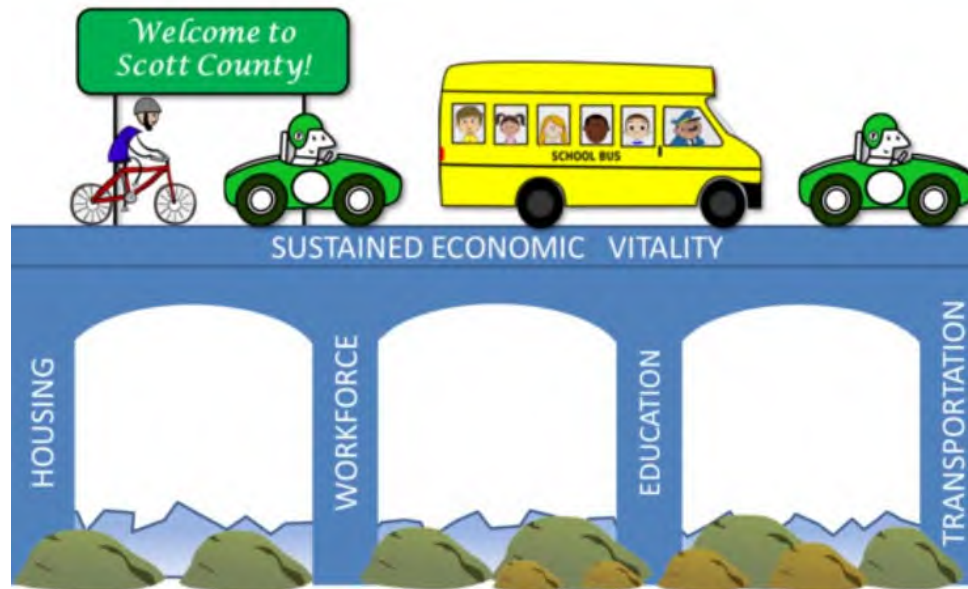


50 by 30

Live, Learn, Earn



50 by 30: LIVE ~ LEARN ~ EARN

Transportation Workgroup
July 13, 2016

Public Transportation Players

- ▶ US DOT
 - Federal Highway Administration (FHWA)
 - Federal Transit Administration (FTA)
- ▶ Minnesota Department of Transportation
 - Highways, Transit, Waterways
- ▶ Metropolitan Council
- ▶ Scott County
 - SmartLink
 - Transportation (Highways, etc.)
- ▶ Cities



Federal Highway Administration

- ▶ Federal Highway Administration
 - Approver of Design /Funding Federal Funds
 - Certify – Federal Compliance of “MPO”
 - Metropolitan Planning Organization
 - TIP – Transportation Improvement Plan
- ▶ Comply with other Federal Agencies
 - Historical – Section 106
 - Corps of Engineers –Section 404
 - Dept. of Interior – 4F or 6F Lands
- ▶ Approver of Design
 - Interstate
 - Delegated to MnDOT – Some TH Design/Oversight



Federal Transit Administration

- ▶ **Oversee Transit Federal Transit programs**
 - Dial A ride, Metro Mobility, Fixed Route, Intercity Bus programs
- ▶ **Major Funds for Transit way and Rail Development**
 - New Starts, Small Starts, etc.
 - Congestion Mitigation Air Quality Grants used for Transit
- ▶ **National Data Program (NTD) based on Ridership–**



MnDOT–Dept. of Transportation

- ▶ Highways, Transit (Rural), Rail (High Speed), Airports
 - Statewide Transportation Plan
 - Regional Partner – Met Council
 - Developing Regional TPP – Transportation Policy Plan
 - Congestion Mitigation Plan
- ▶ Design, Operate, Maintain
 - Interstate, US, Trunk Highways
 - Design /Permit Approver –
 - Interstate, US, Trunk Highways for local Government Agencies




Metropolitan Council

- ▶ Metropolitan Planning Organization – (MPO)
 - Federal Law Requires – local Elected Officials – input on use of Federal Highway and Transit Funds
 - Responsible for regional Transportation Policy Plan development (TPP)
- ▶ Transportation Advisory Board – (TAB)
 - Local Elected Officials, Appointed Officials, Citizen Appointees – meet requirements of MPO
 - Approve – FHWA and FTA Funds as well as State Transportation Funds
 - Set aside Federal Funds
- ▶ Area Transportation Funds – (ATF) – 7 counties + Chisago



LOCAL AGENCIES

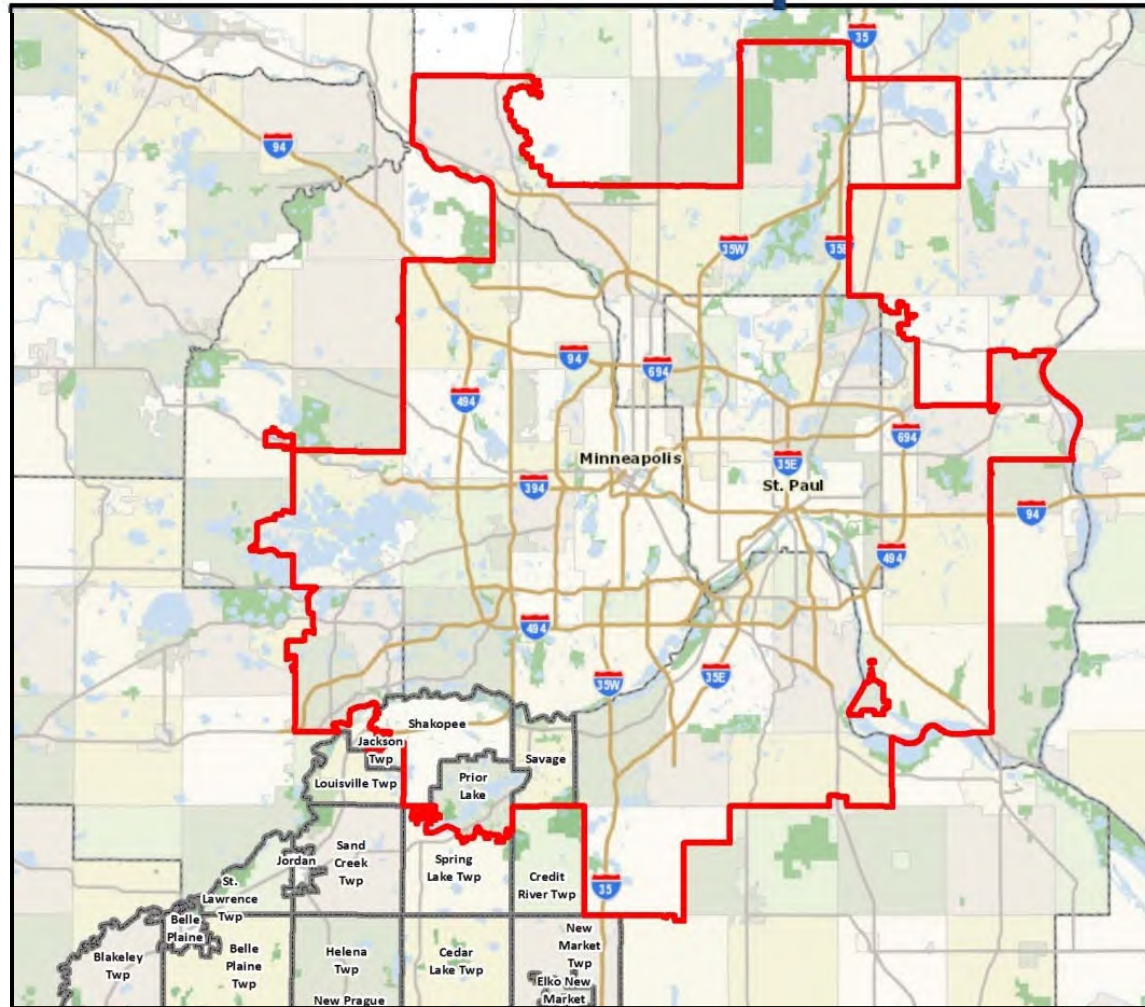
- **County**
 - County State Aid Highway System (CSAH)
 - County Highways
 - Transportation Plan consistent with the region
 - **City**
 - Municipal State Aid System (MSAS)
 - Local System
 - Transportation Plan consistent with the region
 - **Schools – Safe Routes to Schools**
 - **Townships**
 - Local System
 - Scott County (County Transportation Planning)
- 

Primary Transit Funding

- ▶ Primary operating funding: Motor Vehicle Sales Tax (MVST) & State General Fund
- ▶ Fares
- ▶ Federal Funding–Formula & Grants
- ▶ Primary capital funding sources: property–tax bonds (levied only within the transit taxing district) and federal grants
 - Allocated on a need basis based on TPP
 - Programs that operate outside the Transit Taxing District (like Scott County dial–a–ride program) receive property tax bond money like other programs even though citizens receiving the service do not pay the capital levy



Regional Transit Capital District



Counties Transit Improvement Board (CTIB)

- ▶ Enabled by 2008 Transportation bill
- ▶ Joint Powers Board Created
- ▶ Five Counties, with Carver & Scott Ex-officio members
- ▶ Funds Transit Ways

