

Metropolitan Council's role in Regional Transportation

1/24/2019

House Transportation Finance & Policy Committee



Metropolitan Council Chair Nora Slawik

Metropolitan Council Overview


What we do

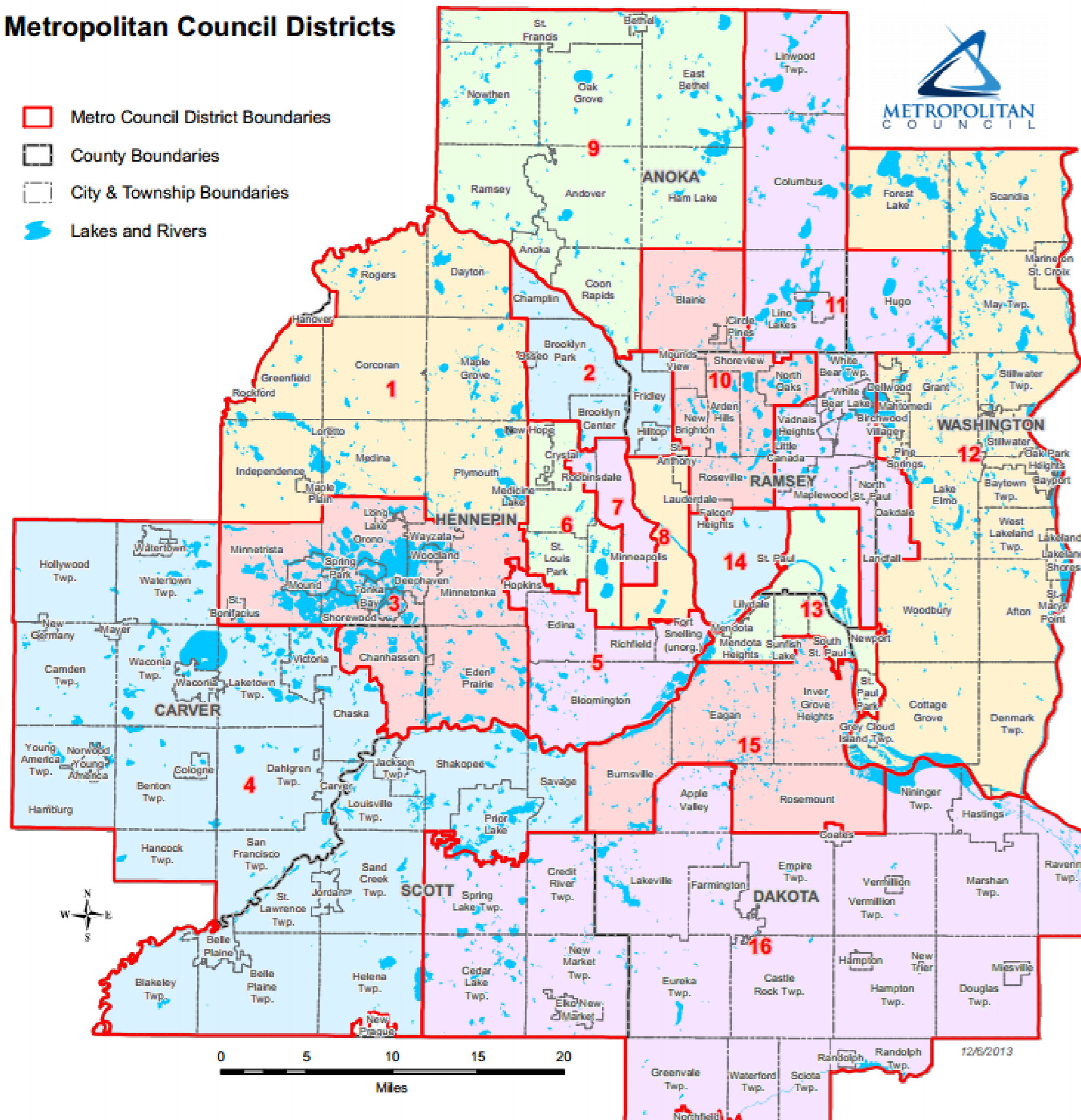
- Policy-making, planning & coordination
 - 17 members appointed by and serve at the pleasure of the Governor
- Strategic investments & services support regional economic vitality
 - Create a financially sustainable 21st century transportation system
 - Promote housing opportunities for all
 - Invest in infrastructure that supports economic development



Metropolitan Council Districts and Members

Metropolitan Council Districts

-  Metro Council District Boundaries
-  County Boundaries
-  City & Township Boundaries
-  Lakes and Rivers



Public meetings – 6 p.m.

- Jan. 29 [1,2,9,10] Blaine City Hall
- Jan. 30 [11,12,13,14] Oakdale City Hall
- Feb. 12 [3, 4, 15, 16] Savage City Hall
- Feb. 13 [5, 6, 7, 8] Minneapolis

**Statutory deadline for appointment
March 4, 2019.**

Long-range planning for a strong region

- Stewardship
- Prosperity
- Equity
- Livability
- Sustainability





By 2040

- 700,000 more people
- 500,000 new jobs
- Nearly double population 65+
- 40% people of color
(current 27%)

Metropolitan Council & Transportation

Planning

- Serves as the region's federally required Metropolitan Planning Organization (MPO)
- Performs long-range transportation system planning for all modes
- Shorter term federal transportation funds programming

Transit Operations

- Provide, contract for, and coordinate metropolitan transit operations
- Provide financial assistance to local transit providers

Director of Metropolitan Transportation Services Nick Thompson

Transportation Planning

Regional Transit Value

- Provides access to sustainable, efficient & effective mobility
- Reduces gas consumption, lowers emissions and improves air quality
- Connects people to opportunity – jobs, school, services, amenities
- Spurs economic growth and prosperity through local development, job creation
- Eases increasing roadway congestion
- Adds capacity during congested times

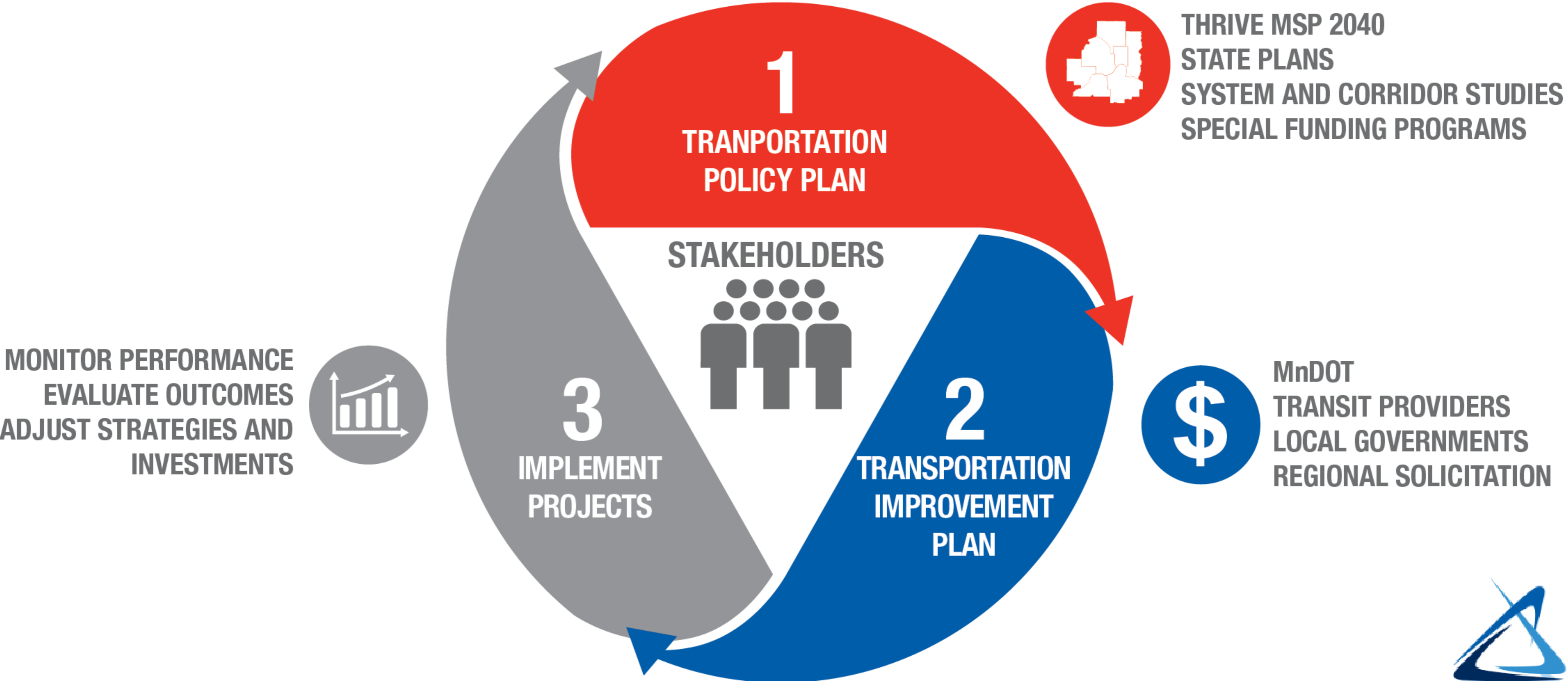


Transportation Planning

- Highway Planning
- Transit Planning
- Airport Planning
- Freight Planning
- Travel Forecasting
- Corridor Studies



Metropolitan Planning Organization



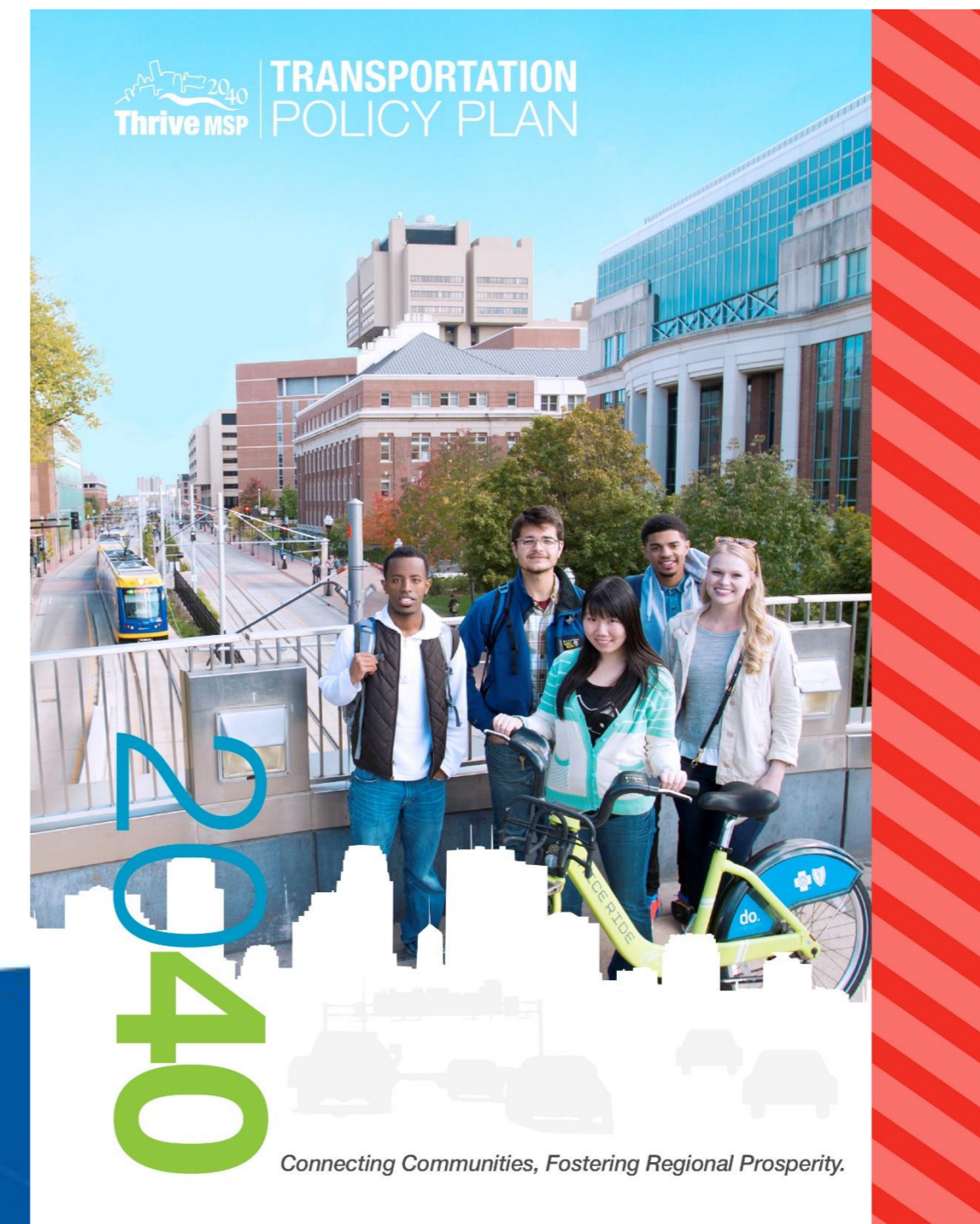
Transportation Advisory Board

- 34 members (M.S. 473.196):
 - Elected officials from cities and counties
 - Staff from state agencies
 - Citizens
- Fulfills requirements that local elected officials participate in selecting federally-funded projects
- TAB recommends projects, Council concurs/denies

