

# Transit Investment Plan

2050 TPP Technical Working Group

Cole Hiniker & Bradley Bobbitt

January 2024

[metro council.org](http://metro council.org)



# Chapter Updates Overview

## Major changes since 2040 TPP

- Travel behavior
- Funding Sources
- New transitways

## New approaches to transit investment chapter

- Focuses on investment categories (fleet, transitways, customer facilities, etc...)
- Presents only a fiscally-constrained investment plan
  - Regionally-significant projects identified
- Identifies opportunities for regional investment beyond plan
- Acknowledges uncertainties
  - Travel behavior
  - Funding



# Transit Chapter Content Outline

## Chapter Outline

### Introduction

- Importance of transit
- Connection to 2050 regional goals and objectives
- Met Council & TPP Roles in Regional Transit Planning

### Existing Transit System

- Service Providers
- Types of Transit Service
- Transitways
- Transit Advantages
- Transit Infrastructure and Assets
- Transit System Trends and Uncertainties

### Transit System Operating Policies and Procedures

### Transit Investment Plan

- Transit Investment Guidelines and Standards
- Regular-route bus service
- Transitways
- Non-Fixed Route Bus Service
- Fleet
- Support Facilities
- Customer Facilities
- Transit Advantages

### Financial Summary

- Revenues
- Expenditures
- Omnibus Transportation Bill & Regional Sales Tax
- Additional Funding Opportunities

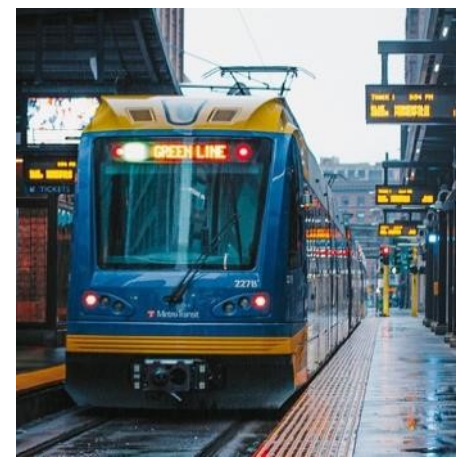
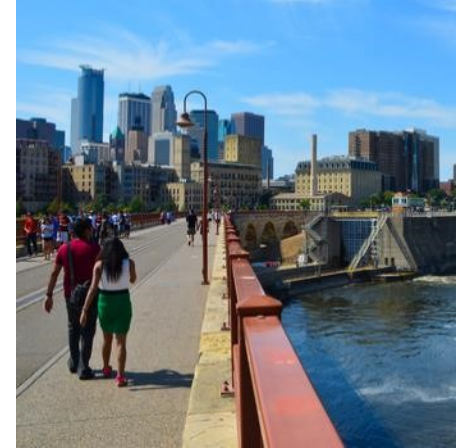
# Introduction

## Connection to Regional Goals & Objectives

- Connection to regional goals and objectives
- Met Council and TPP roles in regional transit planning
- Connection to passenger travel beyond the region

## Existing Transit System

- Transit service providers and service areas
- Types of transit service
- Transitways
- Transit advantages
- Transit infrastructure and assets



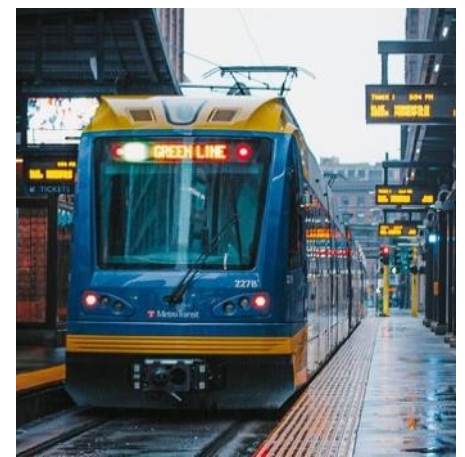
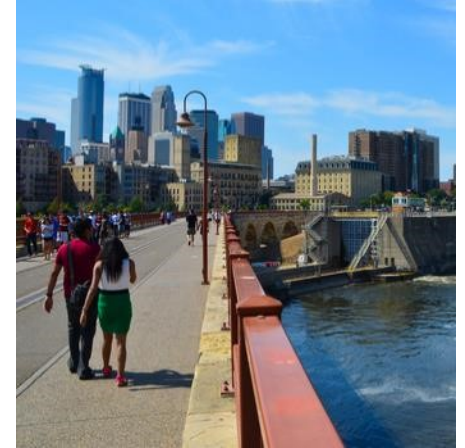
# Introduction (2)

## Transit system trends and uncertainties

- Ridership changes since 2020
- Development around high-frequency transit
- Ridership on zero-emission transit vehicles
- Microtransit
- Transit workforce

## Transit system operation policies and procedures

- Regional policies (fare structure, fleet management, etc...)
- Federally required
  - Title VI Policy
  - Performance Targets
- 2023 Omnibus Transportation Bill Sales Tax
  - Discusses funding changes
  - Met Council will work with transit providers to determine uses for funds
  - Met Council will consider adopting policy for the new funding source