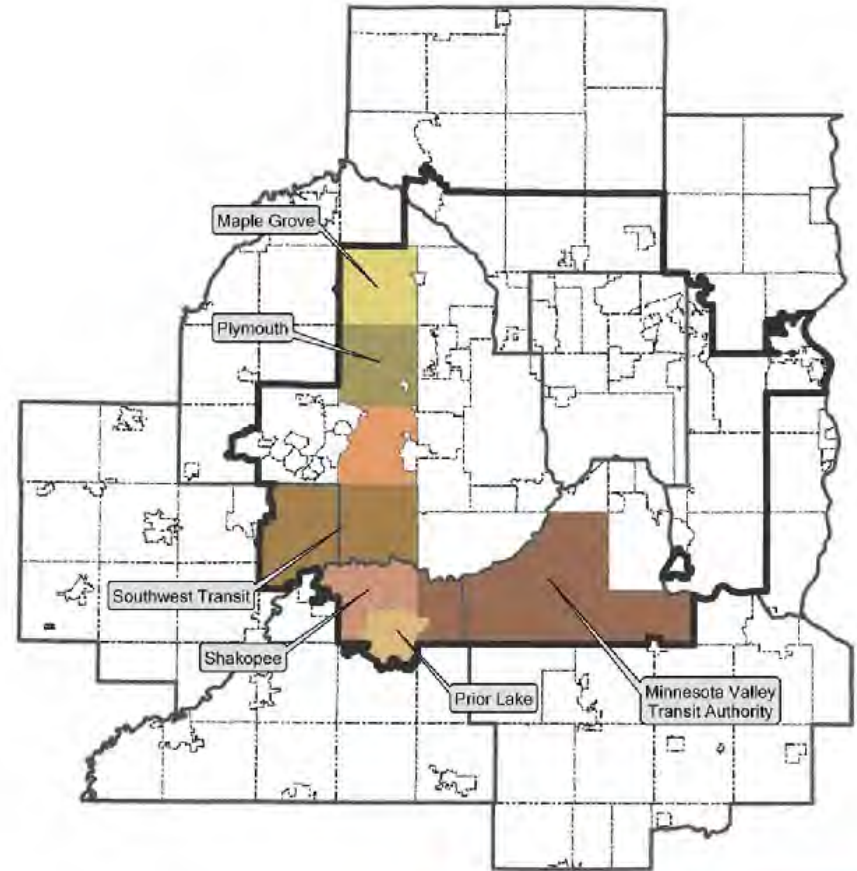


▶ Existing and Planned

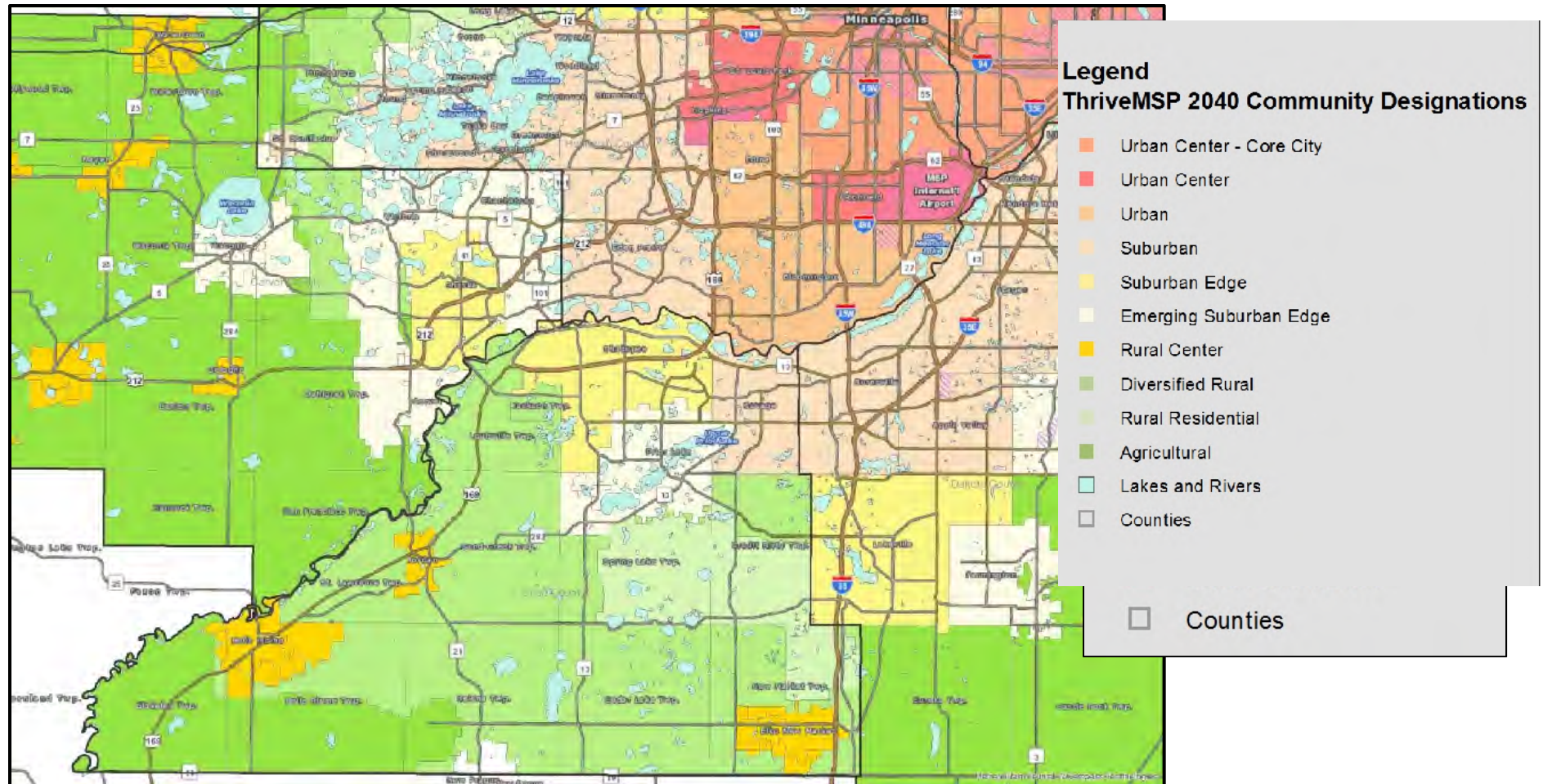


Suburban Transit Providers

- MN Statute 473.388 established replacement services in 1982
- 12 communities provide their own transit service, 10 through consortiums
- Prior Lake & Shakopee Joined MVTA in 2014

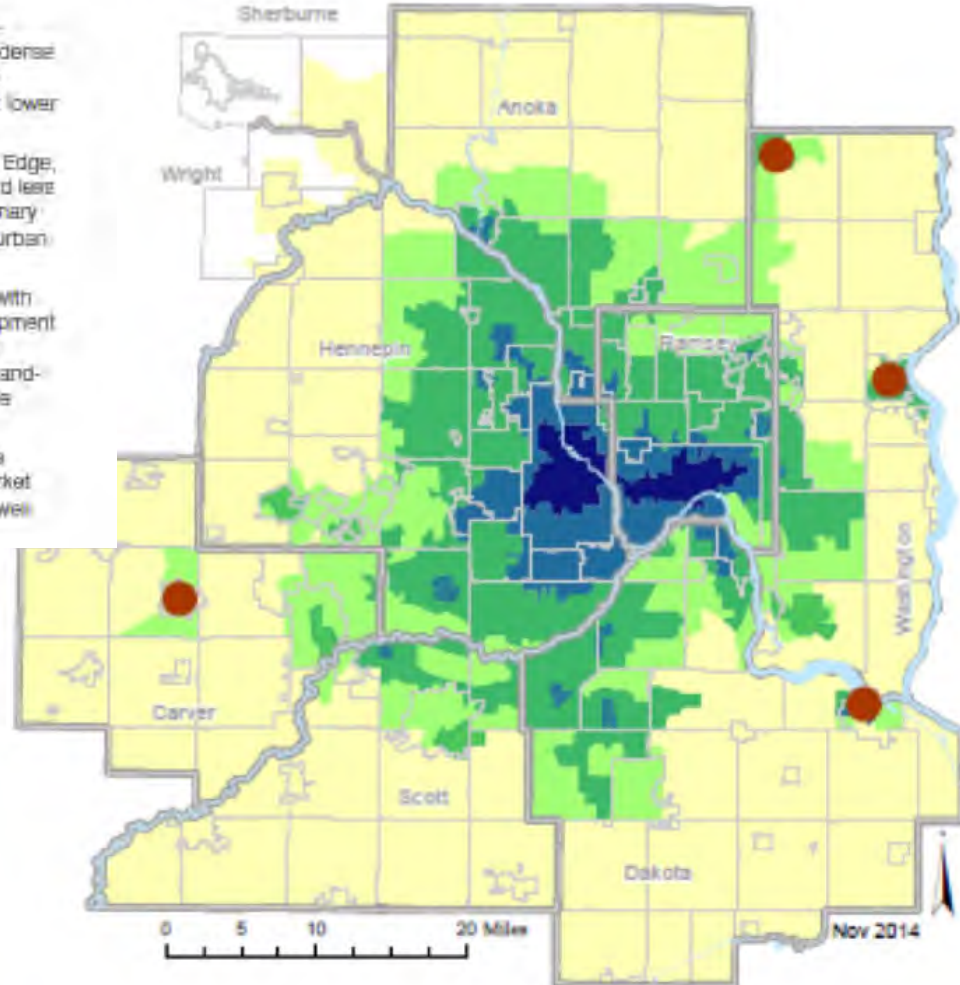


Regional Plans-THRIVE



Transit Market Areas

- Transit Market Areas I and II are mostly Urban Center communities where urban form and density are most supportive of transit and have the largest concentrations of transit-dependent residents in the region. Transit service in these areas focuses on providing a dense network of local routes with high levels of service to accommodate a wide variety of trip purposes. Market Area II will typically have a similar route structure to Market Area I, but lower levels of service as demand warrants.
- Transit Market Area III is primarily Urban along with portions of the Suburban, Suburban Edge, and Emerging Suburban Edge and is generally characterized by overall lower density and less transit-supportive urban form along with some pockets of denser development. The primary emphasis of transit service in this area is express and commuter service with some suburban local routes providing basic coverage.
- Transit Market Area IV is primarily Suburban Edge and Emerging Suburban Edge along with portions of Suburban, and is generally characterized by consistently low-density development and an urban form that does not support frequent local transit service. Transit service in Market Area IV is primarily peak-period express and commuter service oriented to park-and-ride facilities that can effectively capture the lower density transit demand. Local trips are provided by general public dial-a-ride services.
- Transit Market Area V is generally all forms of Rural and Agricultural but does include the unique freestanding town centers of Stillwater, Waconia, Forest Lake, and Hastings; Market Area V is generally characterized by low-density development or undeveloped land not well suited for regular-route transit service.

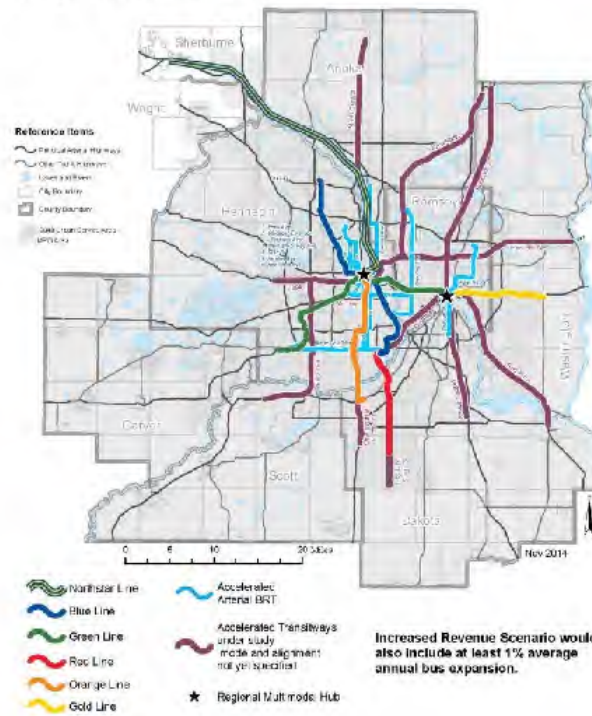


Increased Revenue Scenario

6.65

Figure 6-9: Map of Increased Revenue Scenario Transitways - Building an Accelerated Transitway Vision

Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



2010 TRANSPORTATION POLICY PLAN

version 1.0

SIX Transit Investment

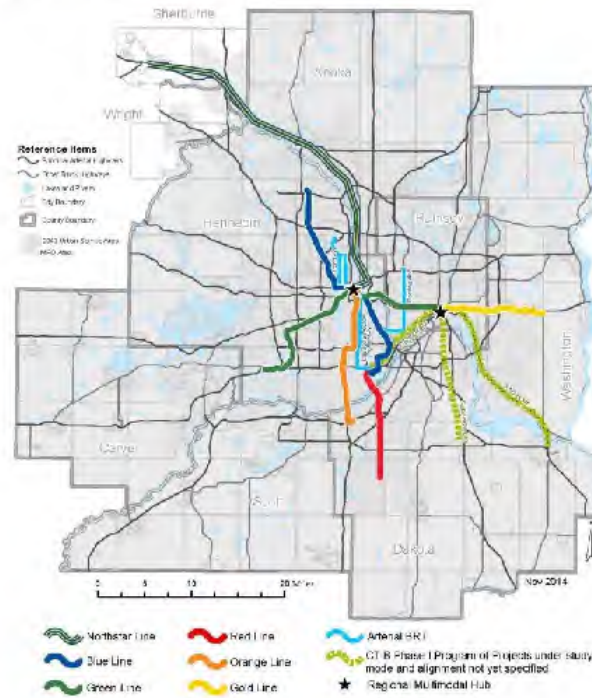


Current Revenue Scenario

6.62

Figure 6-8: Map of Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects



2010 TRANSPORTATION POLICY PLAN

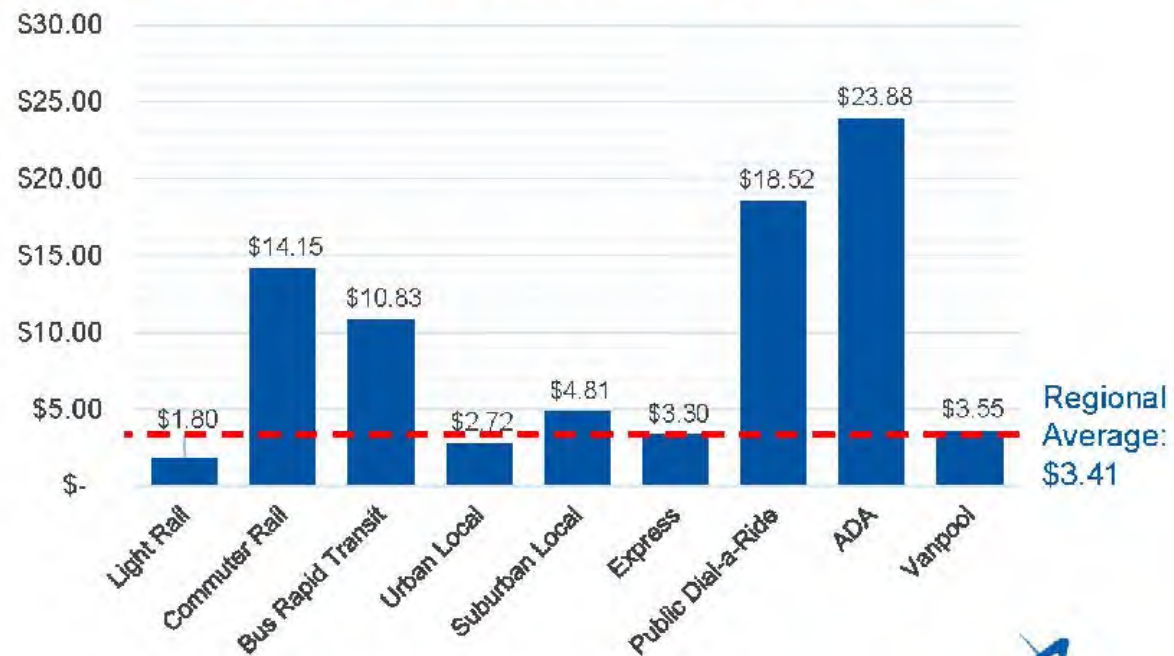
Version 1.0

SRK Transit Investment



Transit Subsidy

Subsidy by Service Type, 2013



12



Transit In Scott County

- ▶ Smart Link
- ▶ MVTA (Minnesota Valley Transit Authority)
- ▶ Metro Mobility
- ▶ Private Providers
 - Land to Air
 - Mystic



Smartlink

- ▶ Dial-A-Ride-contract manager for Scott and Carver Counties
- ▶ Administrator of Medical Assistance transportation for Scott and Carver Counties
- ▶ Volunteer Driver Program
- ▶ Shared vehicle- under construction
- ▶ Travel trainer- established in 2016
- ▶ Board group, Needs group, Provider group



Smart Link–Dial a Ride

- ▶ Customer Service hours 7am–3:30 pm
- ▶ buses operate 6 am– 7 pm
- ▶ Weekdays Only
- ▶ Fares based on Distance–Regionally established
- ▶ Operates holidays except Christmas, New Years and Thanksgiving
- ▶ By Reservation only
- ▶ Can only serve areas not served by “Fixed Route” Service



Smart Link–Dial a Ride

- ▶ Statistics Jan–May 2016
- ▶ Total trips 46,893 monthly average– 9,378
- ▶ Denials total 1992, monthly Average 398
- ▶ On time appointments average 93.5%
- ▶ Average passenger trip length– 12.8 miles



