>67.8</td>
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Metro Transit Bus
2018 Revenue & Expenses

Revenue
$360.0M

MVST
$224.0
62%

Fares
$69.5
20%

State
$14.8
4%

Reserves
$14.4
4%

Fund Transfer
$4.2
1%

All Other
$4.2
1%

Federal
$28.9
8%

Expenses
$360.0M

Salary & Benefits
$284.1
79%

Fuel
$14.5
4%

All Other
$1.9
1%

RA Allocations
$32.2
9%

Utilities
$4.5
1%

Materials
$22.8
6%
METRO Blue Line
2018 Revenue & Expenses

Revenue
$38.3M

Expenses
$38.3M
METRO Green Line
2018 Revenue & Expenses

Revenue
$40.9M

Expenses
$40.9M

- **State** $12.5M (31%)
- **County** $13.0M (32%)
- **Passenger Fares** $13.7M (33%)
- **Federal** $0.5M (1%)
- **Reserves** $0.4M (1%)

**Other** $0.8M (2%)

- **Salaries & Benefits** $22.5M (55%)
- **Modal Allocations** $4.6M (11%)
- **Materials & Supplies** $1.9M (5%)
- **LRV Propulsion** $2.1M (5%)
- **Utilities** $1.6M (4%)
- **RA Allocation** $2.1M (5%)
- **All Other Expenses** $6.1M (15%)

**Expenses**

Metro Transit Northstar
2018 Revenue & Expenses

Revenue
$19.8M

- State: $6.8M (34%)
- Counties: $7.1M (36%)
- Fares: $2.5M (13%)
- Sherburne: $1.3M (6%)
- Greater MN: $1.3M (6%)
- Federal: $0.4M (2%)
- Reserves: $0.3M (2%)
- Other: $0.2M (1%)

Expenses
$19.8M

- Salaries & Benefits: $5.4M (27%)
- BNSF: $6.0M (30%)
- Modal Allocations: $1.0M (5%)
- Insurance: $2.3M (12%)
- Fuel: $1.1M (6%)
- All Other: $2.2M (11%)
- RA Allocation: $0.5M (3%)
<table>
<thead>
<tr>
<th></th>
<th>2017 Adopted Budget</th>
<th>2018 Proposed Budget</th>
<th>$ Change</th>
<th>% Change</th>
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<tbody>
<tr>
<td><strong>Revenue:</strong></td>
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</tr>
<tr>
<td>MVST</td>
<td>$212.5</td>
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<td>CTIB/Counties/Greater MN</td>
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<td>35.6</td>
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<td>2.9%</td>
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<tr>
<td><strong>Subtotal</strong></td>
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<td>Passenger Fares</td>
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<td>$96.9</td>
<td>($1.2)</td>
<td>(1.2%)</td>
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<td>Federal</td>
<td>22.9</td>
<td>30.3</td>
<td>7.4</td>
<td>32.3%</td>
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<td>Other Funds Transfer</td>
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<td>14.4</td>
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<tr>
<td>Other</td>
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<td><strong>$453.8</strong></td>
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<td><strong>Expenses:</strong></td>
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<tr>
<td>Salaries &amp; Benefits</td>
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<td>19.6</td>
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<td>Materials &amp; Supplies</td>
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<td>28.9</td>
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<td>9.2%</td>
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<tr>
<td>Other</td>
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<td><strong>Total Expenses</strong></td>
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<td><strong>Net Income (Loss)</strong></td>
<td><strong>($27.6)</strong></td>
<td><strong>($5.2)</strong></td>
<td><strong>$22.4</strong></td>
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## Metro Transit
### FTEs by Budget Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Blue/Green Line</th>
<th>Northstar</th>
<th>Total</th>
<th>% Change</th>
<th>CCPO</th>
<th>SWPO</th>
<th>BPO</th>
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<td>2004</td>
<td>2526.4</td>
<td>149.0</td>
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<td>2005</td>
<td>2496.0</td>
<td>149.0</td>
<td>2645.0</td>
<td>2645.0</td>
<td>(1.1%)</td>
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<td>2006</td>
<td>2423.9</td>
<td>153.0</td>
<td>2576.9</td>
<td>2576.9</td>
<td>(2.6%)</td>
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<td>2007</td>
<td>2421.3</td>
<td>159.4</td>
<td>3.0</td>
<td>2583.7</td>
<td>0.7%</td>
<td>27.0</td>
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<td>2008</td>
<td>2479.1</td>
<td>168.2</td>
<td>5.8</td>
<td>2653.1</td>
<td>2.7%</td>
<td>40.0</td>
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<td>2009</td>
<td>2457.0</td>
<td>180.7</td>
<td>56.0</td>
<td>2693.7</td>
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<td>44.0</td>
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<td>(1.3%)</td>
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<td>181.0</td>
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<td>0%</td>
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<td>3257.1</td>
<td>0%</td>
<td>0</td>
<td>98.5</td>
<td>41.0</td>
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Metropolitan Transportation Services
MTS Budget Assumptions