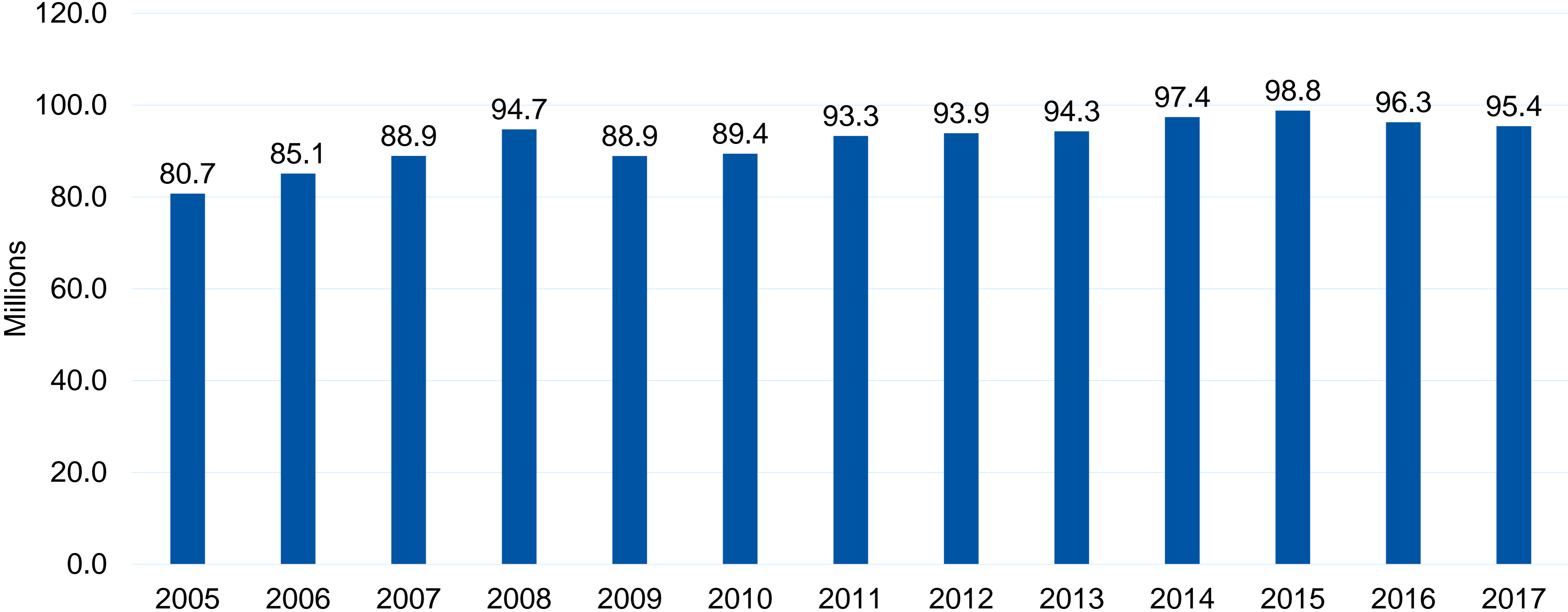


2040 Transportation Policy Plan

- Updated in 2018
- Council now updates the Transportation Policy Plan (TPP) every five years
- Council originally adopted in January 2015
- TPP addresses a variety of modes
 - Highways
 - Transit
 - Non-motorized (Bicycling / Pedestrian)
 - Freight
 - Aviation



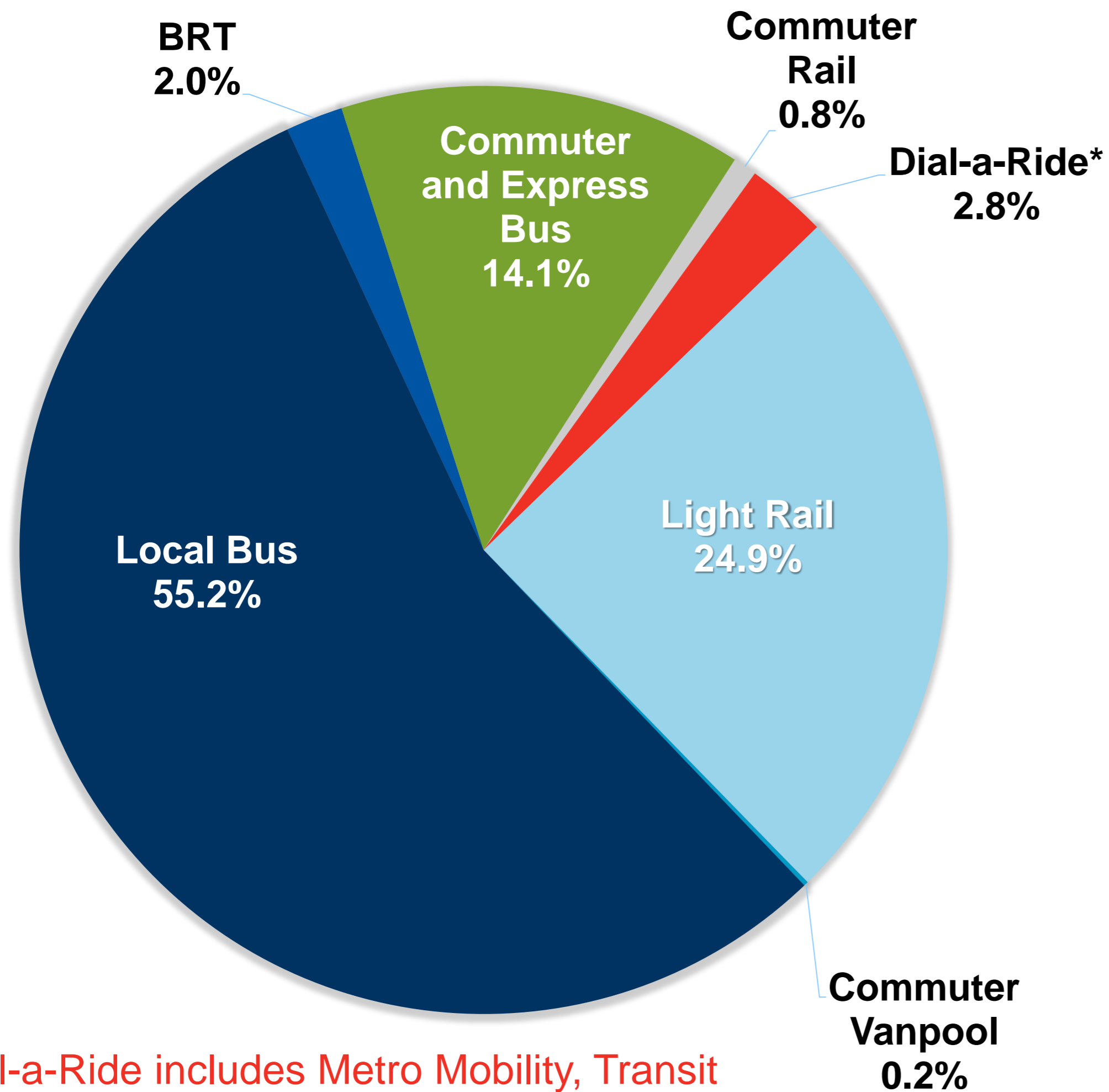
Regional Transit Ridership – 2005 to 2017



Recent Ridership Trends

- 2015 to 2017 decline follows national trend
- Decline in bus ridership, with increasing rail and bus rapid transit ridership
- Local factors impact ridership
 - 2017 fare increase
 - Construction detours and delays – Nicollet Mall specifically
 - Increased auto ownership and consistently low gas prices
 - Increased transportation competition, especially ride-sharing services
 - Shifting travel demand in major markets, including lower college enrollment and more housing development at the University of Minnesota

2017 Regional Transit Ridership



316,000
weekday rides
per day

95.5 million rides per year

Bus system accounts for **71%**
of regional ridership

* Dial-a-Ride includes Metro Mobility, Transit Link, and other dial-a-ride programs

Regional Fare Policy

- In October 2017, first fare increase in nearly 10 years
- Result of robust public engagement
- Increases of:
 - regular route bus and rail fares by 25 cents
 - Metro Mobility fares by 50 cents
- Result in estimated \$6.8 million revenue/annually

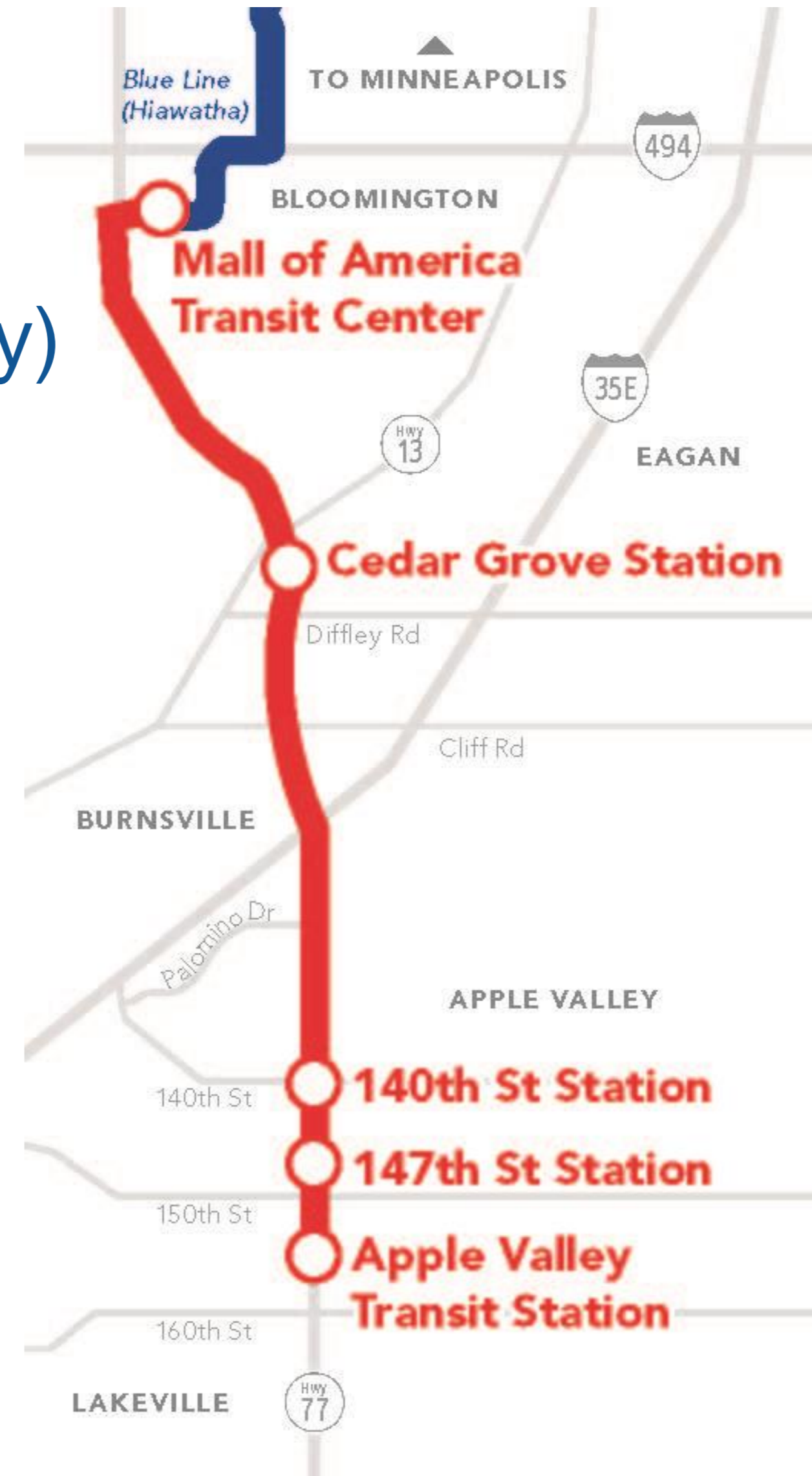
Regional Transit Services

Metropolitan Council Delivered Services	Contracted Services	Suburban Transit Provider Services
<p>Bus regular route</p> <p>METRO Blue Line and Green Line light rail</p> <p>METRO Red Line bus rapid transit</p> <p>A Line arterial bus rapid transit</p> <p>Northstar commuter rail</p> <p>Regional support and rideshare services</p>	<p>Metro Mobility</p> <p>Contracted bus regular route</p> <p>Transit Link dial-a-ride</p> <p>Metro Vanpool</p>	<p>Bus regular route</p> <p>Dial-a-ride</p>