Smart Link–Mobility Management

- ▶ Grant
 - Advisory Committee
 - Volunteer Driver Program
 - Medical Assistance
 - Linking to Smart Link, MVTA & other programs in region and beyond



Other Mobility Options

- ▶ Taxis
- ▶ Medical Vans and cars
- ▶ School bus providers
- ▶ Veterans Program
- ▶ Employers– Mystic Lake, ValleyFair
- ▶ Uber, Prime(SW)– on demand service
- ▶ Programs– MRCI, Mount Olivet, New Options
- ▶ Neighborhood – Family, Friends, Church



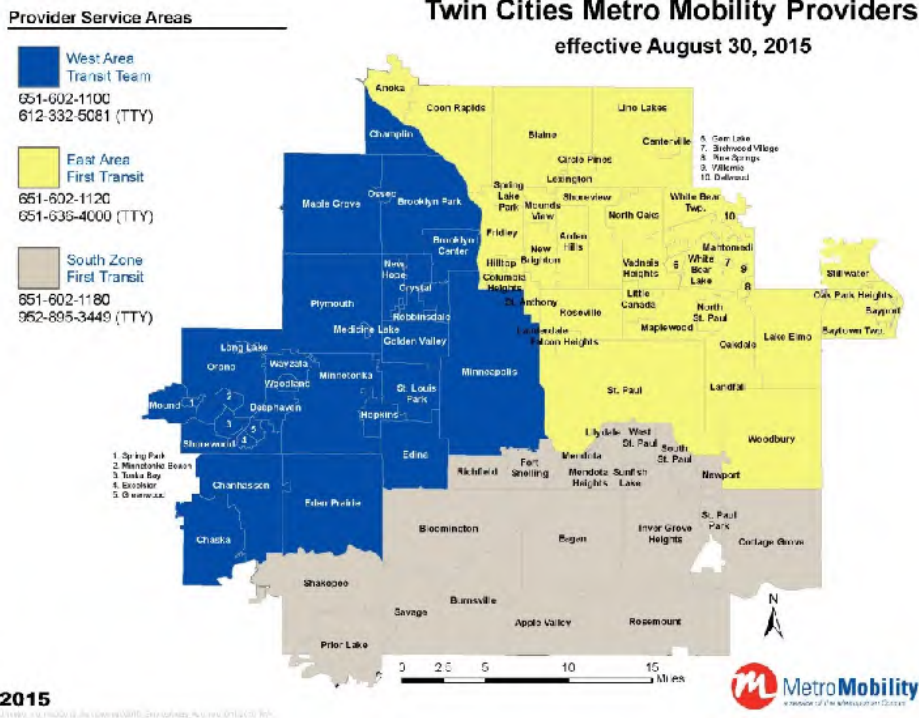
Smart Link–Dial a Ride

- ▶ Gaps
 - No Evening and Weekend Service
 - High number of Denials
 - Need higher level of service



Metro Mobility–Metro Council

▶ Service Areas



▶ Who Can Use

▶ **About Metro Mobility** –for certified riders who are unable to use regular fixed–route buses due to a disability or health condition. Rides are provided for any purpose.

▶ Eligibility

- ▶ Federal Americans with Disabilities Act (ADA) guidelines determine eligibility. Eligible if unable
 - to get to regular fixed–route bus,
 - to navigate regular fixed–route bus systems
 - to board & exit the bus at locations



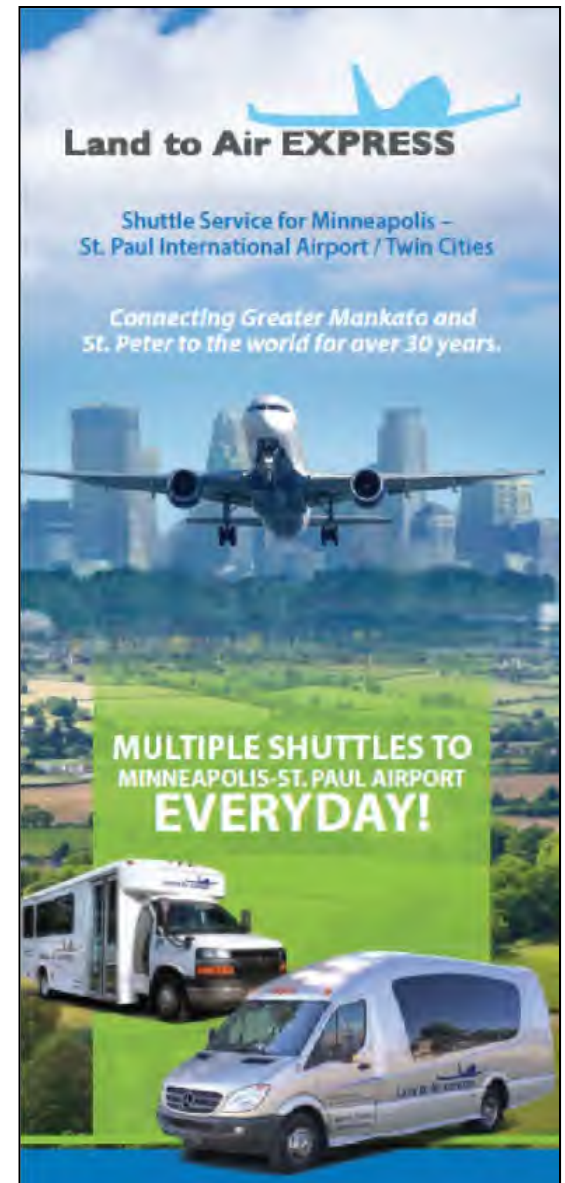
Metro Mobility–Service Hours

COMMUNITY	WEEKDAYS		SATURDAY		SUNDAY	
Bloomington	24HR	24HR	24HR	24HR	24HR	24HR
Burnsville	5:00 AM	11:45 PM	7:15 AM	10:30 PM	7:30 AM	9:30 PM
Chanhassen	5:15 AM	6:45 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Chaska	5:15 AM	6:45 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Eagan	5:15 AM	11:45 PM	7:45 AM	9:15 PM	8:00 AM	9:00 PM
Eden Prairie	5:15 AM	6:45 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Maple Grove	5:15 AM	9:15 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Minneapolis	24HR	24HR	24HR	24HR	24HR	24HR
MSP Airport	24HR	24HR	24HR	24HR	24HR	24HR
Prior Lake	5:15 AM	6:45 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Savage	5:00 AM	11:30 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM
Shakopee	5:15 AM	6:45 PM	8:00 AM	4:00 PM	8:00 AM	4:00 PM



Land To Air Express

- ▶ Provides Service along 169 Corridor
- ▶ Jefferson Lines Operates
- ▶ Round Trip Service 6X/day MSP & other places
 - Mankato
 - LeSueur
 - St. Peter
- ▶ Fares from MRST
 - Airport \$15
 - MSU–Mankato \$21



