

Opening Title Slide

Welcome to the presentation of Metro Transit's Draft Service Improvement Plan. This same presentation is used at the five public meetings and one public hearing in November 2014.

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The Service Improvement Plan, or SIP, is a plan to expand bus service which builds on the existing bus system. The SIP is a prioritized, specific list and identifies potential new routes and frequency and span of service improvements on existing bus routes. The improvements outlined in this plan are above and beyond Metro Transit's existing operating budget. If funding becomes available, this plan would be implemented beginning in 2015.

This long range plan, currently outlined through 2030, will be updated every four years.

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The SIP was created to establish a framework outlining how and when the bus network will be expanded. Buses are the backbone of the transit network- 75% of all our boardings are on buses. The Metropolitan Council has done a good job of planning and explaining to stakeholders how we plan to grow transitways such as light rail and highway bus rapid transit. The SIP does the same level of planning work for the bus network to demonstrate the need for additional transit funding.

The SIP will inform our 2015 request to the state legislature and help make the case for additional transit funding by showing how these dollars would benefit riders using the local and express bus system.

Projects in Metro Transit's SIP will also be submitted for review and evaluation in the Regional SIP. All transit providers in the region should have their own service improvement plan, which guides planning work and regional funding allocation decisions.

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This is a list of what is specifically included in the scope of this project. The SIP includes proposals for new bus routes and improved service levels on existing routes. We are building on to the existing network-there are no reductions or eliminations of bus service on today's existing network included in the SIP. Arterial bus rapid transit corridors (or Arterial BRT) are also included, with the exception of the A Line on Snelling Ave that will be under construction in 2015-it has already secured its operating funds. Transitways such as light rail, commuter rail and highway BRT such as the Red Line are not included in the SIP, since the region's plan for expanding transitways is already described in the Transportation Policy Plan. However, bus routes making connections with rail and highway BRT lines at stations are included in the SIP.

This project focuses on routing and scheduling improvements. However, we did receive many comments and ideas about other ways to improve Metro Transit's service, such as simpler fares and improved information for customers at bus stops. Those improvements are being considered as part of other

Metro Transit projects. The dollars identified in the SIP are operating costs only-Metro Transit has a separate planning process for capital improvement projects. Finally, the SIP only considered projects in our service area. Projects in cities outside our service area, such as communities served by MN Valley Transit Authority south of the MN River, Southwest Transit, Plymouth Metrolink or Maple Grove Transit, are not included in Metro Transit's SIP.

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Outreach has been underway for a year and stakeholders have been engaged through the process of creating the plan. Last winter we hosted three workshops and did a survey. We received nearly 4000 responses to the survey and special attention was given to making sure we were getting feedback from traditionally under-represented groups such as people of color, low-income communities, and those who do not speak English very well.

The survey asked three types of questions: where do survey participants travel most often (regardless of how they get to these places) and asked for specific improvement suggestions. We learned how often respondents ride transit today and what would encourage them to ride more frequently. Finally, we asked for the community's transit values and what investments should be our highest priority.

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The outreach informed and validated the project's seven guiding principles, shown here. Bullet point #3 reflects our survey result showing that travel time difference compared to driving is the key factor that people consider when choosing whether to use transit for a trip. The survey confirmed that Metro Transit does a good job of serving peak period work trips, but the second to last item here points out the need to expand transit service during the off-peak and for non-work trip purposes, such as shopping, medical appointments and social activities. The last bullet highlights the importance of improving transit equitably, enhancing the mobility of residents in areas with the highest reliance on transit. A Title Six Service Equity review is underway to make sure protected groups such as low-income and persons of color share the benefits of the service expansion and avoid suffering disparate impacts.

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Staff used four main sources of data to decide which specific improvements should be considered:

- Feedback from our survey included reviewing the origin and destination patterns people identified as compared to our transit network to look for under-served and new markets.
- We also read through all of the service planning feedback that our Customer Relations department has received this year from the public, as well as ideas from our staff and operators.
- We also reviewed feedback from other recent planning projects, such as Thrive MSP 2040 (the region's long range growth and development vision), the Transportation Policy Plan (which guides development of the region's transportation system) and service restructuring studies such as the changes on bus routes connecting with Green Line stations that were implemented earlier this year.