Contracted Services

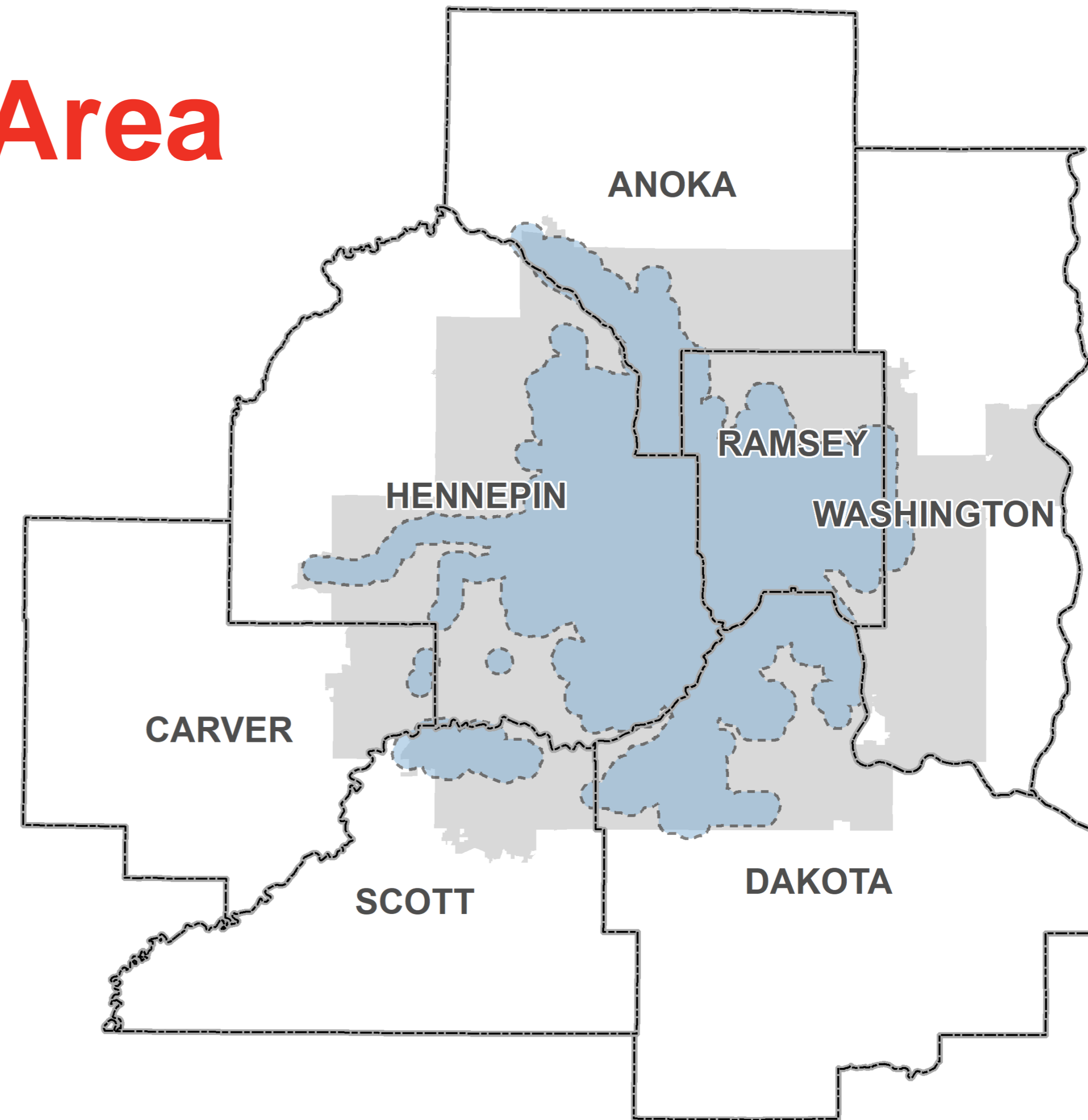
METRO Red Line Bus Rapid Transit

- Service began in June 2013
- 2017 Ridership: 270,400
- Total construction cost: \$112M (\$57M roadway)
- Annual operating cost: \$3.5M (2017 budget)
- Council contracts operations to MVTA



Metro Mobility Service Area

- The Americans with Disabilities Act (ADA) service area (blue)
 - FTA ADA mandated complimentary Paratransit service
 - Service provided within $\frac{3}{4}$ mile and similar hours of regular bus or rail service
 - Guaranteed civil right
 - Zero trip denials
- Non-ADA service area (grey)
 - Typically 1/3 of service provided
 - Trip denials allowed depending on system operating capacity



A photograph showing a Metro Mobility driver, a Black man with a mustache wearing a brown shirt and a bright green safety vest, smiling as he assists an elderly woman in a wheelchair. The woman is wearing a blue and white striped shirt and has her glasses hanging from her neck. They are inside a bus, with the driver's seat and steering wheel visible. The background shows the interior of the bus and a window looking out onto a brick building.

Metro Mobility

- Steady ridership growth
- 2.3 million rides in 2017
- \$64.8 million operating budget
- 40,000 certified riders
- 95% on-time performance

Metro Mobility



Rising Cost



Rising Demand

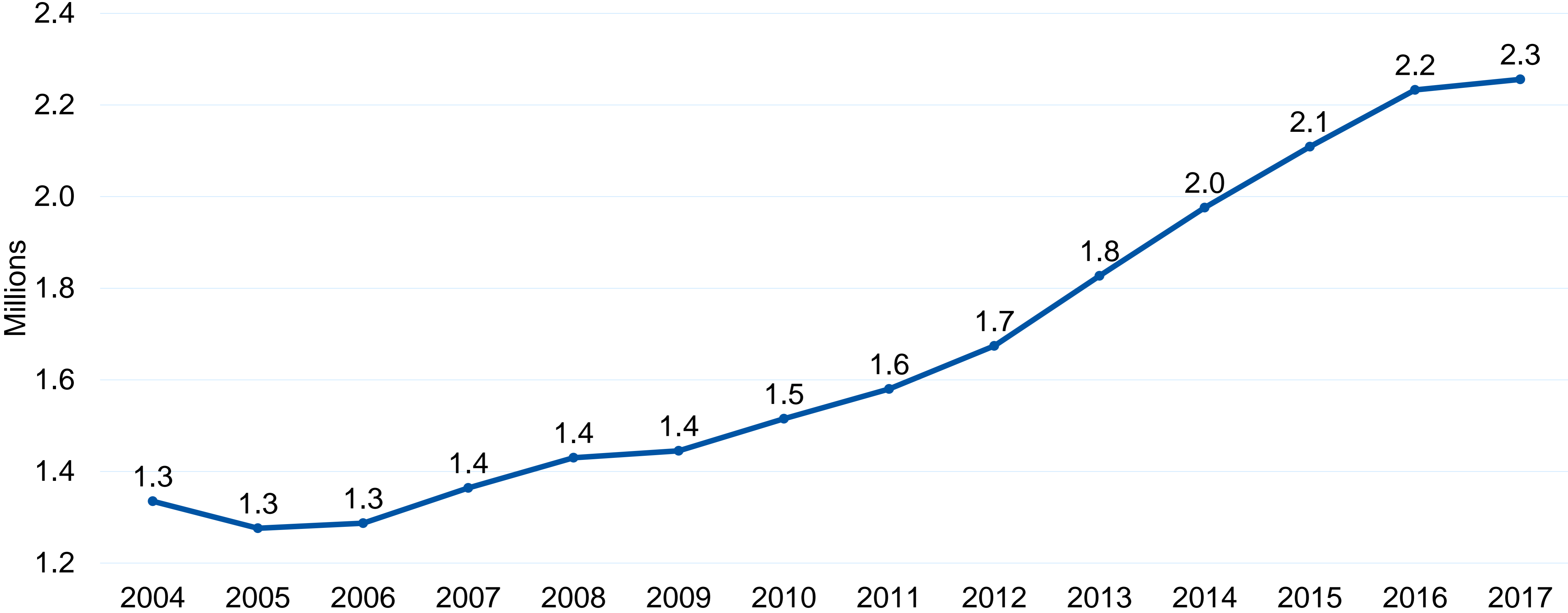


Increasing Trip Length



Federal Requirements

Metro Mobility Ridership



Met Mobility Ridership, Operating Costs



Peer Program Comparison

Subsidy Per Passenger Trip



Transit Link

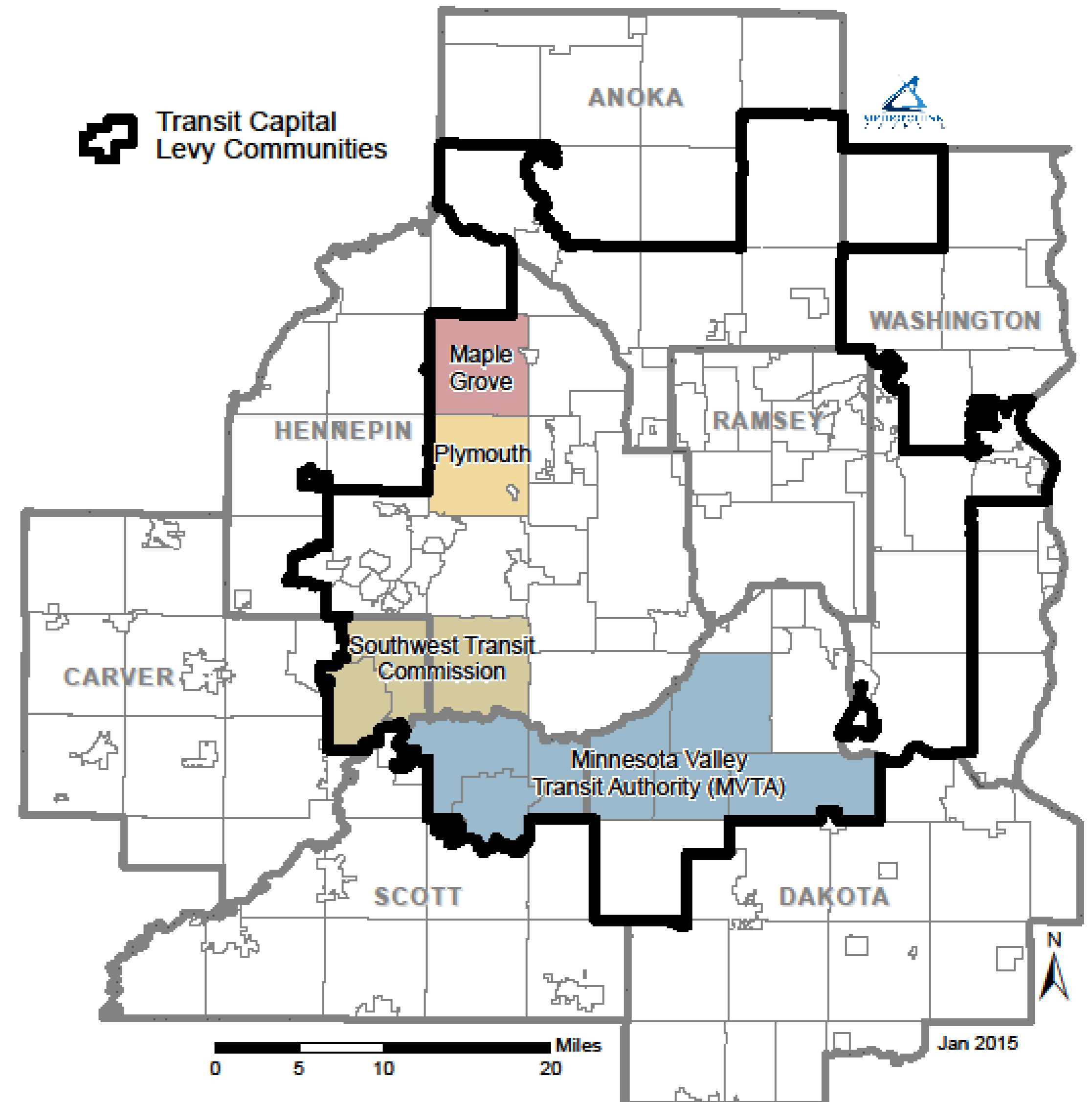
- Shared-ride public transport where regular route transit is infrequent or unavailable
- Areas served
 - Anoka/Ramsey
 - Carver/Scott
 - Dakota
 - Hennepin
 - Ramsey/Washington
- 2017 ridership 286,000