Transit Advantages



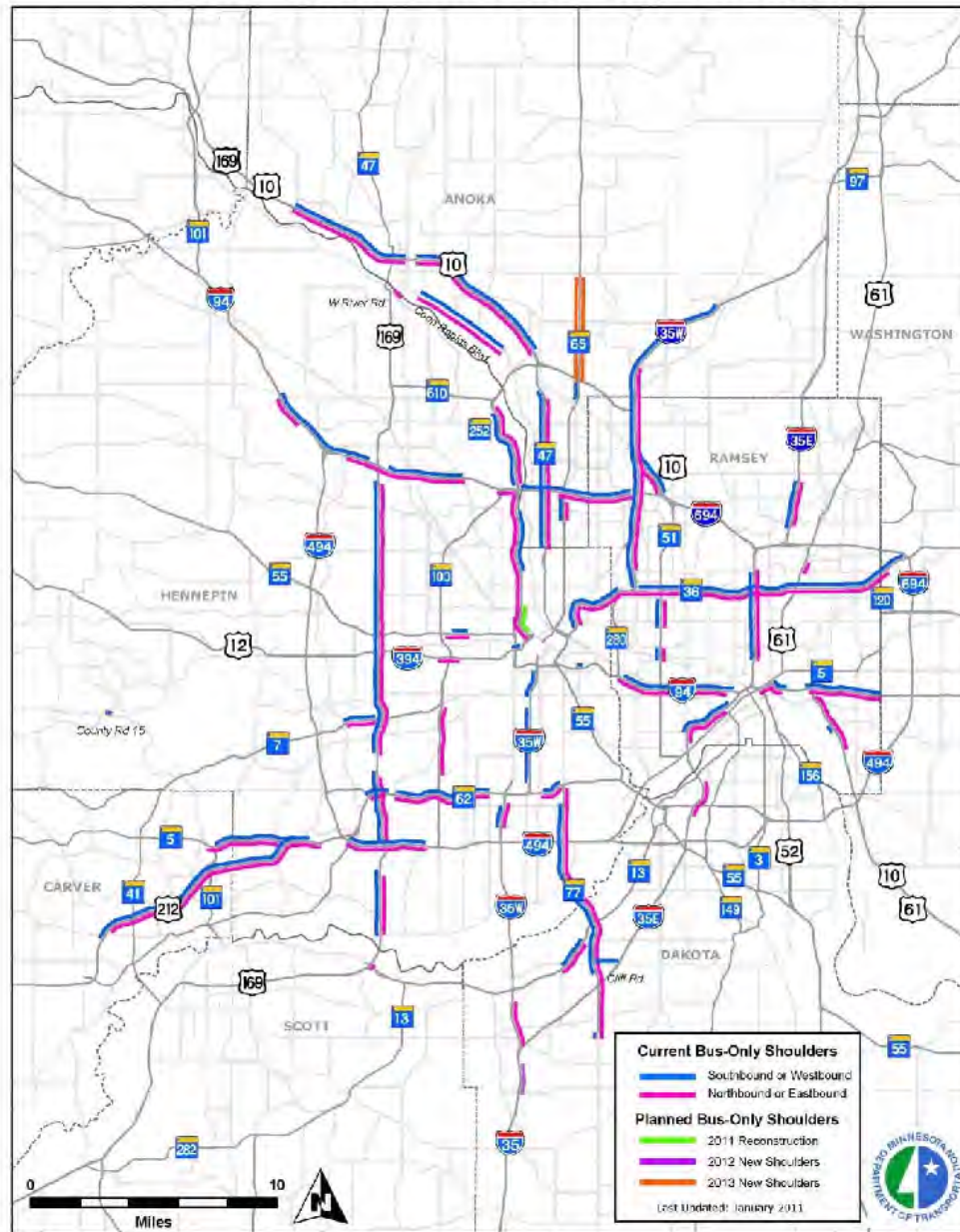
- ▶ Bus Only Ramps



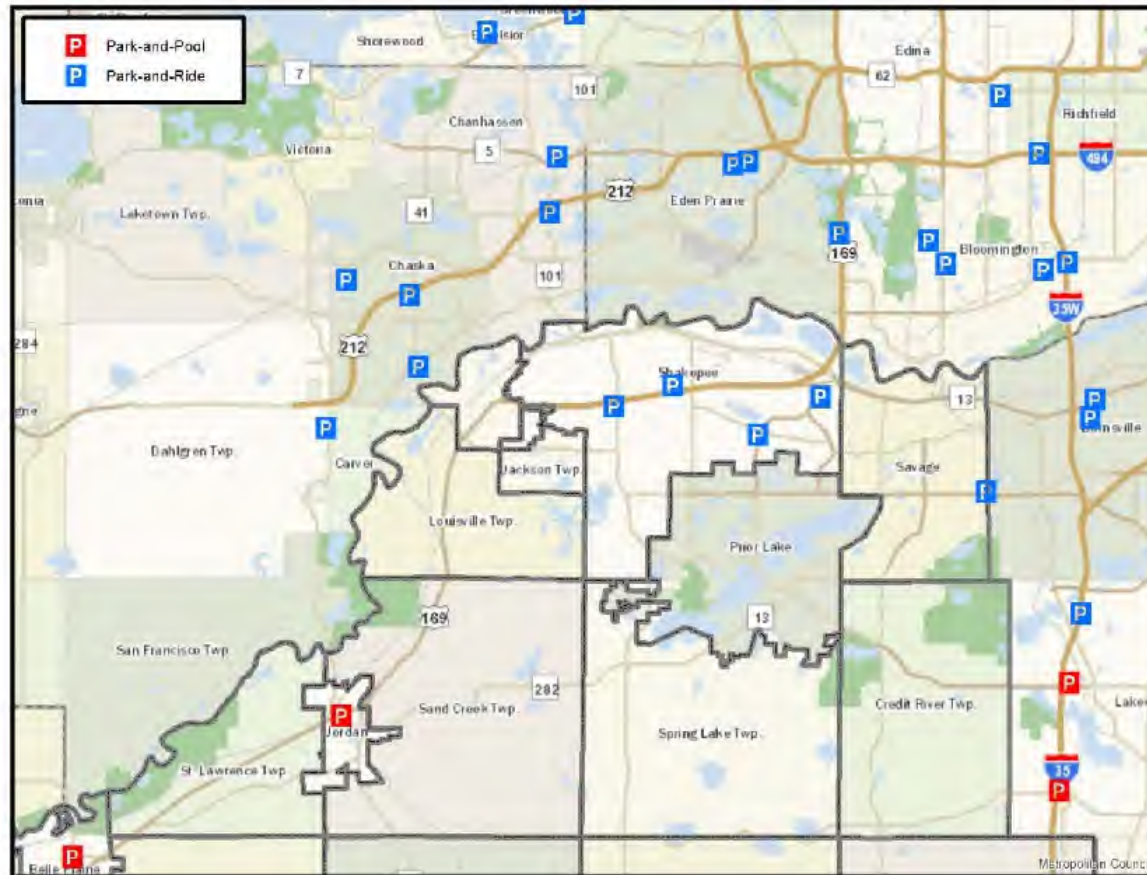
- ▶ Bus Shoulder



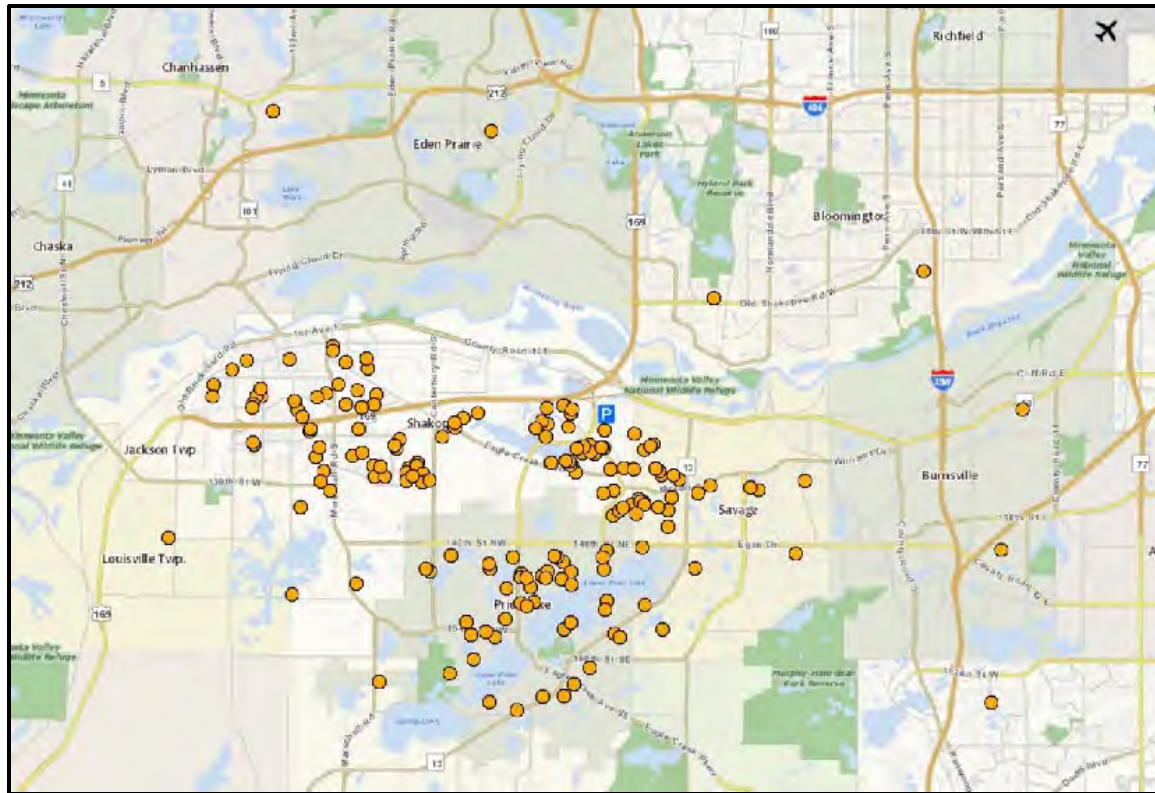
Current and Planned Bus-Only Shoulders



Park & Rides Serving Residents



South Bridge – 515 Spaces



2014–49 % Utilization

Served by Routes:
490, 491 & 493

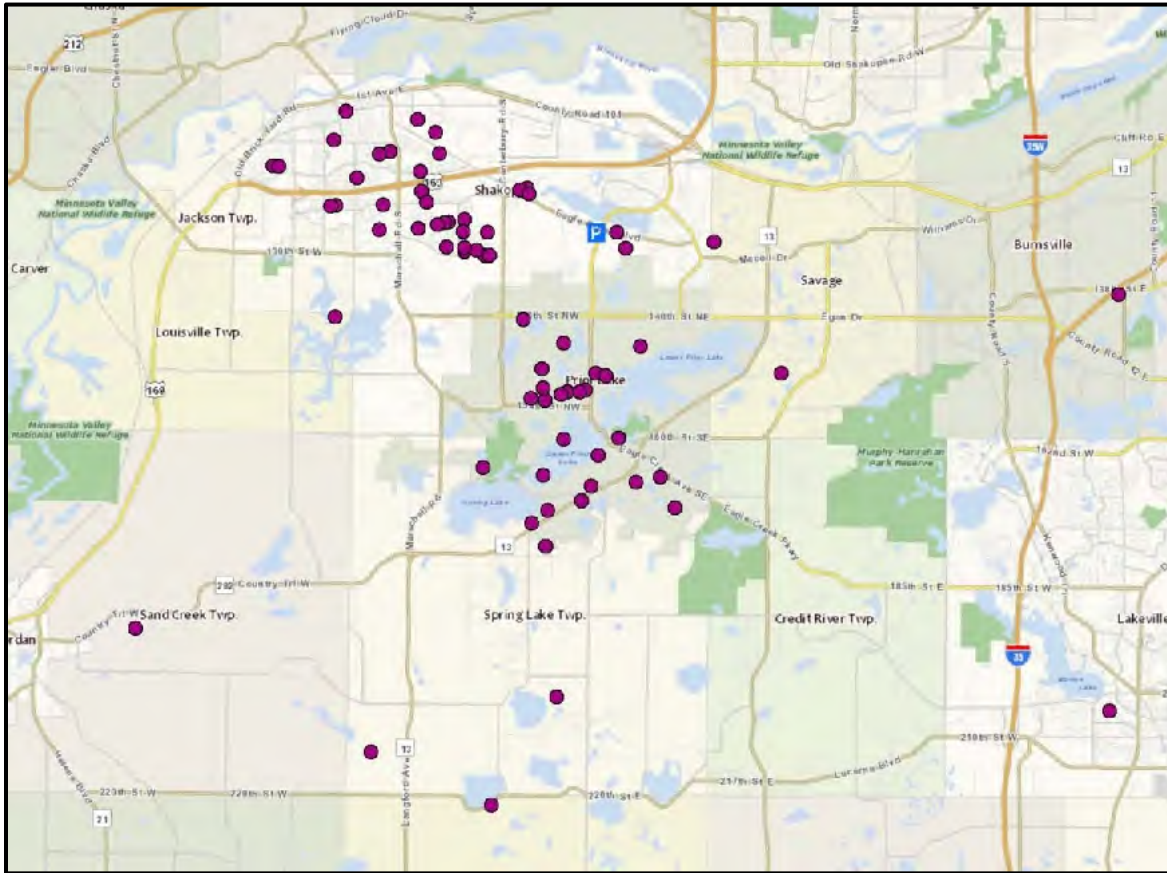
Opened 2007

Owned By Scott
County

Address: 1401
Crossings Boulevard,
Shakopee



Eagle Creek-535 Spaces



2015-13 % Utilization

Served by Routes:
490, 491 & 492

Opened 2012

Leased By Scott
County/SMSC Owner

Address: 1401
Crossings Boulevard,
Shakopee



Marschall Road- 405 Spaces



2015-11 % Utilization

Served by Routes:
496, 490, 494, Smart
Link & Land To Air

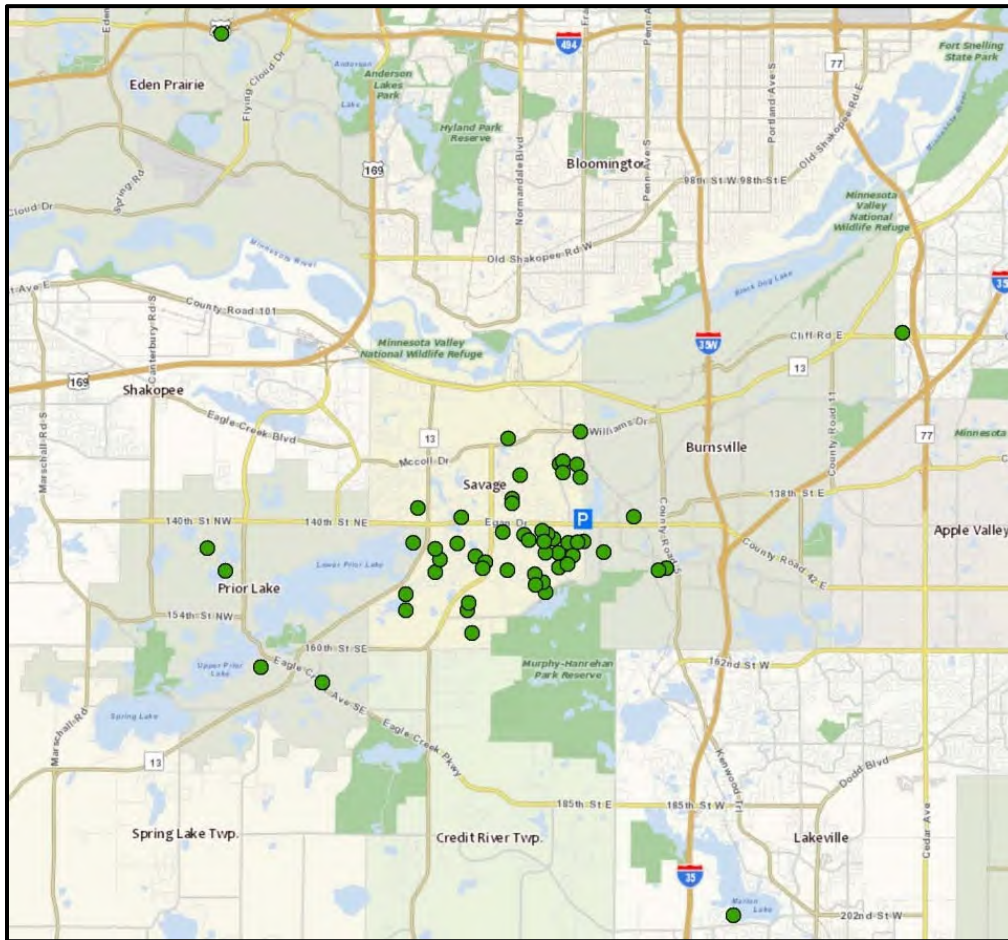
Opened 2014

Owned By Scott
County

Address: 1615 Weston
Ct, Shakopee



Savage-195 Spaces