- Maintain 2017 service levels with the following adjustments
  - Metro Mobility ADA will meet anticipated demand
  - METRO Red Line moving from 15 to 20 minute weekday frequency

- CTIB dissolution Council funds 100% of METRO Red Line & Cedar Express Services

- Metro Mobility driver wage increase

- Gasoline at $2.75/gallon and diesel at $2.75/gallon
MTS Budget Assumptions

- Fund Travel Behavior Inventory Study & Develop Transit Asset Management Plan

- Revenues allocated based on the Regional Revenue Allocation Model
  - Pass-Through to Suburban Transit Providers

- Regional fare increase being considered by the Council

- Regional fare policy review to continue
Contracted Services Ridership
(in millions)

2006 Actual
2007 Actual
2008 Actual
2009 Actual
2010 Actual
2011 Actual
2012 Actual
2013 Actual
2014 Actual
2015 Actual
2016 Actual
2017 Budget
2018 Budget

- Contracted Fixed Route
- METRO Red Line
- Transit Link
- Metro Mobility
- Vanpool

2006: 0.00
2007: 1.00
2008: 2.00
2009: 3.00
2010: 4.00
2011: 5.00
2012: 6.00
2013: 7.00
2014: 5.8M
2015: 5.3M
2016: 4.4M
2017: 5.8M
2018: 5.8M
Metropolitan Transportation Services
2018 Proposed Revenue & Expenses

Revenues
$116.3M

Expenses
$116.3M

$ in millions
Metro Mobility
2018 Proposed Revenue & Expenses

Revenues
$78.2M

- State Appropriations $70.1 90%
- Passenger Fare $7.4 9%
- Reserves $0.7 1%

Expenses
$78.2M

- Transit Provider Expense $62.3 80%
- Other Expense $2.9 4%
- RA Allocation $2.3 3%
- Contracted Services $0.5 1%
- Salaries & Benefits $1.9 2%
- Fuel & Materials $8.3 10%

$ in millions
Contracted Regular Route, Transit Link, Vanpool
2018 Preliminary Revenue & Expenses

Revenues
$28.8M

- MVST $23.4 (78.9%)
- Passenger Fares $2.3 (8%)
- Reserves $1.3 (5%)
- Federal $1.8 (6%)

Expenses
$28.8M

- Transit Provider Expense $24.0 (83%)
- Other Expense $3.1 (11%)
- RA Allocation $0.8 (3%)
- Salaries & Benefits $0.9 (3%)
- Contracted Services $0.1 (0%)

$ in millions

30
Transportation Planning & Administration
2018 Preliminary Revenue & Expenses

Revenues
$9.3M

- Federal $6.1 (66%)
- MVST $3.1 (33%)
- Other $0.1 (1%)

Expenses
$9.3M

- Salaries & Benefits $3.2 (34%)
- Consultant $3.4 (37%)
- RA Allocation $2.0 (21%)
- Other Expense $0.7 (8%)

$ in millions
MTS Pass-through Program

Revenues allocated based on the Regional Revenue Allocation Model

Revenue Allocation Policy under review

Maple Grove, Minnesota Valley Transit Authority, Plymouth, SouthWest Transit

$ in millions
# MTS Revenue and Expenditures

($ in millions)

