



TRANSIT

for Livable Communities

Our Mission



Transform Minnesota's transportation system to strengthen community, improve health and opportunity for all people, foster a sound economy, and protect our natural resources.

TRANSIT

WALKING

BICYCLING

THOUGHTFUL DEVELOPMENT

Today's Presentation

Met Council
Transportation
Policy Plan

Governor's Plan
to Implement

Senate
Transportation
Funding Proposal

Context & Urgency
for Transportation

Transportation Policy Plan

Metropolitan Council

Plan Basics

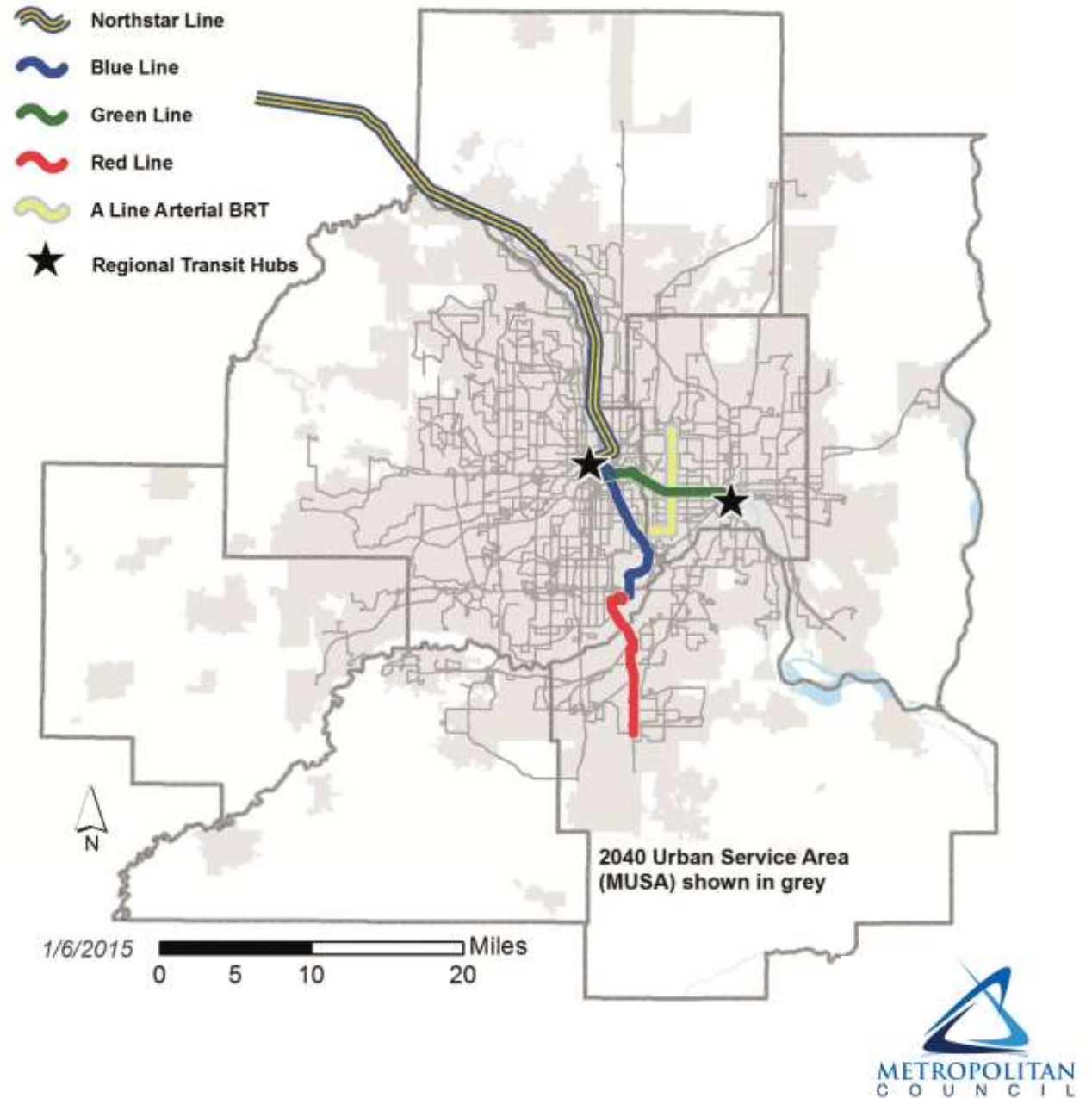


- 30-year plan for all modes; two funding scenarios
- Inclusive of Metro Transit, Counties Transit Improvement Board, and suburban transit providers
- System plan to advance THRIVE MSP goals
- Requires city collaboration through local comprehensive planning