2015-41% Utilization

Served by Routes:
421, 444, 464

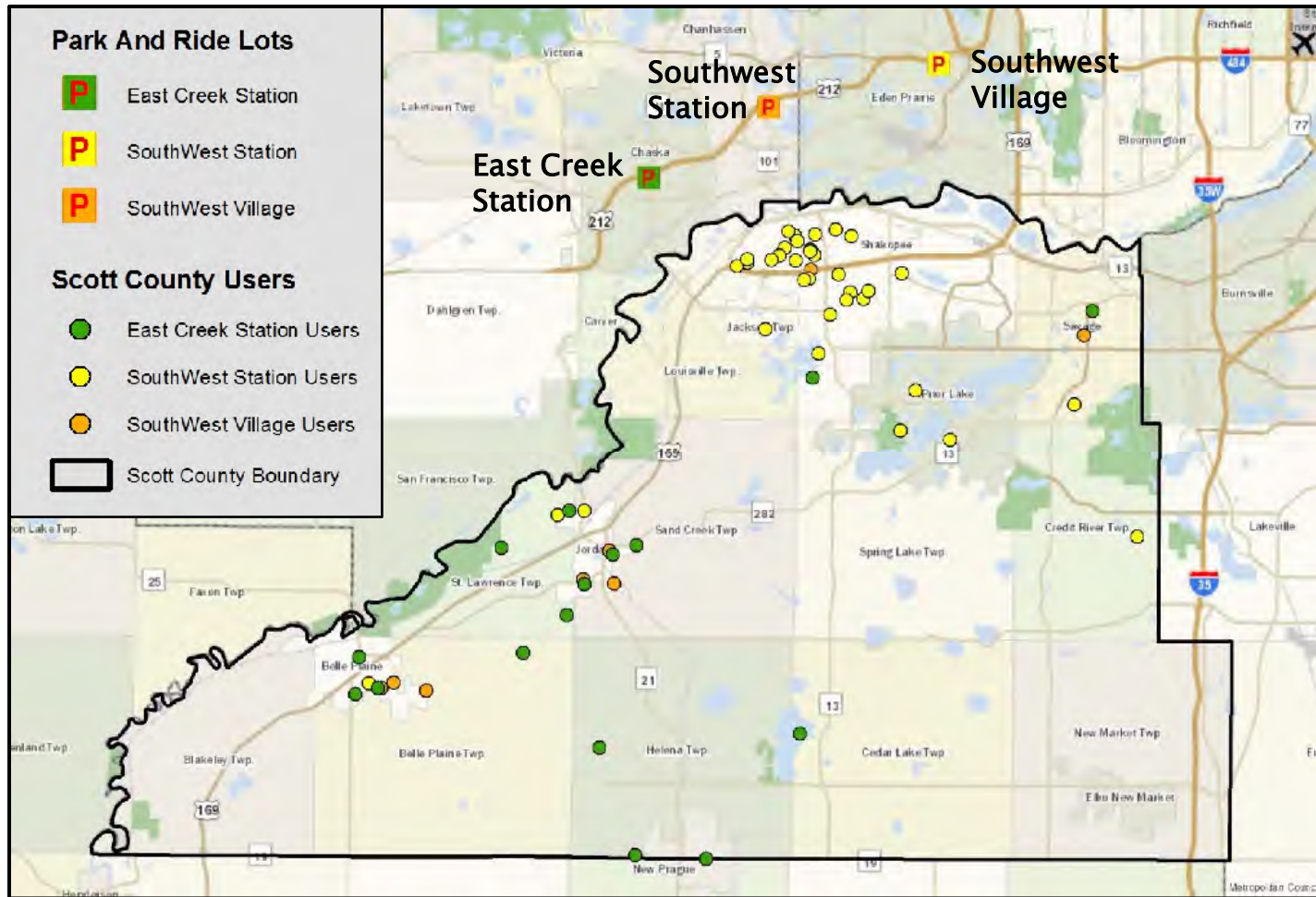
Opened 2012

Owned By MVTA

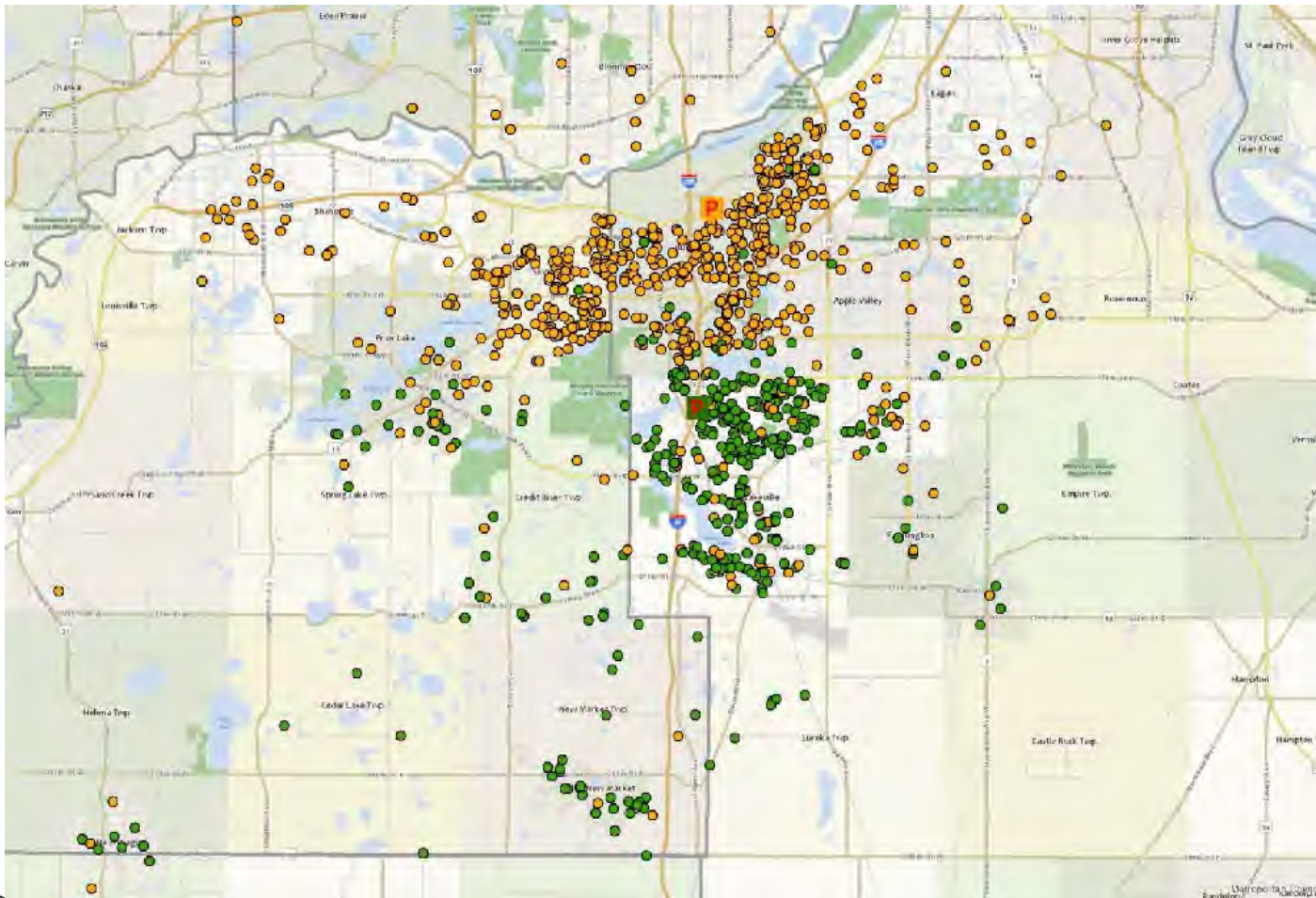
Address: 14121
Huntington Avenue,
Savage



US 212 Park and Ride Users



I 35 Park & Ride Users

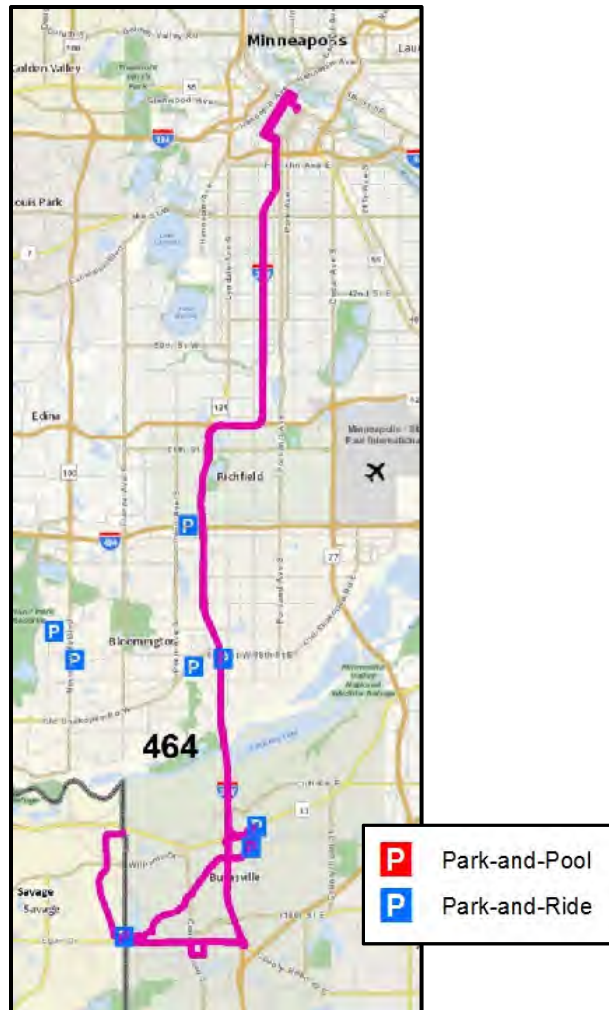


Park and Pool Lots Serving Residents

Location	Spaces	% Utilization
Jordan	15	27
Belle Plaine	20	45
Lakeville @CSAH 60	64	16
Lakeville @ CSAH 70	80	19



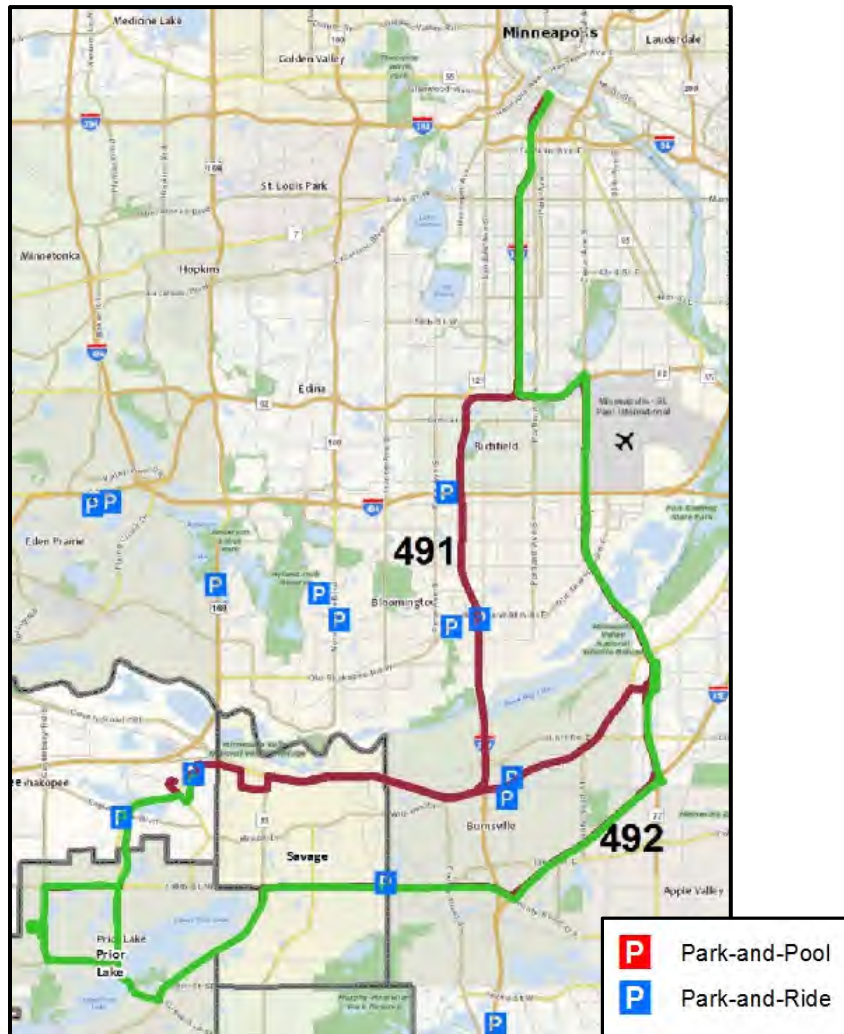
MVTA-Route 464



- ▶ Downtown Minneapolis Express Service
- ▶ Monday-Friday
- ▶ Stops at Savage, Burnsville Pkwy, and I-35W at Lake Street Station
- ▶ 8 Round Trips Daily



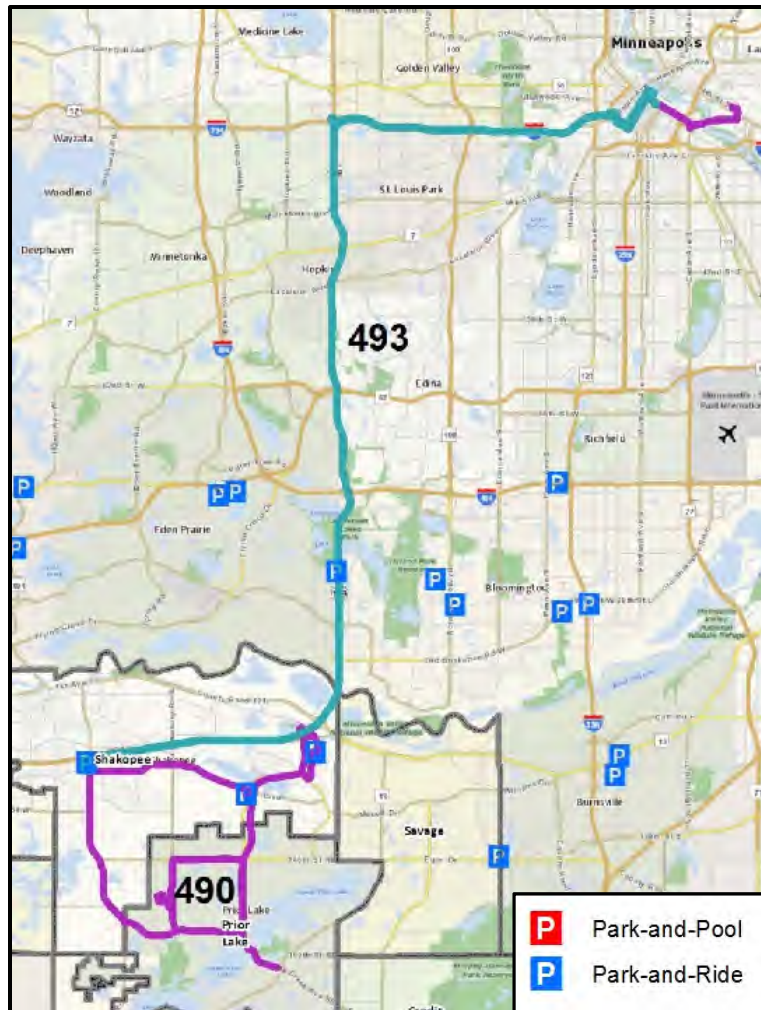
MVTA-Route 491 / 492



- ▶ Service to Downtown from Burnsville and Shakopee
- ▶ Monday-Friday
- ▶ Stops Dakota Pkwy, Eagle Creek, South Bridge & Cedar Grove
- ▶ Route 492 has 3 Northbound Trips only