Suburban Transit Providers

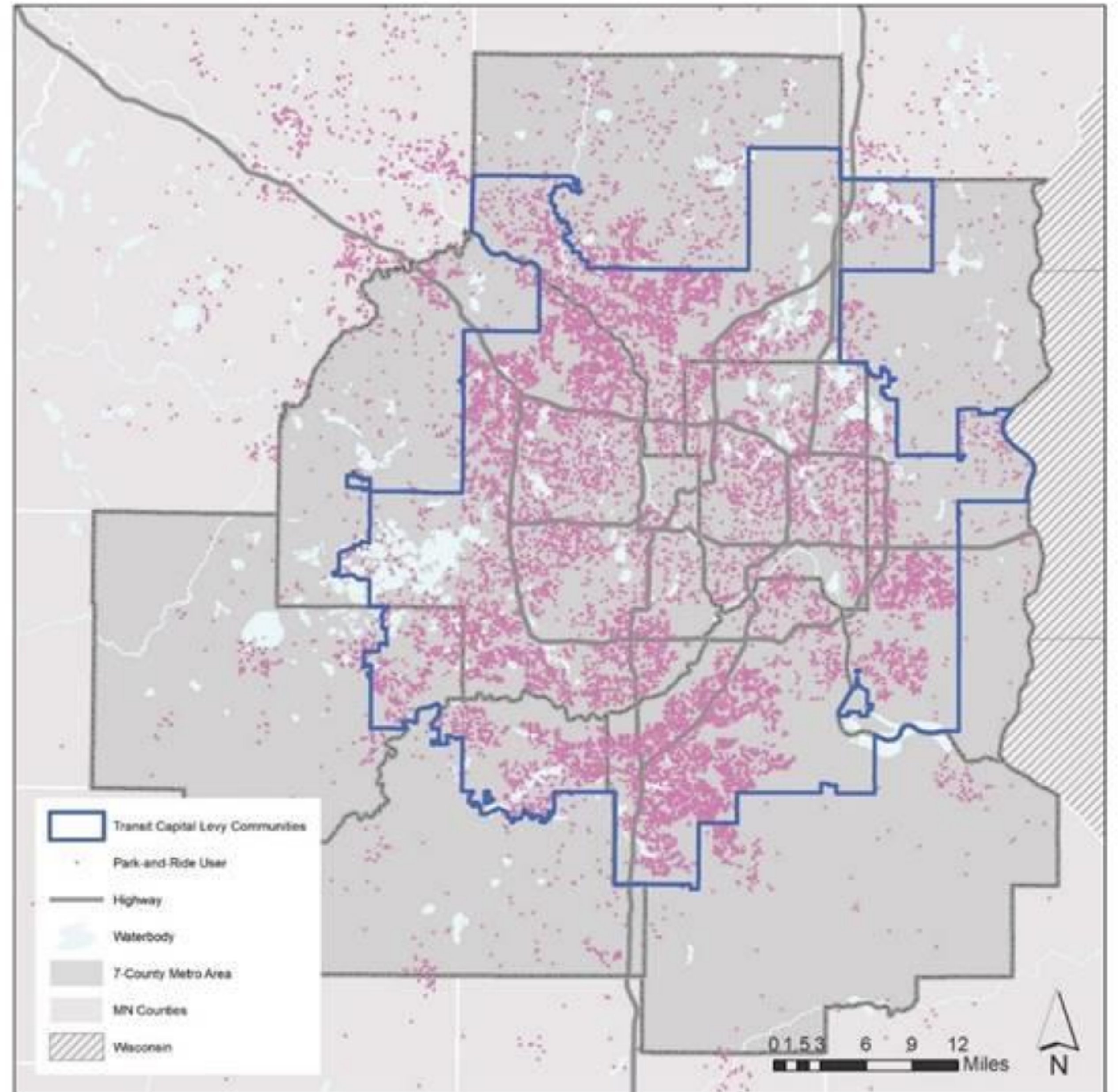
- Southwest Transit Commission
- Minnesota Valley Transit Authority (MVTA)
- Plymouth Metrolink
- Maple Grove Transit system

Suburban Transit Providers



Regional Park & Ride System

- Nearly 34,000 parking spaces
- 104 active facilities
- 19,610 users
- Planned expansions
 - 550-space lot at I-94 and Manning Avenue in Lake Elmo
 - 330-space expansion of Apple Valley Transit Station
- About 21% of Park & Ride users **live outside** the transit taxing district



Metro Transit General Manager Wes Kooistra

Metro Transit

Metro Transit

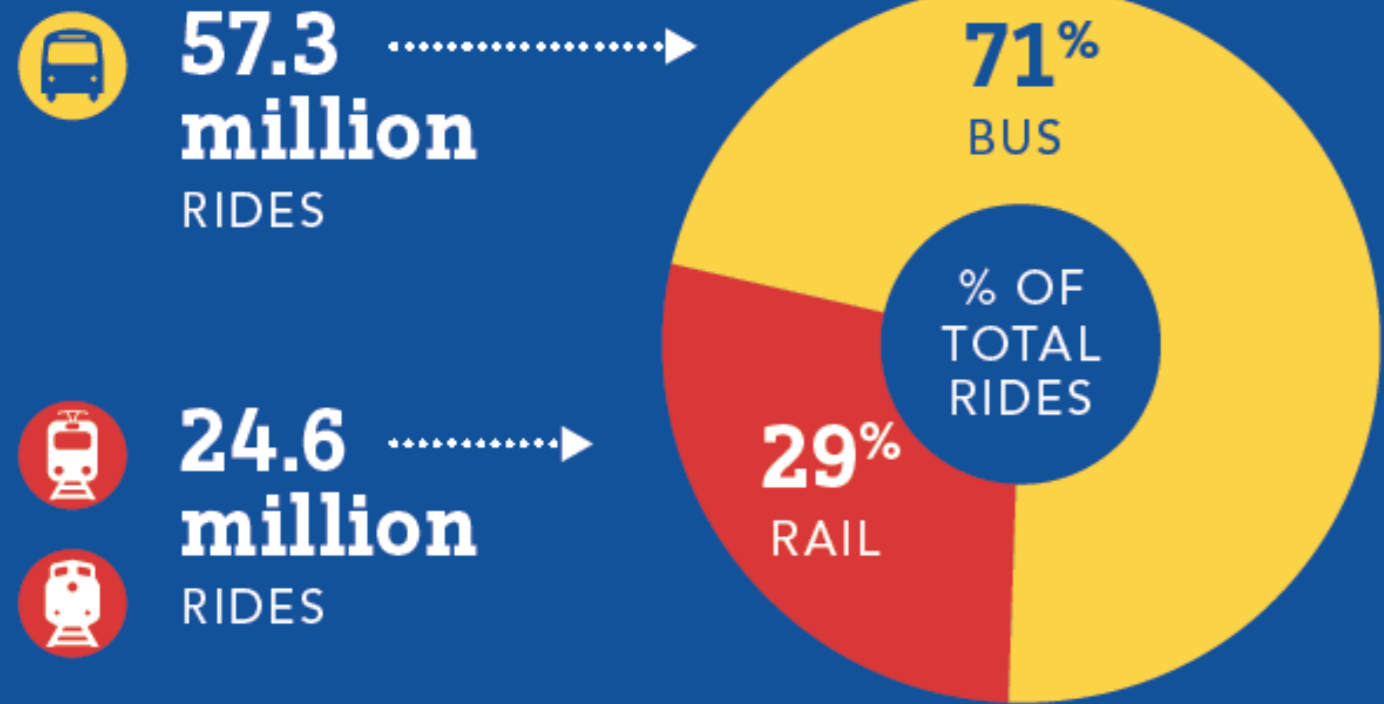
- 2017 = 81.9 million rides
- About 88% of region's regular route transit ridership
- 3,200 employees
 - 1,500 bus operators
 - 120 rail operators
 - 600 mechanics, fleet support staff
- \$450.6 million operating budget
- \$355.3 million capital budget



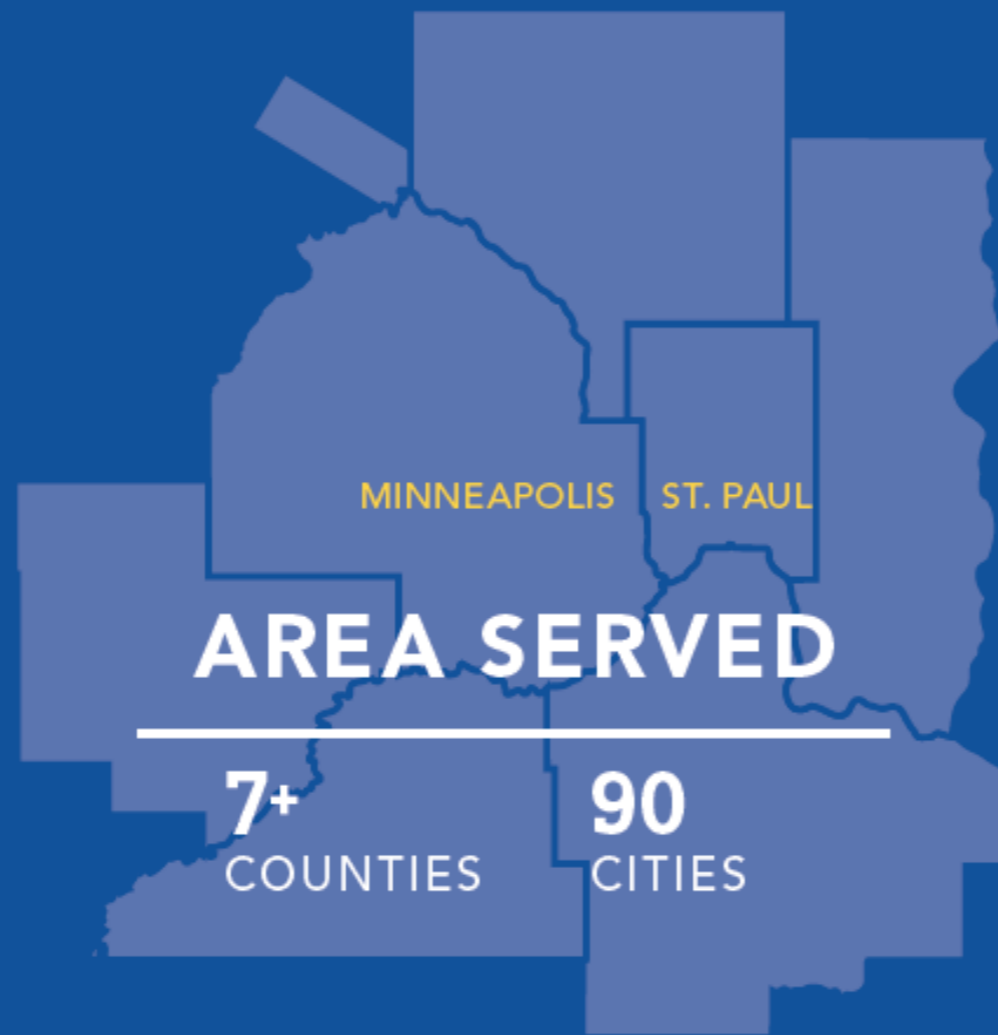
Metro Transit Services

81.9 million RIDES

264,347 AVERAGE WEEKDAY RIDERSHIP

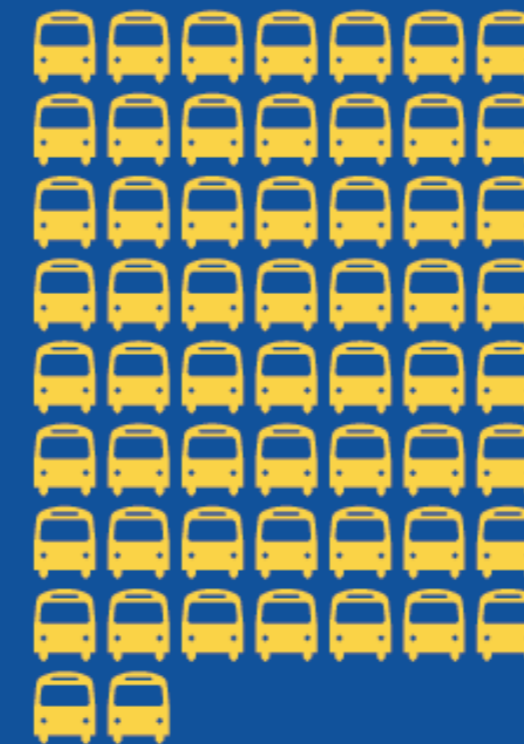


907 SQ. MILES

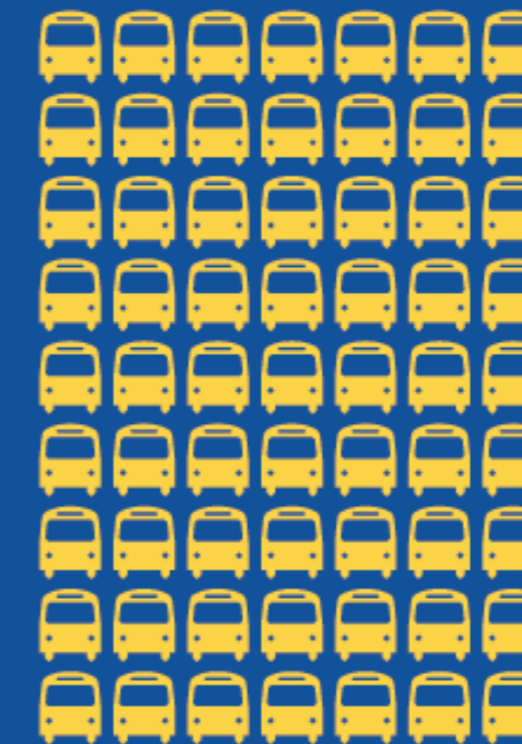


130 ROUTES

55
URBAN LOCAL



63*
EXPRESS



9
SUBURBAN LOCAL



2
LIGHT RAIL

1
COMMUTER RAIL



* Includes Maple Grove Transit routes operated by Metro Transit

Who's Riding?