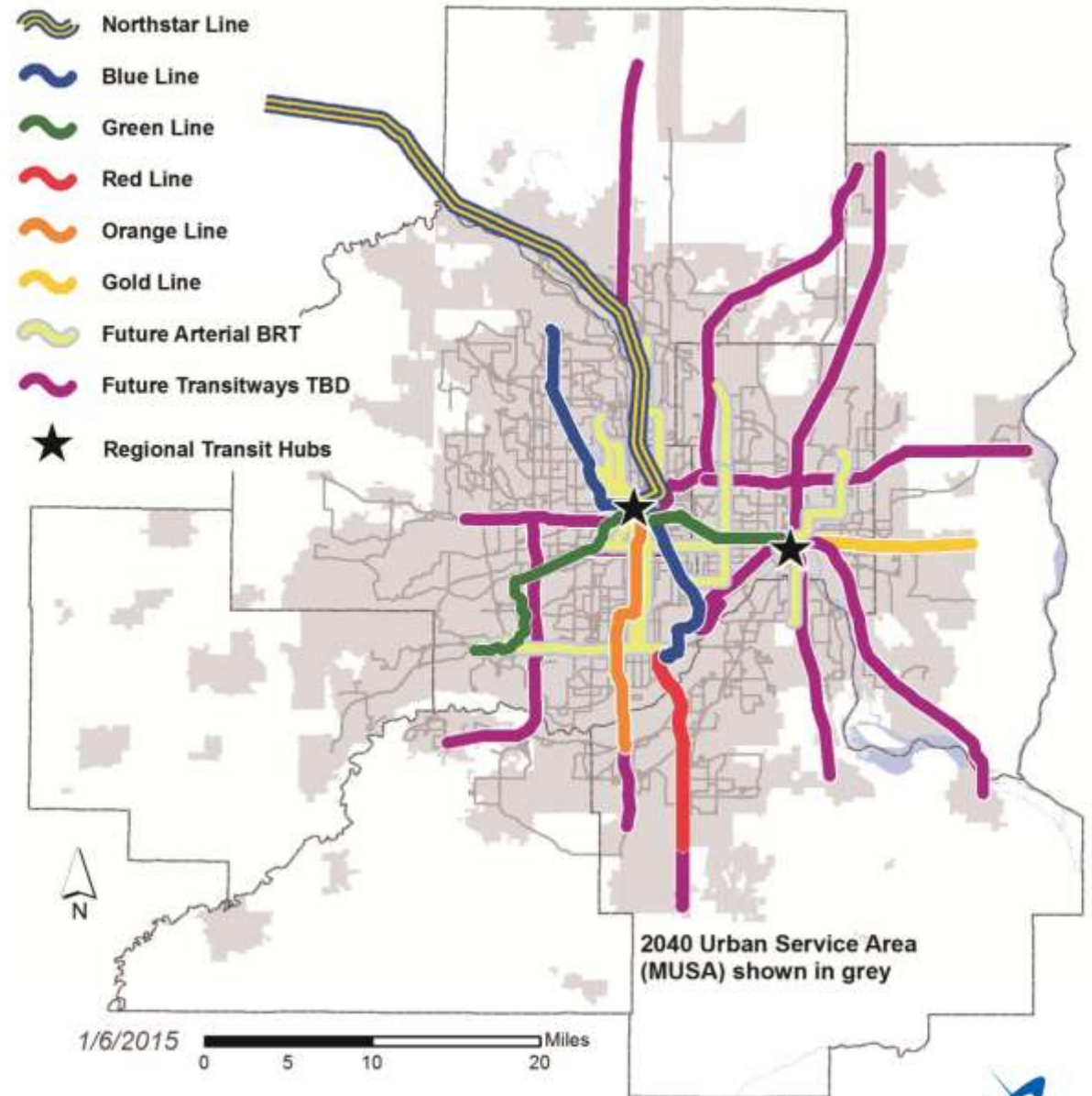
Transit Modes

- **Regular Route Bus**—base bus system.
- **Express Bus**—bus service with limited stops. Routes are longer, typically designed for commuters.
- **Bus Rapid Transit**—bus service similar to light rail on major road ways. METRO Red Line (highway BRT) opened 2013. Snelling A-BRT (arterial) opens in 2015.
- **Light Rail Transit**—dedicated rail service. METRO Blue Line and METRO Green Line.
- **Commuter Rail**—locomotive passenger service running on freight railroad tracks. Northstar.
- **Metro Mobility**—ADA required dial-a-ride bus service for individuals with a certified disability