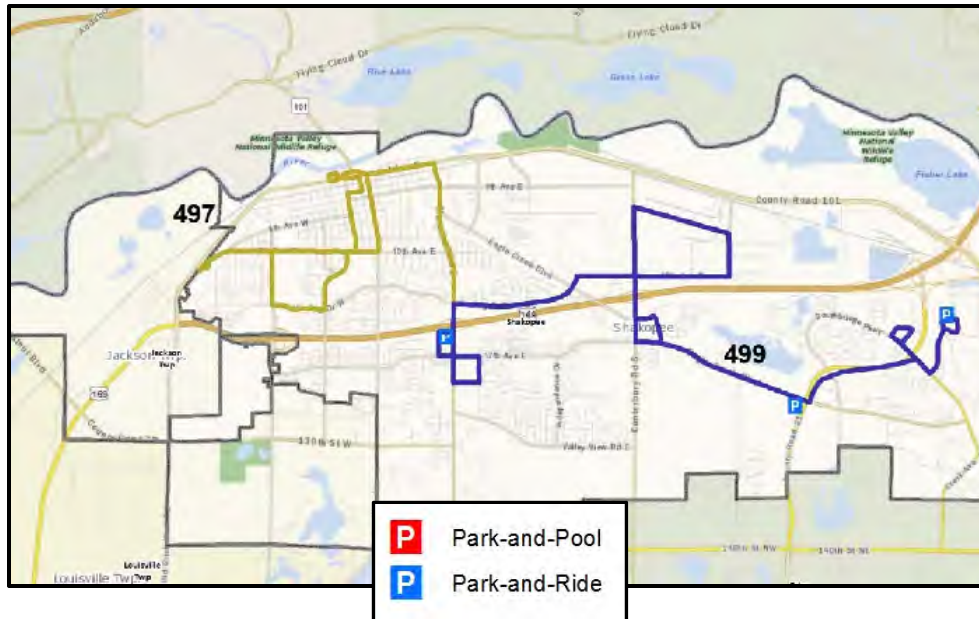
MVTA-Route 490/493



- ▶ Service from Downtown Mpls and UofMN Campus to Shakopee
- ▶ Monday-Friday
- ▶ Stops Eagle Creek, South Bridge & Cedar Grove
- ▶ Limited outbound trips



MVTA-Route 497/499



- ▶ Service within Shakopee
- ▶ Monday-Friday
- ▶ Stops Marschall Road Transit, Town Square Mall, Shakopee Community Center, Southbridge Crossings Park & Ride, and Walmart
- ▶ Hourly Eastbound trips



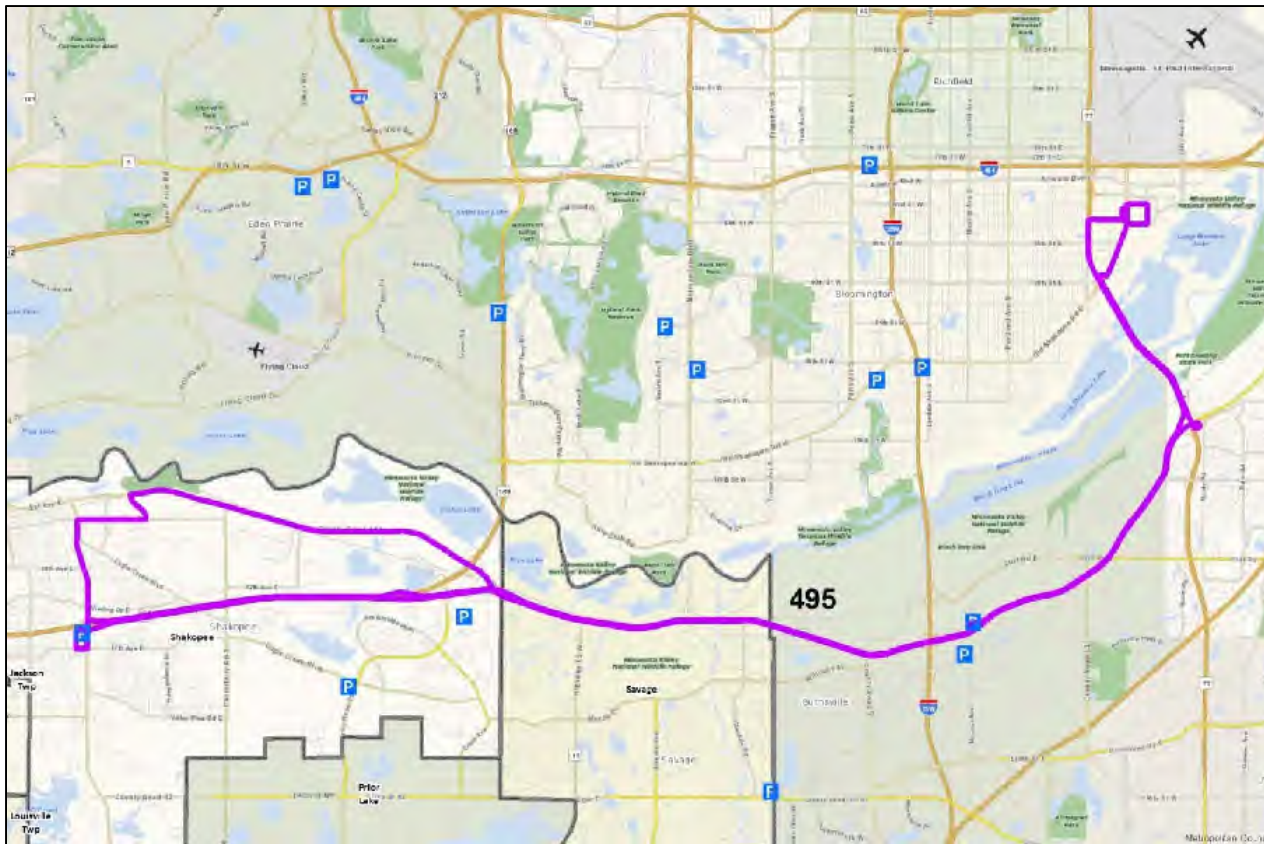
MVTA-Route 421



- ▶ Service between Savage and Burnsville
- ▶ Monday-Friday
- ▶ Stops at Savage Park-n-Ride, Burnsville Transit and Lynn Court Apartments.
- ▶ 6 Daily Trips



MVTA – Route 495



- ▶ Service 7 days a week between Mall of America, Burnsville Transit Station, and Marschall Road Transit Station.
- ▶ Includes 39 trips (18 southbound, 21 northbound) per day between 4 AM and midnight



Regional Transit Ridership Report

2nd Quarter 2016 to 2015 Comparison by Provider

<u>Provider</u>	<u>Rides</u>	<u>% Change</u>
Metro Transit	20.3 M*	-5.2%
MTS - Contracted	1.34 M	0.1%
Suburban Providers	1.23 M	-1.7%
University of MN	.72 M	6.6%
	-----	-----
Total	23.6 M	-4.4%

* Excludes 196,211 Maple Grove contracted rides



Regional Transit Ridership Report

2nd Quarter 2016 to 2015 Average Weekday Ridership by Provider

<u>Provider</u>	<u>Average Weekday Rides</u>	<u>% Change</u>
Metro Transit	261,537*	-4.9%
MTS - Contracted	18,332	-0.7%
Suburban Providers	18,876	-1.9%
University of MN	10,907	4.9%
	-----	-----
Total	309,652	-4.2%

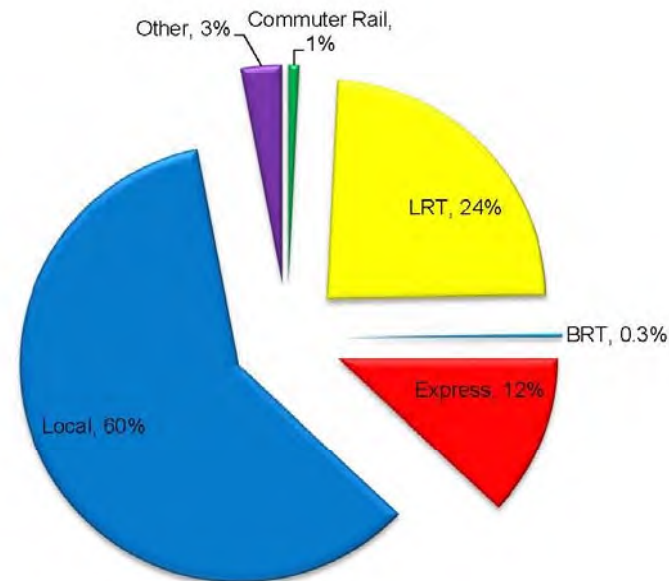
* Excludes Maple Grove contracted rides



Regional Transit Ridership Report

2nd Quarter 2016 by Service Type

- Commuter Rail - .19 M
 - LRT – 5.6 M
 - Express Bus – 2.8 M
 - BRT– 66,000
 - Local Bus– 14.2 M
 - Other* – .71 M
- Total – 23.6 M**

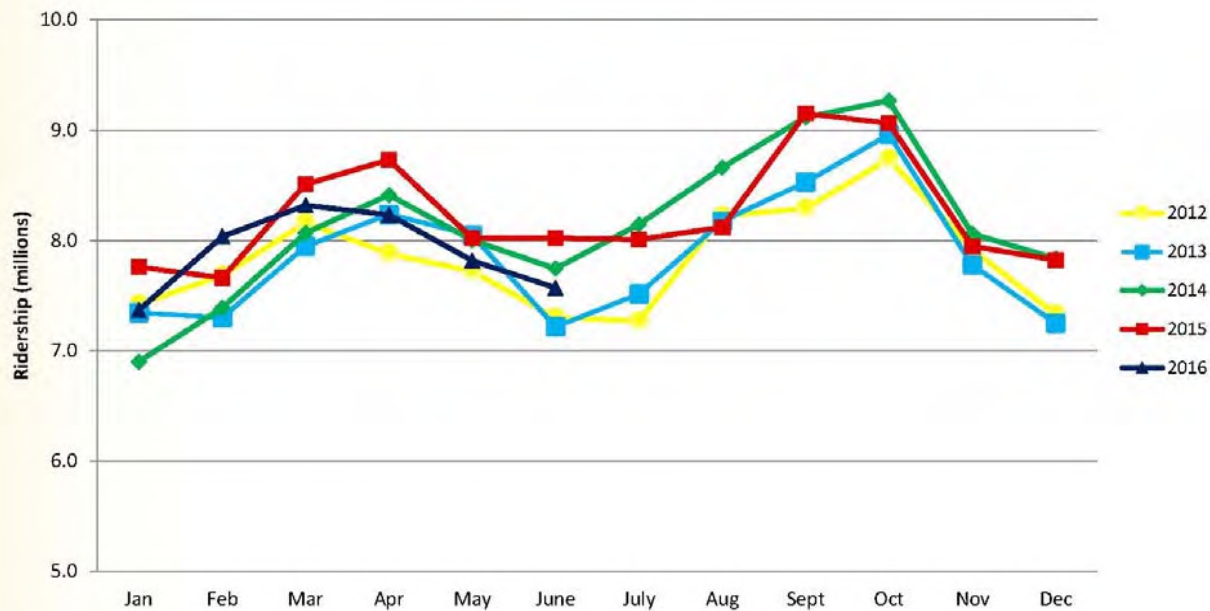


* Dial-a-Ride, Metro Mobility, Vanpool

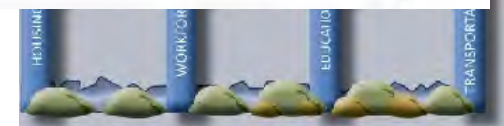
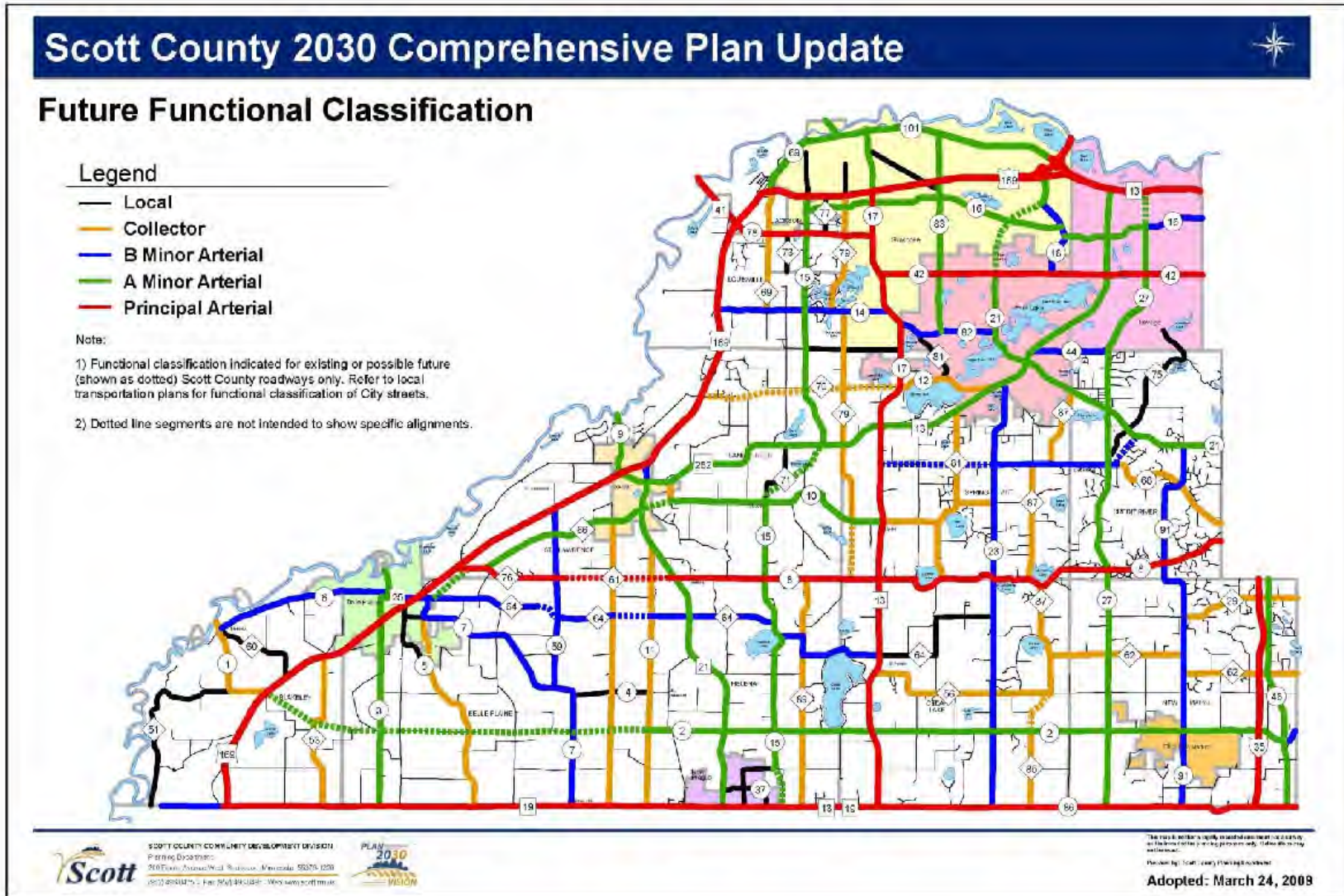