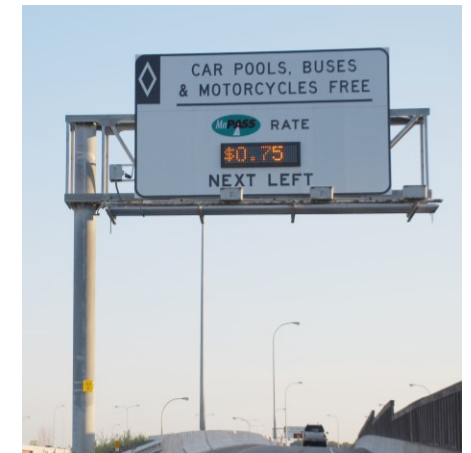
# Transit Investment Plan

## Transit Investment Guidelines and Standards

- Public engagement
- Transit Market Areas
- Transit Design Guidelines and Performance Standards
- Service Provider Planning

## Investment Categories Structure

- Introduction/Scope of Category
- What guides decision-making for the category
- Investments included in the plan (current revenue)
- Investment opportunities beyond the plan



# Transit Investment Plan (2)



## Regular-Route Bus Service

### Scope

- Local bus (core local, suburban local, etc...)
- Commuter and express bus

### Decision-making

- Individual service provider planning
- Inter-agency collaboration
- Public engagement
- Regional guidelines and performance standards

### Investments included in TPP

- Continued operation and adjustments at current service levels
- Return to pre-covid service levels by 2025
- Regular-route expansion

### Investments opportunities beyond the plan

- Additional regular-route expansion

# Transit Investment Plan (3)



## Transitways

### Scope

- Transitway Modes (BRT, LRT, Streetcars, Commuter Rail)
- Transitway Design Guidelines

### Decision-making

- System Planning
- Corridor Planning
- Transitway Advancement Policy
- Project Development and Implementation
- Capital Preservation and Maintenance



# Transit Investment Plan (4)



## Transitways Continued

### Expansion Investments included in TPP

- METRO Green Line LRT Extension
- METRO Blue Line LRT Extension
- METRO Gold Line Dedicated BRT
- METRO Purple Line Dedicated BRT
- METRO B Line Arterial BRT
- METRO E Line Arterial BRT
- METRO F Line Arterial BRT
- METRO G Line Arterial BRT
- METRO H Line Arterial BRT
- Riverview Corridor Modern Streetcar

### Investments opportunities beyond the plan

- Arterial BRT
  - 63rd / Zane
  - Grand Ave
  - Johnson Ave / Lyndale Ave
  - Lowry Ave
  - Nicollet Ave
  - Randolph St / East 7th St
  - West Broadway Ave / Cedar Ave
- Under Study/Follow-up Work
  - Highway 169 BRT
  - Highway 55 BRT
  - METRO Orange Line Extension
  - METRO Red Line Future Stages
  - Midtown Rail
  - Red Rock Highway BRT
  - West Broadway Modern Streetcar
  - I-35W North
  - Highway 36
  - Rethinking I-94
  - County Road 42
  - American Boulevard

# Transit Investment Plan (5)



## Non-Fixed Route Transit

### Scope

- Special transportation services (Metro Mobility)
- General public dial-a-ride (Transit Link)
- Metro Vanpool
- On-demand, app-based services like microtransit

### Decision-making

- Mode-specific requirements
- Demand
- Workforce and fleet

### Investments included in TPP

- Metro Mobility service expansion
- Microtransit pilot projects
- Transit Link and other dial-a-ride programs
- Metro Vanpool service expansion

### Investments opportunities beyond the plan

- Service expansion
- Zero-emission fleet investments

# Transit Investment Plan (6)



## Other investment categories

- Transit fleet
- Transit support facilities
- Customer facilities
- Transit advantages
- Fare equipment and supporting systems
- Safety and security

### Highlights of Investments included in TPP

- Fleet replacement & overhauls (Light Rail, Buses, Etc...)
- Support facilities modernization & expansion
- Mobility hubs
- Transit advantages expansion
- TRIP Staffing

### Highlights of Investments opportunities beyond the plan

- Low/no emissions fleet investments

# Financial Summary



## Projected Transit Revenues & Expenditures

- Roughly one third of regional transportation revenues and expenditures (\$55.2 billion out of \$171.5 billion)
- Operations 73% of all transit spending (bus system, current transitways and planned transitways)
- Major expenditures
  - Light rail vehicle replacement - \$1.1 billion
  - Light rail vehicle overhauls - \$600 million
  - Transitway extensions and new lines

## Regional Transportation Sales and Use Tax

- 31% of total revenues through 2050
- Most funds used to address structural operating deficit and planned projects or expenses (transitways, fleet replacement)
- \$1.5 billion through 2050 remain to be identified for new opportunities
- Other major implications
  - State general fund supporting Metro Mobility starting 2026
  - Counties' transitway operating cost share shifted to Met Council
  - Required spending on specified purposes

# Transit Chapter Review

## Things to keep in mind

- Chapter tries to strike balance on covering regional transit investment direction and policies without delving into transit provider work
- Conceptual or material comments preferred over grammar/word choice
- Maps and graphics still in development
- Some data points still pending
- Data included may be updated once full 2023 data is available
- Suggestions for how to make content clearer with text, photos, graphics, etc... appreciated
- Coordination across chapters is ongoing
- Additional data from regional transit providers

Thank you!

**Cole Hiniker, Metropolitan Council**

Senior Manager, Multimodal Planning

[Cole.Hiniker@metc.state.mn.us](mailto:Cole.Hiniker@metc.state.mn.us)

**Bradley Bobbitt, Metropolitan Council**

Senior Planner, Multimodal Planning

[Bradley.Bobbitt@metc.state.mn.us](mailto:Bradley.Bobbitt@metc.state.mn.us)