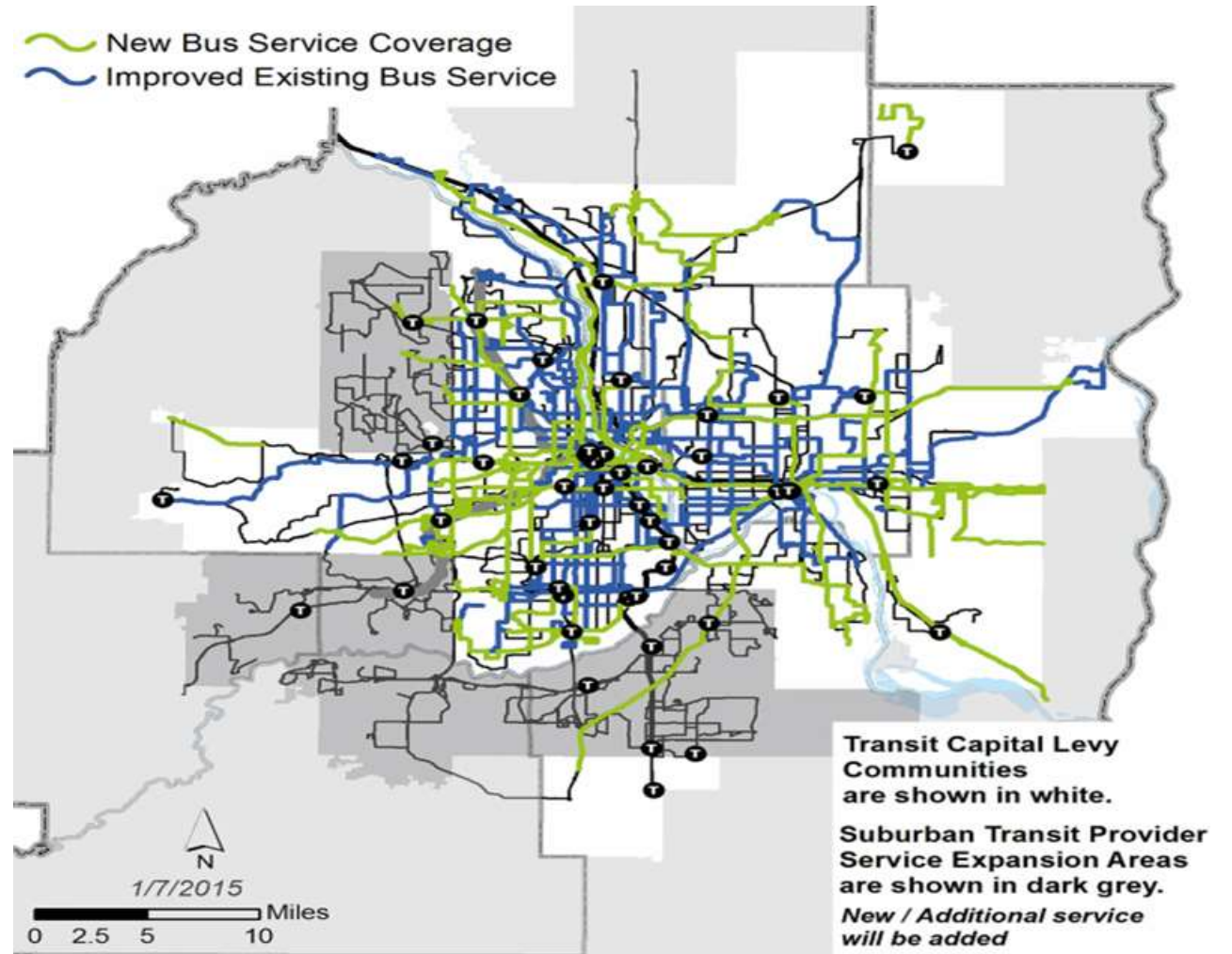
Existing Transitways



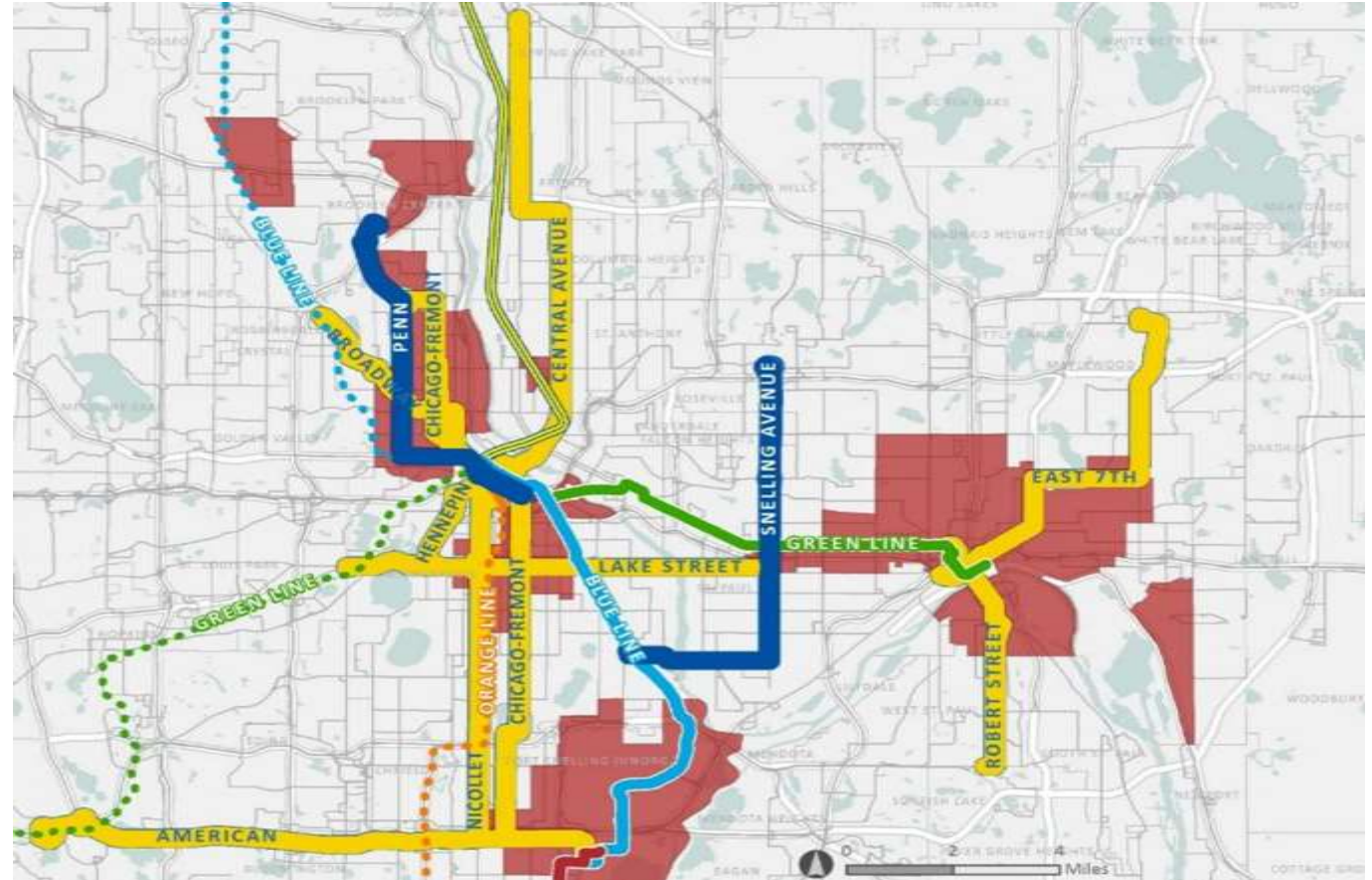
Planned Transitways



Bus Service Improvement Plan



Planned Arterial Bus Rapid Transit System



Projected Ridership

Current System

- 100m rides in 2015
- Ridership up 30% in last 10 years
- 27% of ridership on 2 LRT lines

TPP Transit Buildout

- 500,000 more people within a 30-minute transit commute from work
- 180m ride projected in 2040



Current Revenue Builds

- Southwest LRT (Green Line Extension)
- Bottineau LRT (Blue Line Extension)
- Orange Line BRT (35W)
- Gold Line BRT (Gateway)
- 1 Arterial BRT lines (After A line)
- Limited funding for expansion and modernization of the bus system

Twin Cities Transit Funding

Governor Dayton

½ Cent Sales Tax Increase

17 New Transitways (w/ CTIB)

- Southwest LRT (Green Line Extension)
- Bottineau LRT (Blue Line Extension)
- Red Line BRT Extension
- Orange Line BRT (35W)
- Gold Line BRT (Gateway)
- Red Rock, Riverview, Robert Street (1 as LRT)
- Additional transitways under development