<table>
<thead>
<tr>
<th></th>
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<th>2018 Proposed</th>
<th>$ Change</th>
<th>% Change</th>
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<td>$23.43</td>
<td>$26.46</td>
<td>$3.04</td>
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<td>General Fund</td>
<td>$62.11</td>
<td>$70.07</td>
<td>$7.96</td>
<td>13%</td>
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<td><strong>Subtotal State</strong></td>
<td><strong>$85.5</strong></td>
<td><strong>$96.5</strong></td>
<td><strong>$11.0</strong></td>
<td><strong>12.9%</strong></td>
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<td>Federal</td>
<td>$6.55</td>
<td>$7.95</td>
<td>$1.40</td>
<td>21%</td>
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<td>CTIB</td>
<td>$1.75</td>
<td>$0.00</td>
<td>($1.75)</td>
<td>-100%</td>
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<tr>
<td>Local/Other</td>
<td>$0.16</td>
<td>$0.15</td>
<td>($0.01)</td>
<td>-4%</td>
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<tr>
<td>Fares</td>
<td>$9.12</td>
<td>$9.69</td>
<td>$0.57</td>
<td>6%</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$103.1</strong></td>
<td><strong>$114.3</strong></td>
<td><strong>$11.2</strong></td>
<td><strong>10.9%</strong></td>
</tr>
<tr>
<td>Metro Mobility</td>
<td>$70.83</td>
<td>$78.21</td>
<td>$7.37</td>
<td>10%</td>
</tr>
<tr>
<td>Regular Route</td>
<td>$20.93</td>
<td>$20.99</td>
<td>$0.06</td>
<td>0%</td>
</tr>
<tr>
<td>Transit Link</td>
<td>$7.47</td>
<td>$7.79</td>
<td>$0.32</td>
<td>4%</td>
</tr>
<tr>
<td>Planning</td>
<td>$7.98</td>
<td>$9.35</td>
<td>$1.37</td>
<td>17%</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>$107.2</strong></td>
<td><strong>$116.3</strong></td>
<td><strong>$9.1</strong></td>
<td><strong>8.5%</strong></td>
</tr>
<tr>
<td>Net Income/ (Loss)</td>
<td>($4.1)</td>
<td>($2.0)</td>
<td>$2.1</td>
<td></td>
</tr>
</tbody>
</table>
# Historic FTEs

<table>
<thead>
<tr>
<th>Year</th>
<th>FTE</th>
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</thead>
<tbody>
<tr>
<td>2011 Budget</td>
<td>39</td>
</tr>
<tr>
<td>2012 Budget</td>
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</tr>
<tr>
<td>2013 Budget</td>
<td>40</td>
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<td>2014 Budget</td>
<td>44</td>
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<td>2015 Budget</td>
<td>43</td>
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<td>2016 Budget</td>
<td>50</td>
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<td>2017 Budget</td>
<td>50</td>
</tr>
<tr>
<td>2018 Proposed</td>
<td>50</td>
</tr>
</tbody>
</table>
Transportation 2017 Amended Capital Program - $1.72B
without new starts rail projects

Authorized Projects - $0.74B

- Fleet
  - $258
  - 35%
- Facilities
  - $170
  - 23%
- Transitways
  - $216
  - 29%
- Other
  - $100
  - 13%

Planned Projects - $0.98B

- Fleet
  - $473
  - 50%
- Facilities
  - $210
  - 22%
- Transitways
  - $178
  - 19%
- Other
  - $86
  - 9%

Projects By Category – $1.72B

- Preservation
  - $929
  - 54%
- Expansion
  - $398
  - 23%
- Transitways
  - $394
  - 23%
Transportation 2017 Amended Capital Program - $5.23B

Authorized Projects - $1.42B
- Transitways: $896, 63%
- Fleet: $258, 18%
- Facilities: $171, 12%
- Other: $100, 7%

Planned Projects - $3.80B
- Transitways: $3,004, 79%
- Fleet: $473, 12%
- Facilities: $210, 6%
- Other: $116, 3%

Projects By Category – $5.23B
- Transitways: $3,900, 74%
- Preservation: $929, 18%
- Expansion: $398, 8%
- Other: $116, 3%
Financing the Transportation CIP: Sources of Funds Authorized and Planned Projects

- **Federal**: $2,593 (50%)
- **State**: $361 (7%)
- **Counties**: $1,721 (33%)
- **Regional Bonds**: $553 (10%)

$ in Millions
Budget/Levy Adoption Schedule

August 23  Adopt Preliminary Operating Budgets and Tax Levies
September  Present Preliminary Capital Program (TC)
October 25  Adopt Public Comment Versions of Operating Budget, Levies and Capital Program
December 13 Public Comments

Adopt Final Operating Budget, Levies and Capital Program
Metropolitan Council Transportation Division
2018 Operating Budget

Transportation Committee
July 24, 2017