Half of customers are Millennials (18-34)



73% of bus customers are traveling to work or school



Half of bus riders don't have a driver's license



2/3 of local bus riders don't have access to a vehicle



FARE INCENTIVE PROGRAMS FOR SCHOOLS & EMPLOYERS

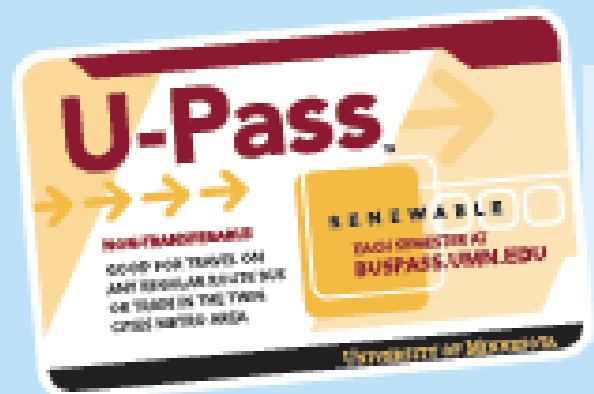


METROPASS

12.8 million
RIDES

37,254
PASSES IN USE

363 PARTICIPATING
EMPLOYERS



U-PASS

3.6 million
RIDES

15,842
PASSES IN USE

ONLY OFFERED AT
UNIVERSITY OF
MINNESOTA



COLLEGE PASS

1.7 million
RIDES

5,033
PASSES IN USE

33 PARTICIPATING
COLLEGES



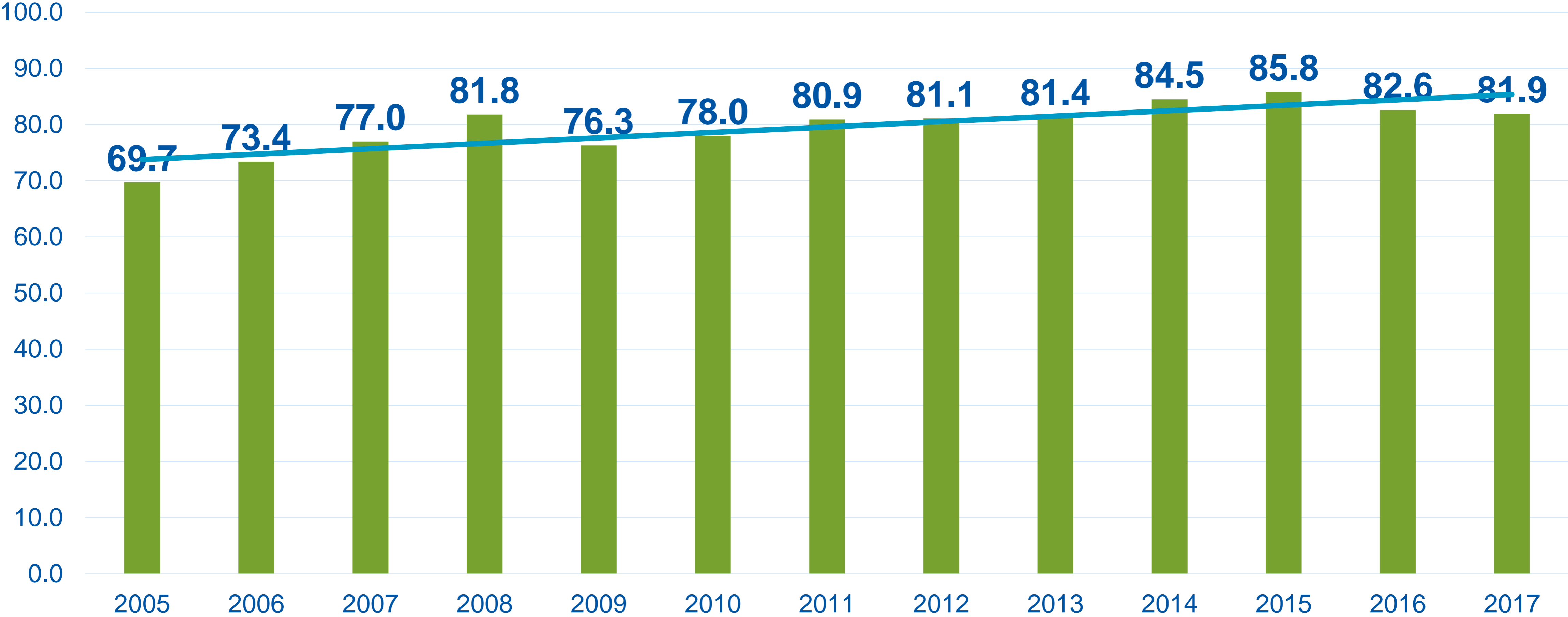
STUDENT PASS

4.3 million
RIDES

10,848
PASSES IN USE

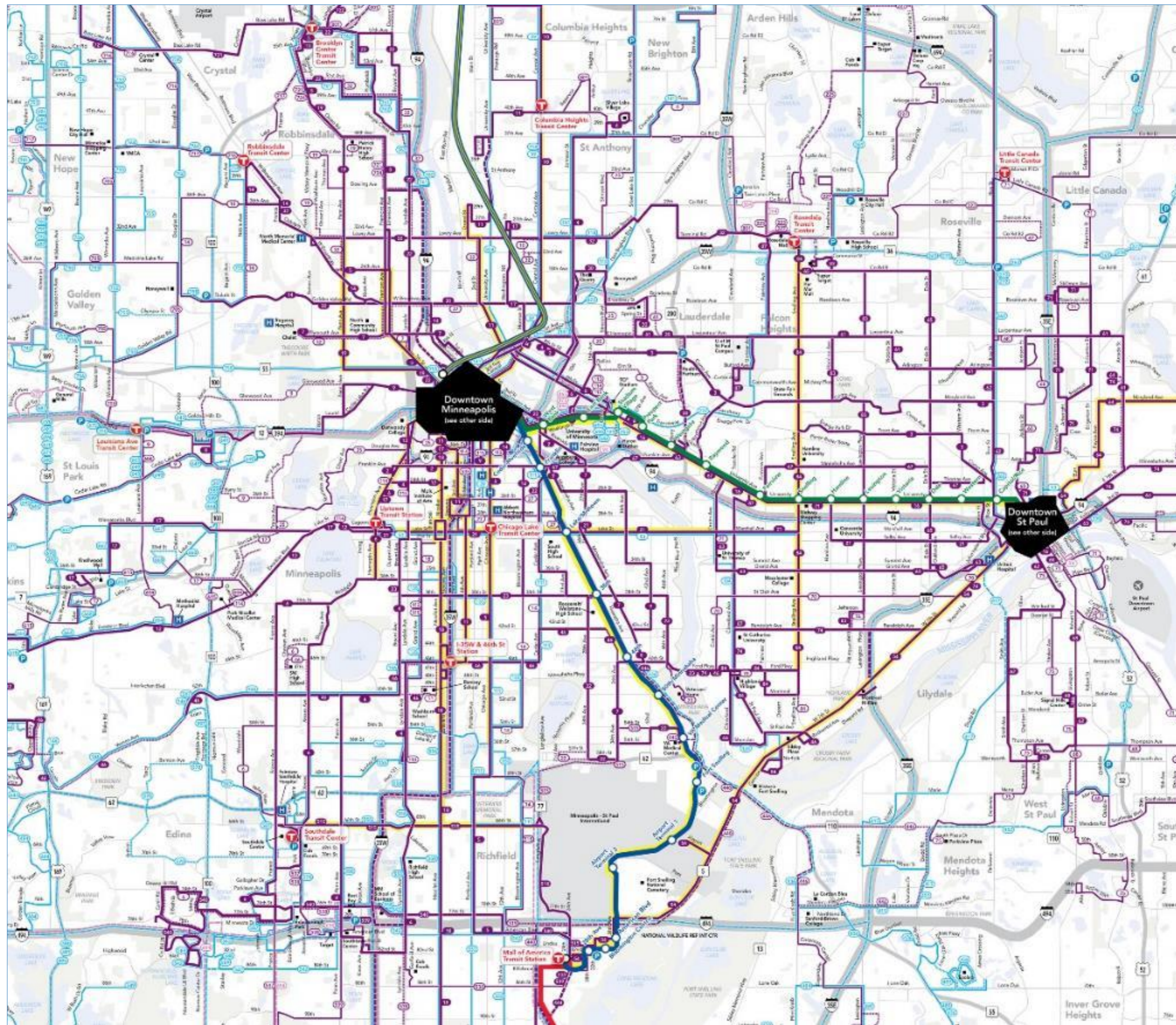
52 PARTICIPATING
HIGH SCHOOLS

Metro Transit Historical Ridership

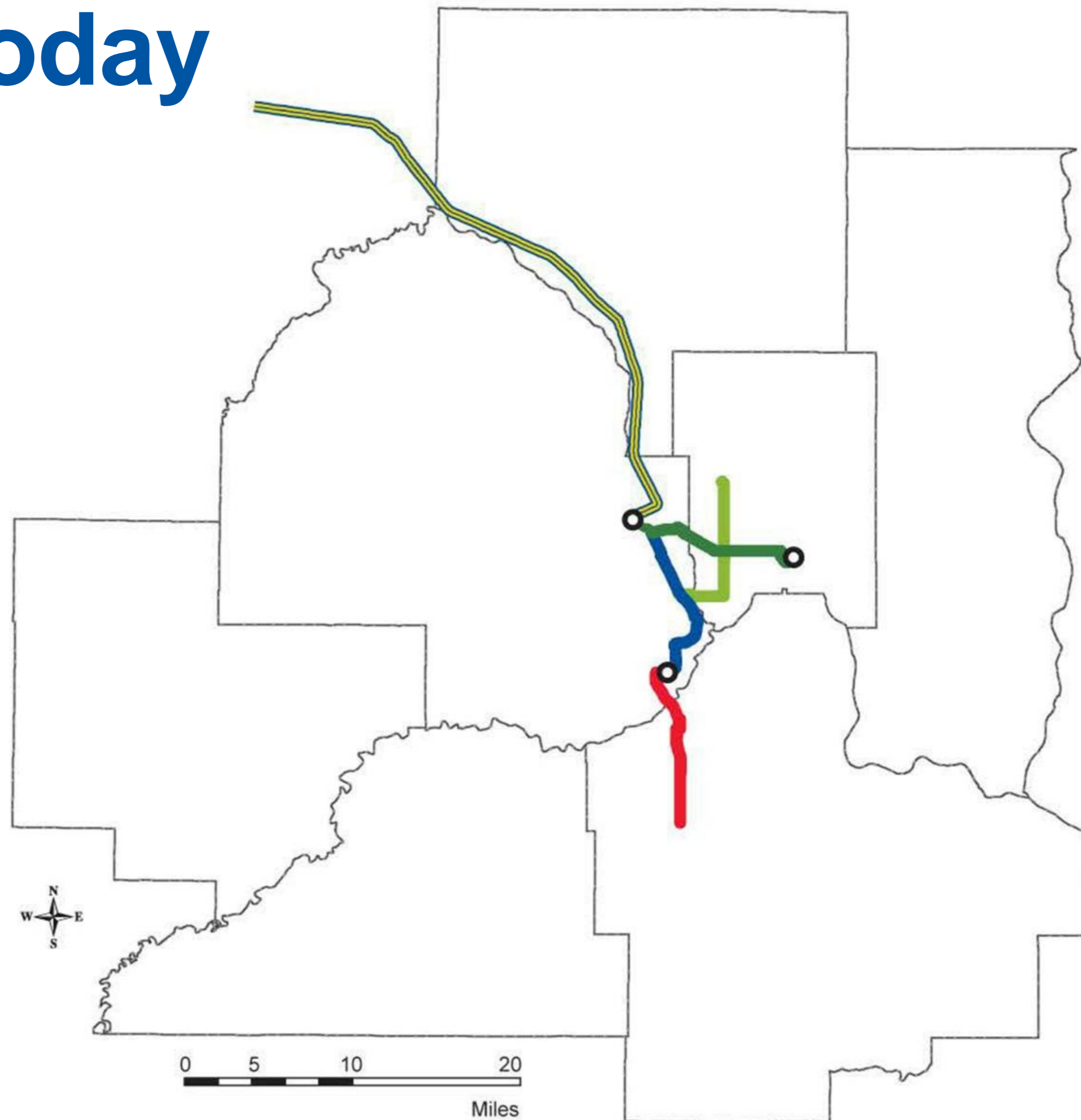


Transit Assistance Program (TAP)

- Ride any bus or train for \$1 using a special Go-To Card
- Serving ~ 7,500 people
- TAP customers take on average 30 rides a month
- More than 1.5 million rides since program began in Oct. 2017
- Around 450,000 people are eligible