Bus System Growth

- 11 Arterial BRT lines (After A line)
- Expands regional bus system by almost 30% by 2025
- More routes, more frequent service, more coverage
- Modernized system using new technologies and realtime updates
- Adds 1000 more shelters, many with light and heat

\$2.8 Billion Over 10 Years

Twin Cities Transit Funding

Minnesota Senate

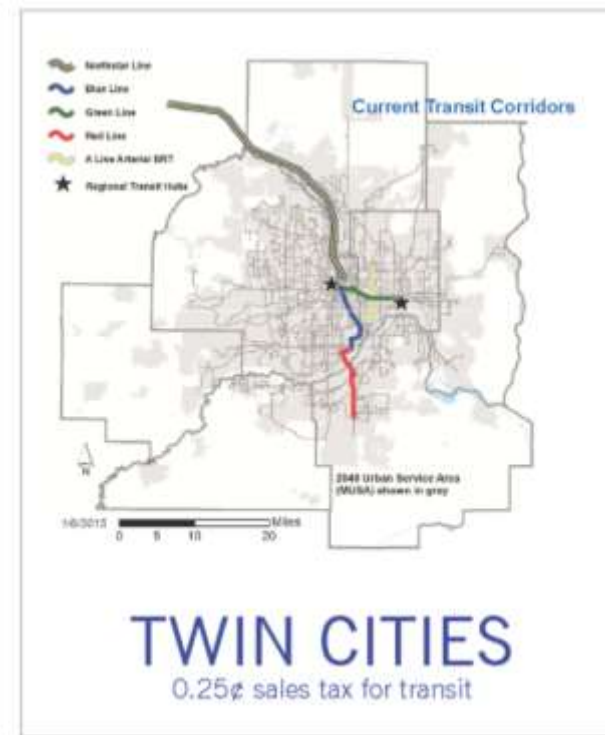
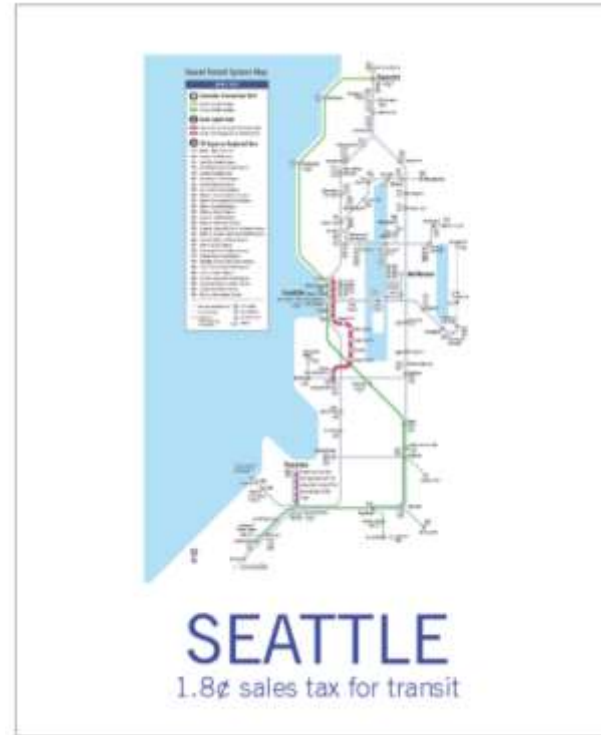
$\frac{3}{4}$ Cent Sales Tax Increase

Additional Revenue Enables:

- 1/10 to bicycle & pedestrian
- 1/8 to county discretion on transportation
- More stability to accelerate bus and rail expansion given uncertainty of state/federal match



Peer Region Comparison



Context & Urgency

Transit for Livable Communities

Challenges & Opportunity

- Competing priorities
- Land use and transportation interface
- Bike, pedestrian, streetcar
- Real outcomes on equity and climate



Urgency for Action

- All modes create an effective system
- Only 15% of jobs have convenient transit access
- Affordable access to opportunity, economic competitiveness, health and environment
- Growing population, congestion management

Advocacy for funding transit expansion is ongoing



Questions?

Dave Van Hattum

Advocacy Director, Transit for Livable Communities

Chair, Transportation Forward

Email: davevh@tlcminnesota.org

Phone: 651-789-1418

www.tlcminnesota.org

www.transportationforwardmn.org

