



MEMORANDUM

To: The Met Council & Regional Policymakers

From: Thomas Wittmann, Nelson\Nygaard

Date: June 2, 2020

Subject: The Met Council Bus Service Allocation Study – Proposed Scenarios and Evaluation Criteria

INTRODUCTION

The Met Council is conducting a Service Allocation Study. The goals of the study include:

- Facilitate regional discussion with policy makers on transit priorities,
- Understand region-wide need for better mobility options,
- Develop and evaluate a series of expansion scenarios that reflect regional goals, and
- Document regional values to inform future service investment.

The purpose of this memo is to define potential scenarios and the associated evaluation criteria that show the potential impacts of a scenario. The scenarios and evaluation criteria were informed by feedback from area transit providers, regional policy makers, key stakeholders, and national experience.

Proposed Scenarios

The two proposed scenarios are intended to be quite different than each other, but they are not mutually exclusive. Some conceptual improvements may be included in both because they serve the intent of both scenarios.

Invest additional resources in improving transit that serves all trip types

The goal of this scenario is to expand the range of communities where it is possible to live without a car. The focus will be on increasing the amount of service that is convenient and can be depended on for all trip types—high-frequency, all-day, all-week service. This scenario prioritizes expanding service to areas of highest transit use potential and maximizing ridership. Service distribution will use an equity lens to distribute expanded services to communities of color and low-income populations.

Invest additional resources in increasing regional access to transit

The goal of this scenario is to strengthen connections to suburban jobs and opportunities throughout the fixed-route transit service area. The scenario prioritizes suburb-to-suburb transit access, reverse commute services, and job access for suburban residents. Expanding service to areas of highest transit use potential will be a secondary priority. Service distribution will use an equity lens to distribute expanded services to communities of color and low-income populations.

Evaluation Criteria

The following criteria will be calculated for the two scenarios to measure how well each network addresses potential needs in the region. Each measure will be calculated across the four levels of service: high frequency transit, local transit, basic transit, and commuter & express transit.

Population and Employment

Population Served: Measures the percentage of the region's residents that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Jobs Served: Measures the percentage of regional jobs within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Access to Jobs

Access to Jobs within 45-minutes: Measures how many jobs the average resident has access to within a 45-minute trip.

Socio-Economic Characteristics

These characteristics are measured to ensure that people of color and low-income individuals, as well as individuals with limited transportation alternatives (individuals without auto access and older individuals) are provided with full and equal access to opportunities using transit.

Low-Income Population: Measures the percentage of the region's population with an individual or family income less than 185% of the federal poverty limit that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Areas of Concentrated Poverty: Measures the percentage of the region's low-income individuals living in census tracts where more than 40% of residents have an individual or family income less than 185% of the federal poverty limit that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Populations of Color and Indigenous People: Measures the percentage of the region's non-white and Hispanic residents that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Low-Auto Access Population: Measures the percentage of the region's individuals aged 16 or older without access to an automobile that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Older Population: Measures the percentage of the region's individuals aged 65 or older that live within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Low-Wage Jobs Served: Measures the percentage of the region's jobs earning less than \$40,000 per year located within a 10-minute walk of the high frequency, local, basic, and commuter & express transit networks.

Market Potential

Ridership: This measure looks at the propensity to ride transit for each scenario. The measure uses a transit market index to determine where people are more likely to use transit services.