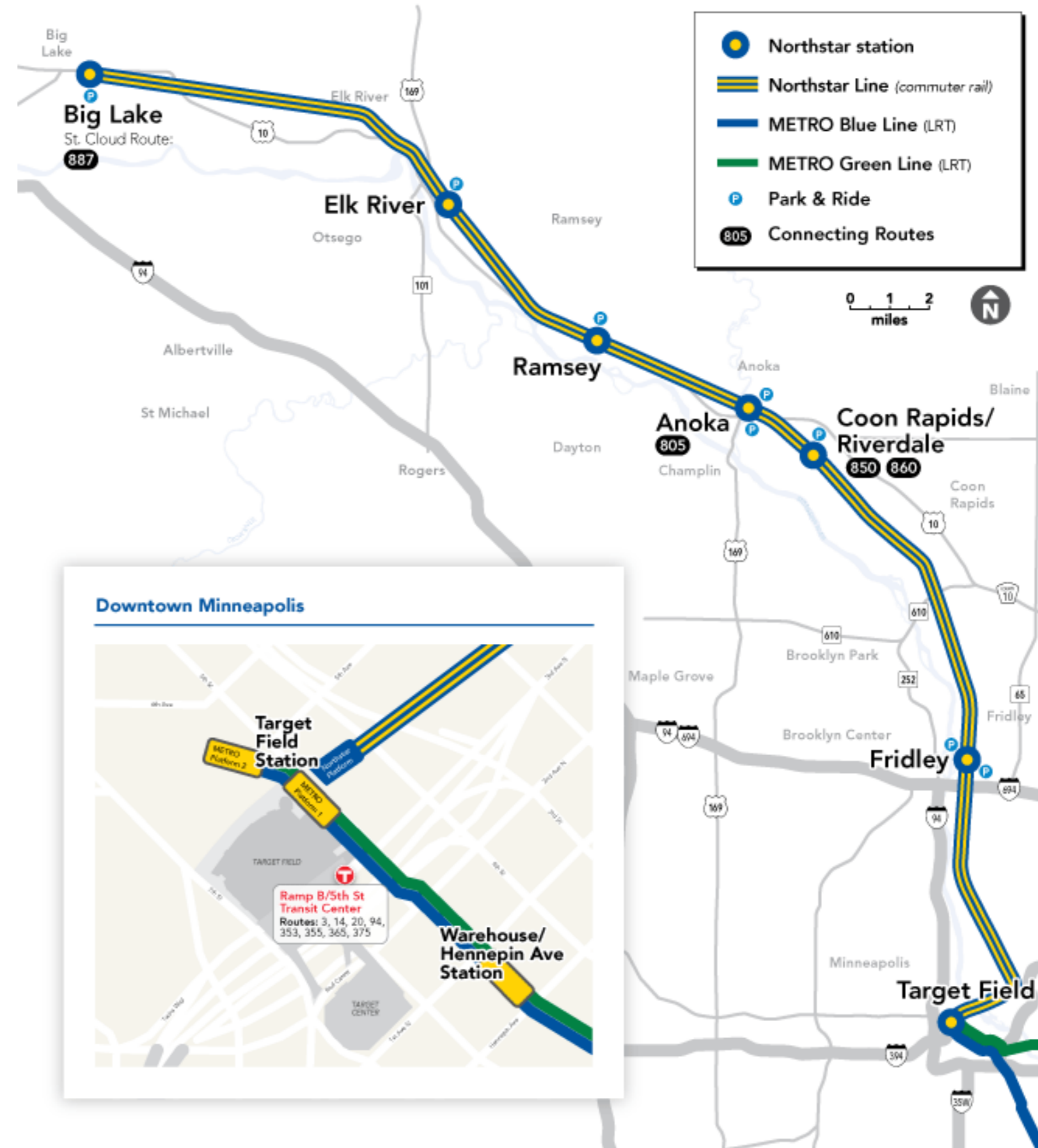


METRO System - today



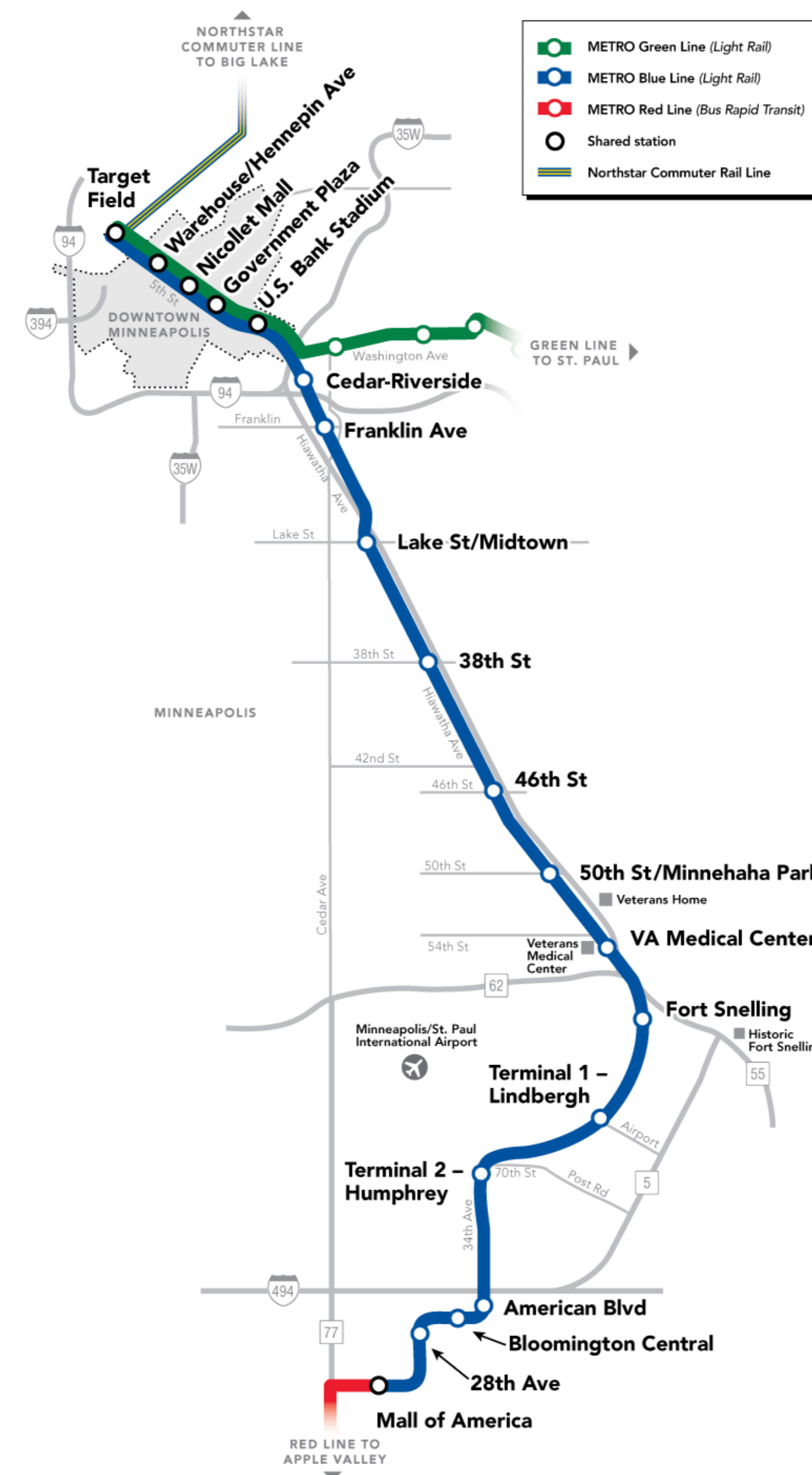
Northstar Commuter Rail Line

- Opened November 2009
- 39 miles, seven stations
- Weekday commute, weekend and special event service
- 2,800 average weekday rides
- Station area development (more here?)
- Operated under contract by BNSF, shared corridor



METRO Blue Line

- Opened June 2004
 - Extended to Target Field in 2008
- 12 miles, 19 stations
 - Downtown Minneapolis, MSP, Mall of America
 - 24/7 service between Terminal 1 & 2
- 31,500 average weekday rides
- 130M+ lifetime rides
- 1M annual train miles



METRO Green Line

- Opened June 2014
 - 50 years after streetcar service ended
- 10 miles, 18 stations
 - Downtown Minneapolis, U of M, State Capitol, Downtown St. Paul
- More than 900k annual train miles
- Corridor ridership has doubled with 1/3 trips
- Campus Zone Pass – fare-free travel between three UMN campus stops

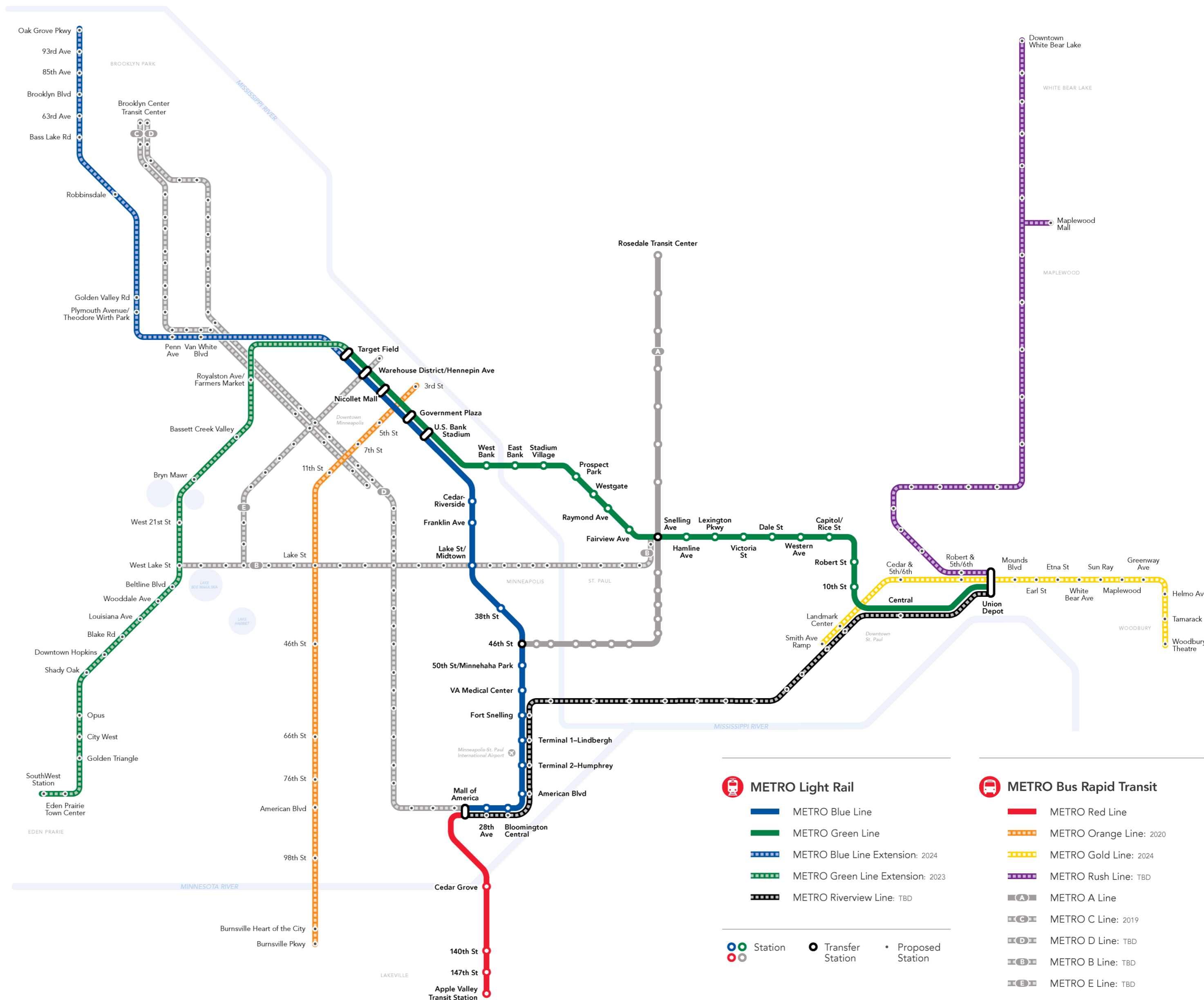


A Line

- Opened June 2016
- 10-minute, limited stop service
- Enhanced stations, special buses
- Corridor ridership up one-third from 2015
- 31K residents, 11K jobs within ¼ mile of 20 stations



METRO System: planned



- METRO Light Rail**
- METRO Blue Line
 - METRO Green Line
 - METRO Blue Line Extension: 2024
 - METRO Green Line Extension: 2023
 - METRO Riverview Line: TBD

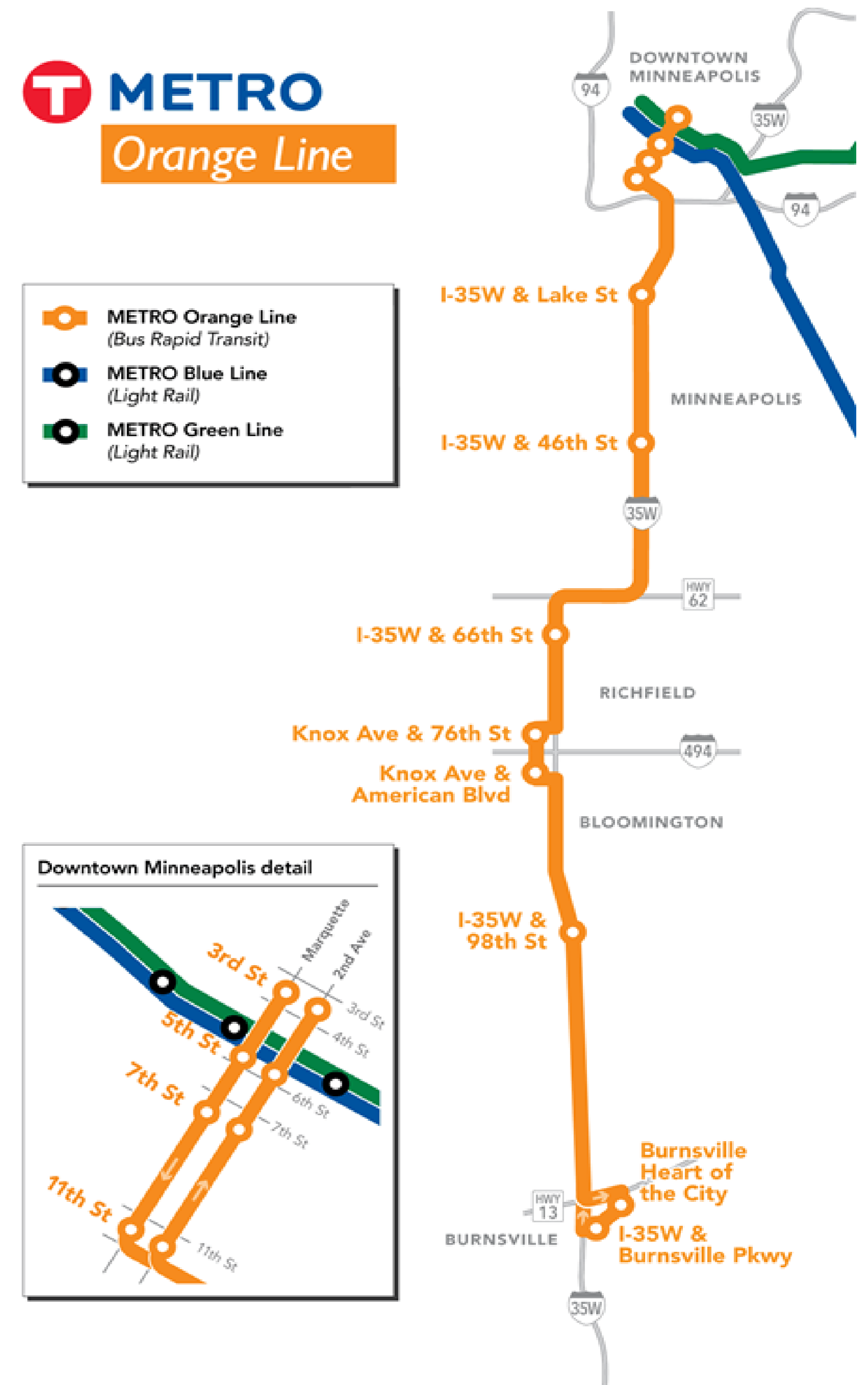
- METRO Bus Rapid Transit**
- METRO Red Line
 - METRO Orange Line: 2020
 - METRO Gold Line: 2024
 - METRO Rush Line: TBD
 - A METRO A Line
 - C METRO C Line: 2019
 - D METRO D Line: TBD
 - B METRO B Line: TBD
 - E METRO E Line: TBD

- Station
- Transfer Station
- Proposed Station

Colored BRT Lines operate on dedicated roadways and freeways with transit advantages.
 Lettered BRT Lines operate in mixed traffic with signal priority.
 Both offer speed improvements of up to 25% over regular transit routes.