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Three main categories of evaluation measures were used to review and prioritize the improvements. The direction laid out by the Council in Thrive MSP 2040, strategies in the draft TPP and the results of the survey shaped the evaluation measures and weighting. They work together as a system to emphasize productivity, ensure social equity and provide geographic value in a balanced manner.

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There are six criteria based on productivity, or assessing the market potential, that together make up 50% of the possible points. The last one, intersection density, is a proxy for land use patterns and the level of pedestrian accessibility.

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The social equity-based measures count for 25% of the total points and include routes serving low-income communities, people of color and those living with disabilities. In addition, the number of vehicles compared to the number of people age 16 and older is also considered, since we know that households with fewer vehicles than drivers have higher likelihood to ride transit.

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The final 25% of the score is based on system connectivity measures, such as the number of other routes that a service improvement intersects with, enhancing opportunities to transfer and expand access throughout the region.

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165 individual projects were evaluated using these measures. Projects ranked high, medium or low. 122 of the 165 projects ranked high or medium and are moving forward to seek funding for implementation. There were 43 projects that ranked low, which means they are not ready for implementation at this time but will be reviewed again once additional future population, demographic data and other growth and development projections are available.

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These maps show how SIP projects ranked. The heavy gray lines show the transitway projects that will be in place by 2030-including Green Line extension (or Southwest LRT), Blue Line extension to the northwest (otherwise known as Bottineau), the Orange Line on 35W in the south metro, and the Gateway Corridor along I-94 in the east metro. The gray areas are the airport and areas served by suburban transit providers instead of Metro Transit. The pink areas are racially concentrated areas of poverty.

(1st click) The yellow lines are eleven arterial BRT lines. A Line on Snelling Ave is not included because operating funds for that project have been secured.

(2nd click) The pink or purple lines are the projects ranking low.

(3rd click) The orange lines are the medium projects

(4th click) The green lines show the highest ranked projects.

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There are 122 high and medium projects on 86 unique routes. Some routes have more than one service improvement included in the SIP. There are four types of service improvements included and projects can count towards multiple service improvement categories.

Projects will be in one of three implementation phases: 2015 through 2017, 2018 through 2020 and 2021 to 2030. Most of the projects are in one of the first two implementation phases-the SIP is a front-loaded plan.

Projects are proposed on these four types of bus routes.

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Projects in the SIP, including arterial BRT lines, will cost \$75.1 million dollars a year to implement (after passenger fares are considered) and are expected to generate nearly 29 million new rides annually. 159 new buses are needed to put these projects on the street. These costs are operating dollars only and do not include associated capital costs such as buying the buses or expanded passenger and support facilities.

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Here is where we are at in the process. In addition to the public comment period, this month we are also doing a Service Equity analysis to make sure that low-income communities and people of color are sharing equitably in the service improvements.

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There are several ways for our riders, community organizations, elected officials and other stakeholders to learn about and give feedback regarding the specific improvements in the Plan and how they have been prioritized.

- You can see the details of the proposed improvements by visiting our project website ([metrotransit dot org slash sip](http://metrotransit.org/sip)) which is the best source for the latest information and includes materials in alternative languages.
- Details will be available at five community meetings and one public hearing between November 5th and 18th. The format and content for all meetings will be exactly the same, and comments made at these meetings is considered the same as that from the official public hearing.
- Printed versions of the SIP are available at libraries throughout Metro Transit's service area, at the two downtown transit service centers and upon request we will mail a copy.
- And Metro Transit's community outreach coordinator is working closely with community-based organizations to make sure they are aware of the SIP and helping them reach out to their own members and constituents.

To comment on the project verbally, either attend a meeting or leave us a voice mail at area code 651-602-1500. Written comments can be made by sending an e-mail to sip at metrotransit dot org, filling out a postage paid comment card, or by sending a letter to Metro Transit.

The deadline for feedback is November 30, 2014.

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Thank you for taking the time to learn about Metro Transit's Draft 2015 through 2030 Service Improvement Plan.