Regional Transit Ridership Report

2016-2012 Monthly Comparison



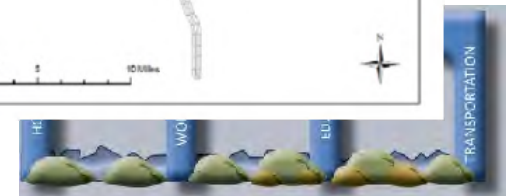
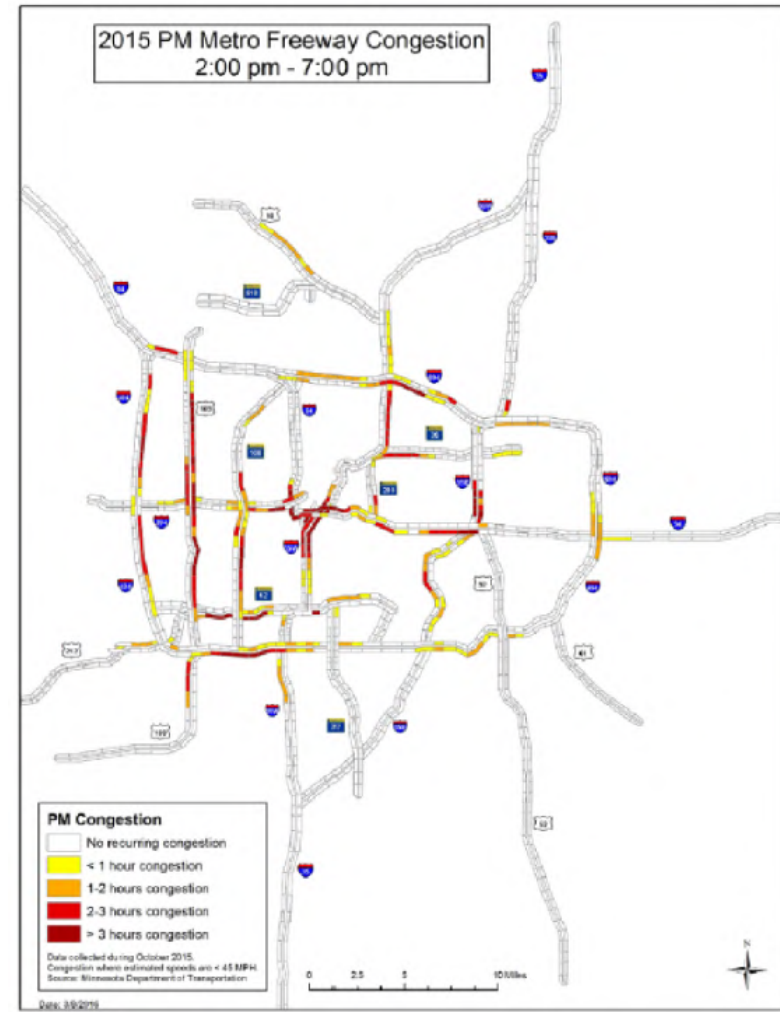
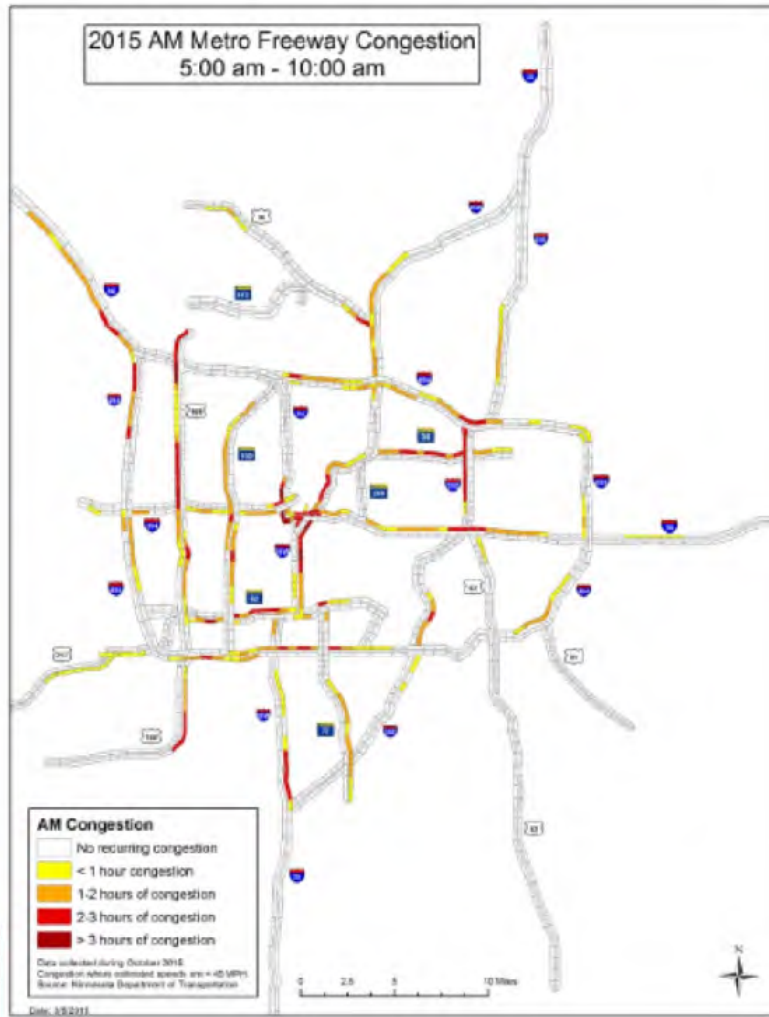
Highway System–Future Functional Class



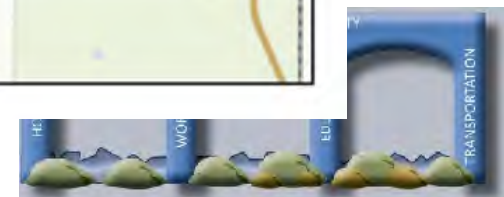
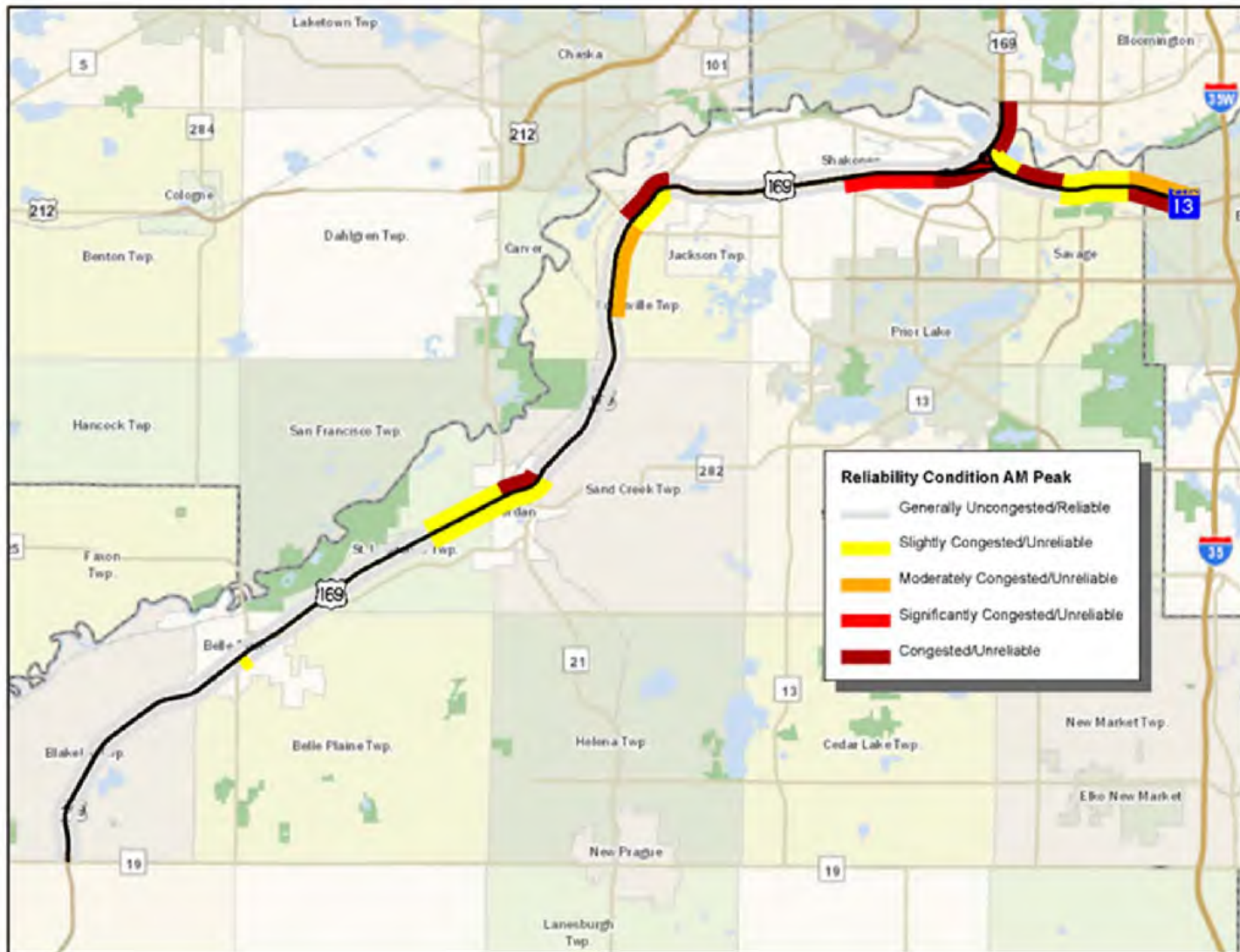
2015 Congestion Levels