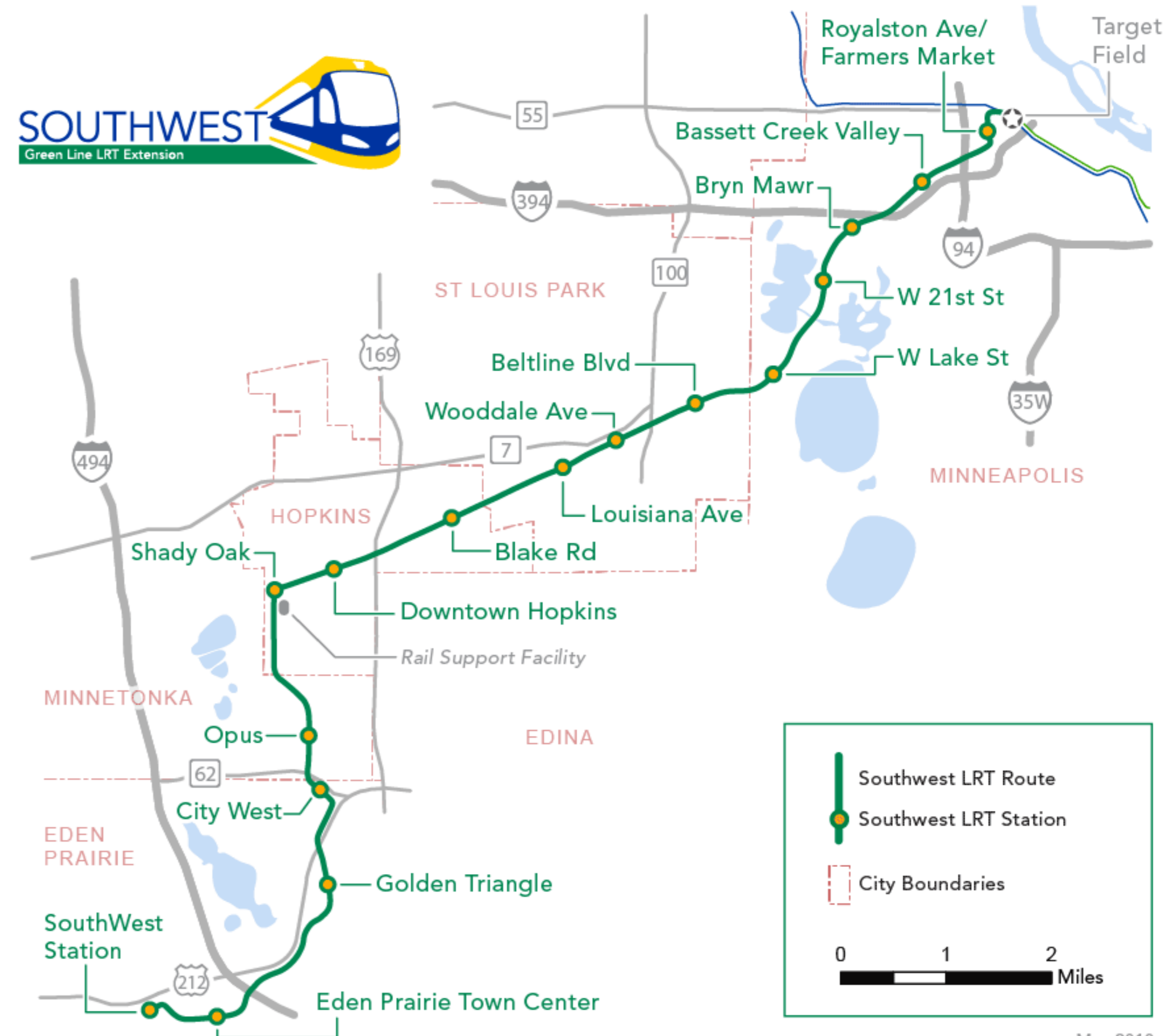
METRO Orange Line

- 17-mile Bus Rapid Transit (BRT)
- Fast, frequent and reliable all-day transit service along I-35W
- Region's busiest express bus corridor with 14,000 daily rides
- \$74M Federal funding announced November 2018
- Under construction with MnDOT "35W@94 project"
- 2021 projected start of service



METRO Green Line (Extension)

- Southwest Light Rail Transit
- 14.5-miles & 16 stations serving Minneapolis, St. Louis Park, nearby Edina, Hopkins, Minnetonka and Eden Prairie
- Projected weekday ridership 34,000



METRO Green Line (Extension)

- Creates 7,500 construction jobs, estimated \$350 million payroll
- By 2035 an 18% jump in employment within ½ mile of stations

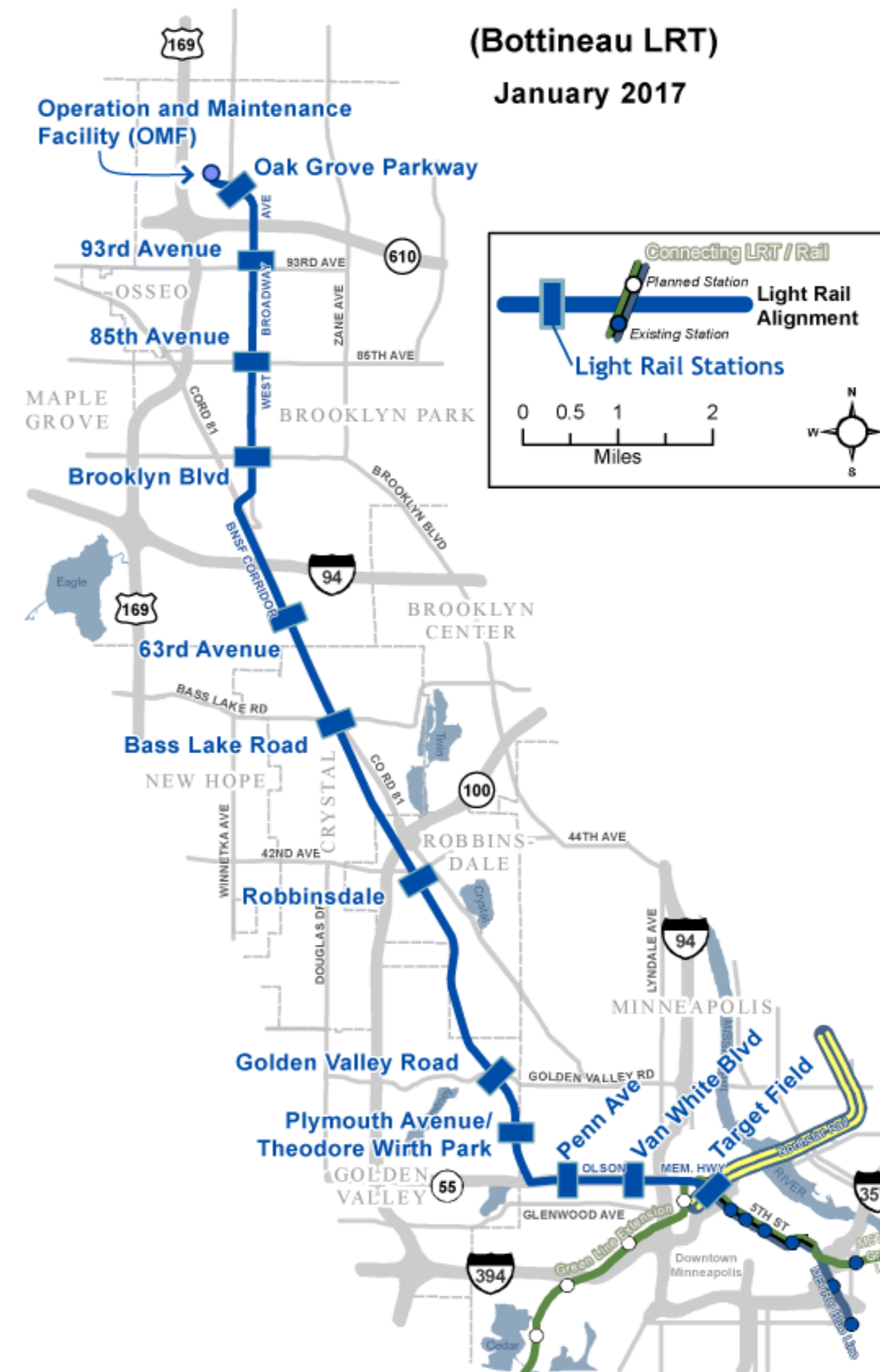
METRO Blue Line (Extension)

- Bottineau Light Rail Transit
- 13.5 mile light rail from downtown Minneapolis through Golden Valley, Robbinsdale, Crystal and Brooklyn Park
- 27,000 weekday trips by 2040
- 2024 projected start of service

METRO Blue Line Extension

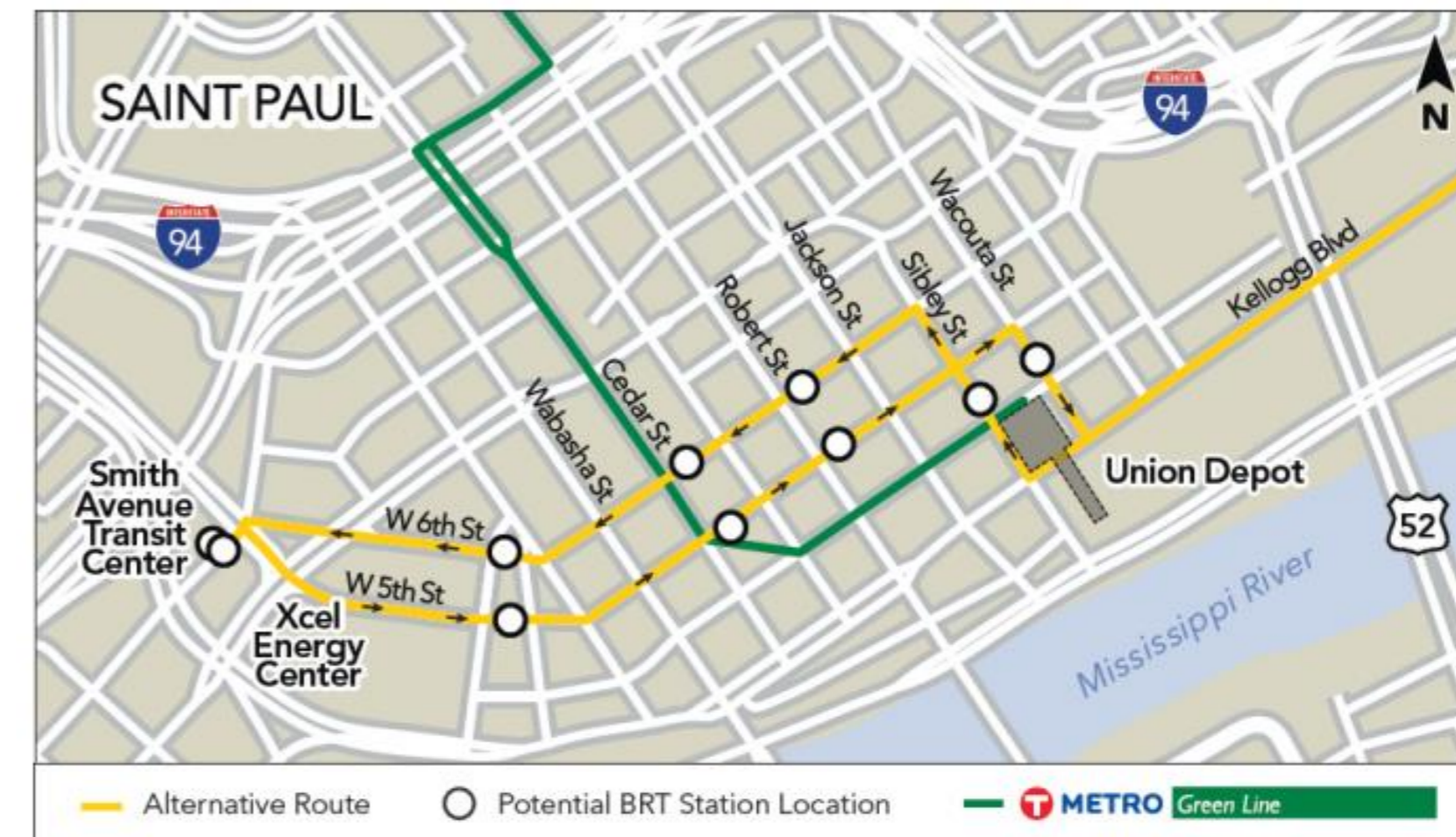
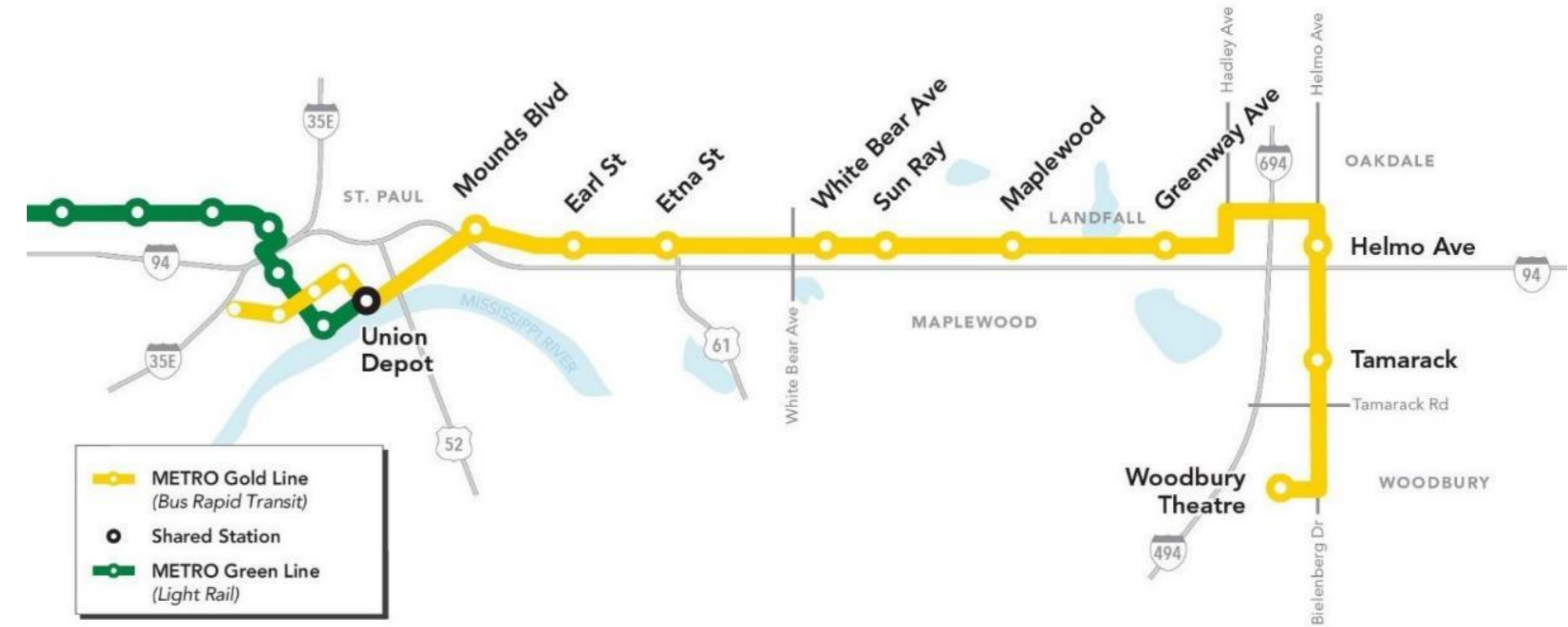
(Bottineau LRT)

January 2017



METRO Gold Line

- 10-mile long dedicated bus rapid transit line located in Ramsey and Washington counties
- Connecting downtown St. Paul, east side neighborhoods and Maplewood, Landfall, Oakdale and Woodbury
- 8,000 weekday rides by 2040.
- 2024 projected start of service



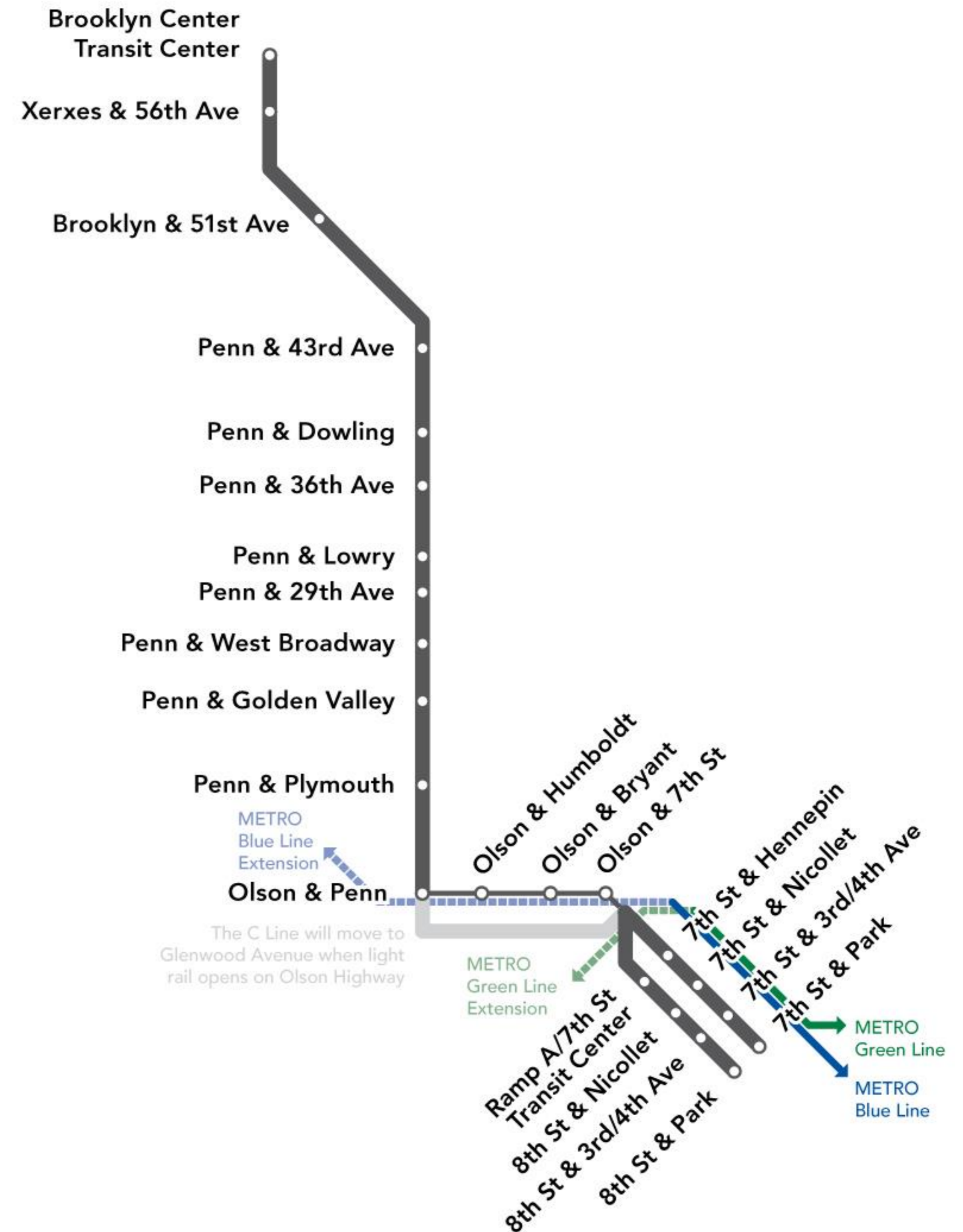
METRO System – arterial rapid bus

- 11 improved corridors
- Nearly 500,000 jobs served
- \$400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today



C Line

- Downtown Minneapolis to Brooklyn Center
- Arterial Bus Rapid Transit (ABRT)
 - More frequent service
 - Pre-boarding fare payment
- Limited stops at 19 improved stations about every ½ mile
- 8,000 weekday trips by 2040
- Opening late spring 2019





C Line Groundbreaking

- Key partnerships
 - Hennepin County roadway project
 - Xcel Energy

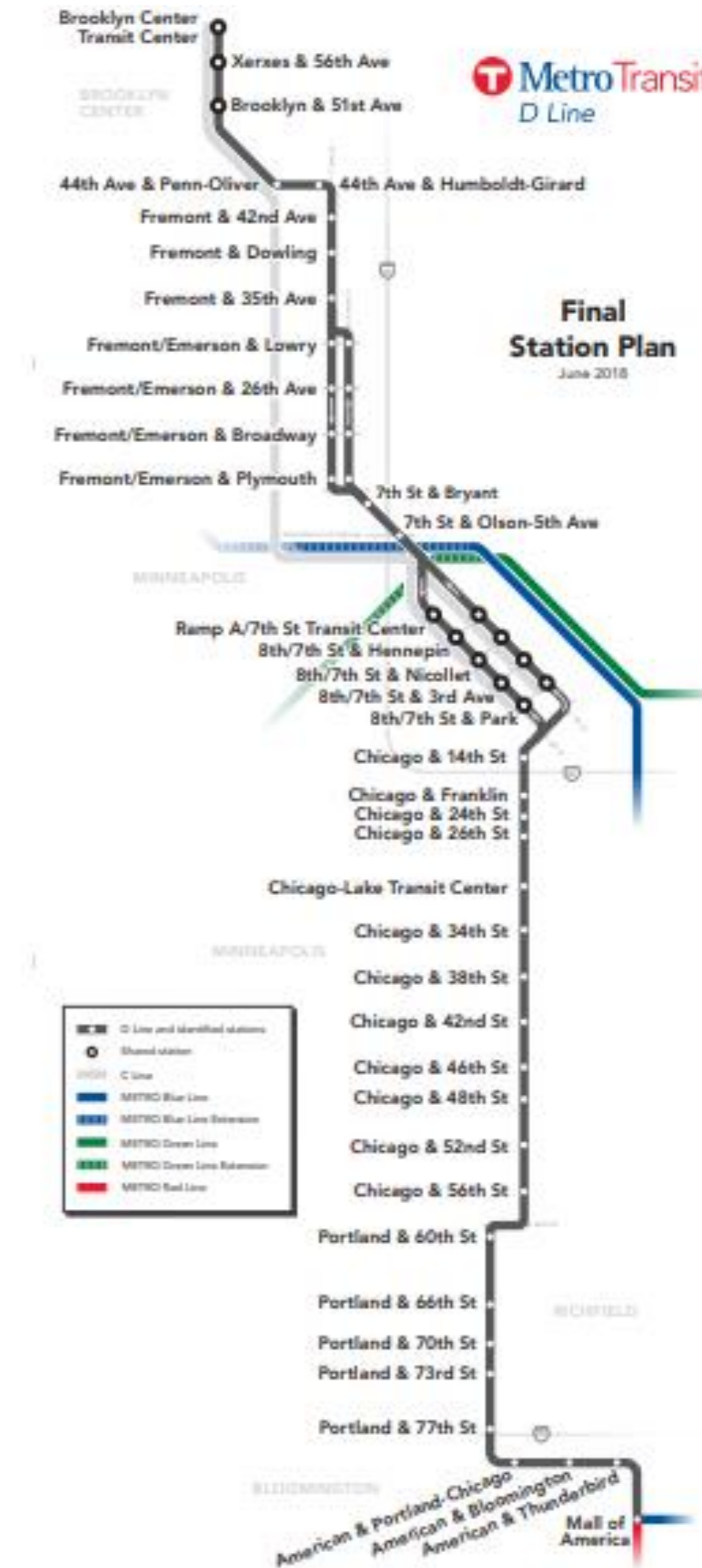
Electrification

- APTA Sustainability Commitment – Gold Level
- Purchased energy down 40% since 2008, 50% reduction target by 2020
- Fuel economy improvements
- Fleet electrification
 - Procure and Test 19 electric 40' buses
 - Future ABRT routes 50% electric buses
 - Procure and Test 30 electric 60' BRT buses



D Line

- Substantially replace Route 5, Metro Transit's highest ridership bus route
 - around 16,000 average weekday riders
- 18 miles from the Brooklyn Center Transit Center to the Mall of America Transit Center
- Projected 23,500 average weekday riders by 2030
- \$21 million funding gap
- 2021-22 projected start of service



Looking Ahead

- Advance major transit projects
- Secure funding to address deficits and invest in service improvements
- Improve the rider experience
- Address the growing challenge of the unsheltered on light rail

Transit Funding

Transit Funding Sources

OPERATING

- **Motor Vehicle Sales Tax (MVST)**
Receives 36% of statewide MVST
- **State General Fund**
Legislature appropriates for transit operations
- **Federal Funds**
Formula capital funds for preventive maintenance in operating budget
- **Fares**
Passenger fares from all services
- **County sales tax revenues**

CAPITAL

- Federal Transit Administration grants
- State General Obligation Bonds
- County sales tax revenues
- Council-levied property taxes – regional transit capital bonds



METROPOLITAN
C O U N C I L