▶ Morning Freeway Congestion

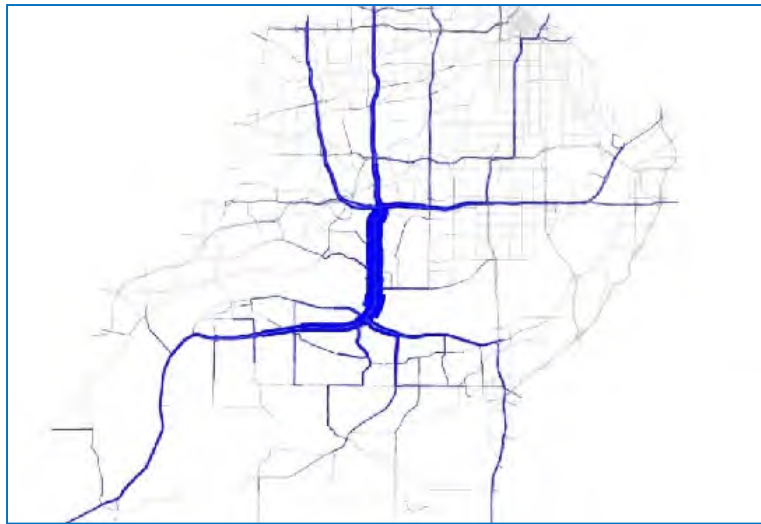
▶ Afternoon Freeway Congestion



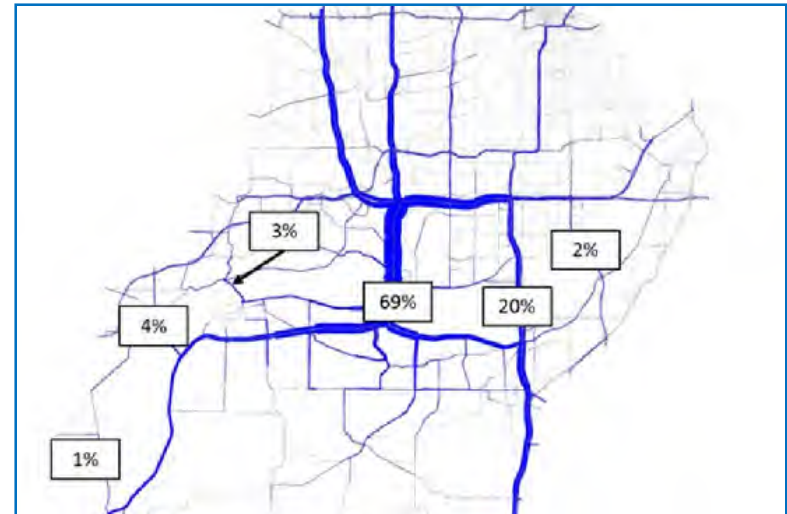
Congestion- TH169 & TH13



River Crossing Travel Patterns



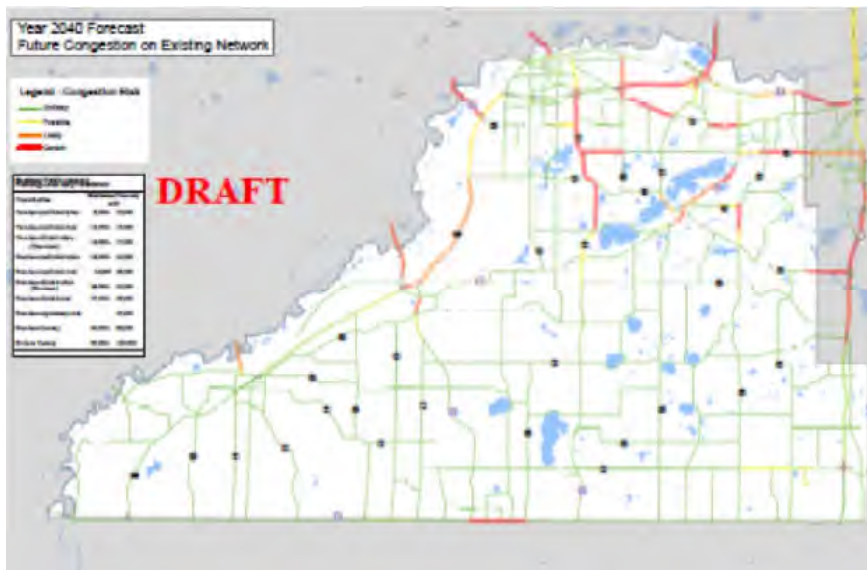
▶ TH 169 Ferry Bridge



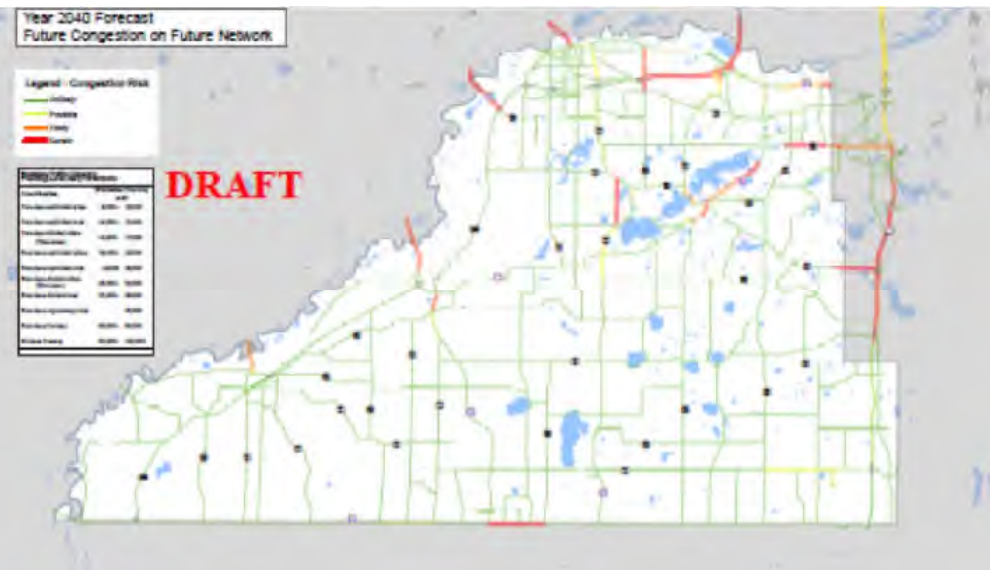
▶ Bridge Diversions



2040 Forecast- Traffic Congestion



▶ Existing System



▶ Planned Improvements

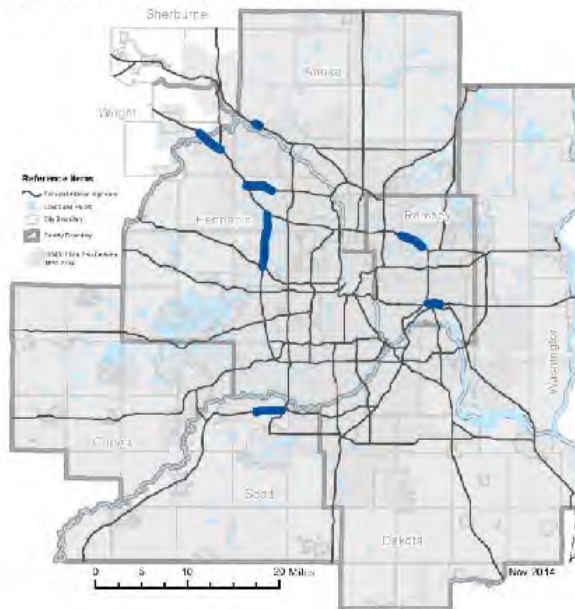


TPP-Planned Capacity Investments

5.28

Figure 5-7: Highway Strategic Capacity Enhancements 2015-18

Highway Strategic Capacity Enhancements



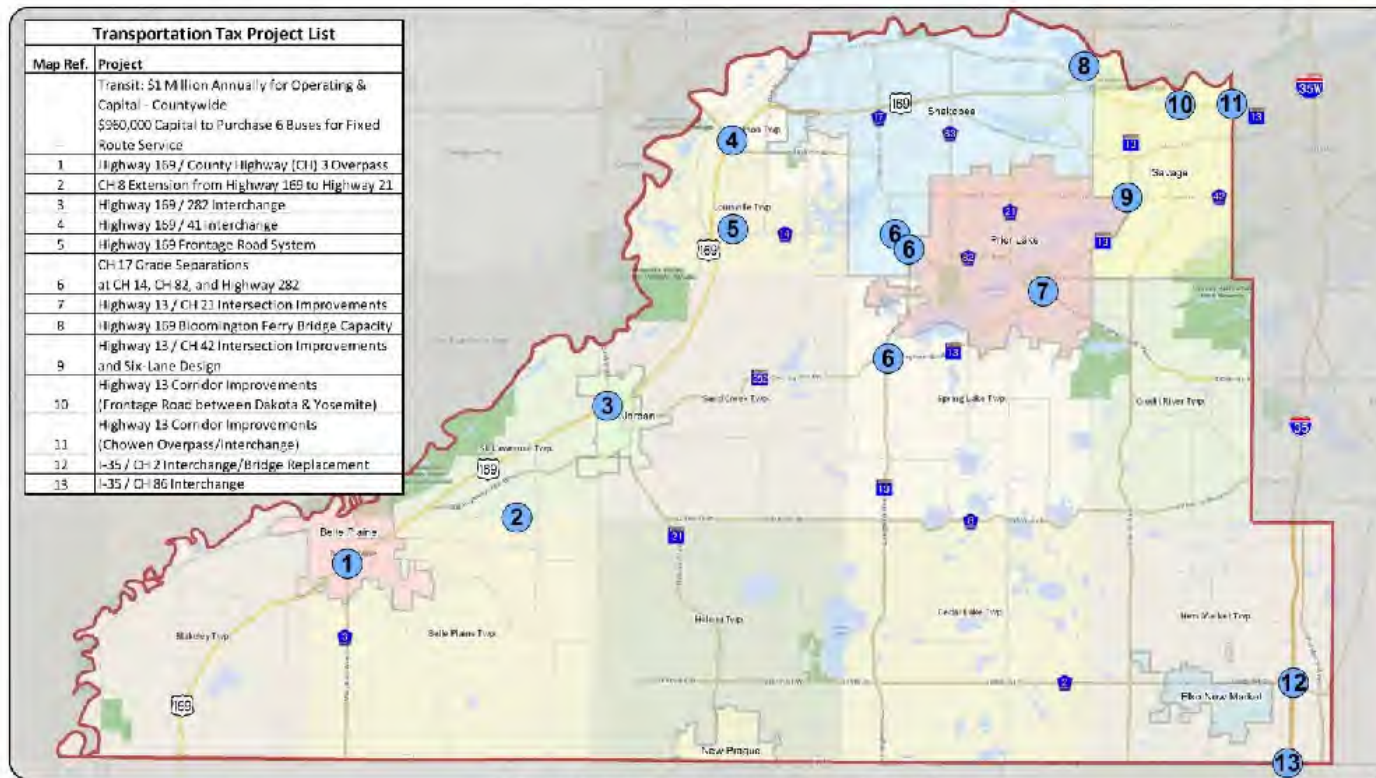
2010 TRANSPORTATION POLICY PLAN


version 1.0

HIV: Highway Investment



Transportation Tax-2015




SCOTT COUNTY
 Physical Development
 600 County Trail E., Jordan, MN 55352
 (252) 476-8346 - www.co.scott.mn.us

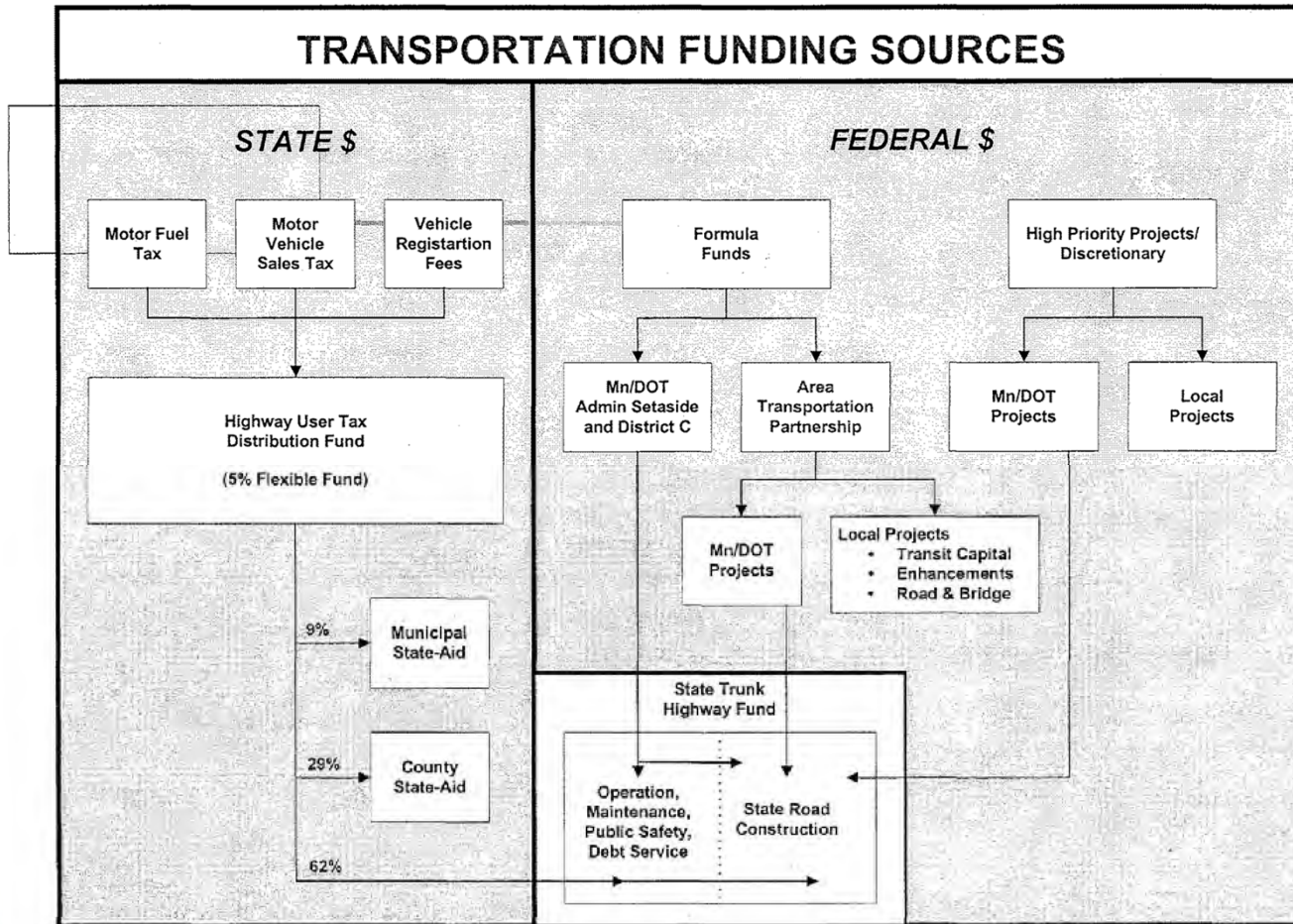
Transportation Tax Projects

Adopted: May 12, 2015 Resolution No. 2015-067

This map and the project locations shown on it are not intended to be used for any purpose other than the one for which they were prepared by Scott County Physical Development. A.C. 02.16B.02
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Highway Funding





Regional Bicycle Network



Regional Bicycle Transportation Network (RBTN) Corridors

PROPOSED




RBTN Corridors with Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments








RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors






Other Trail Systems

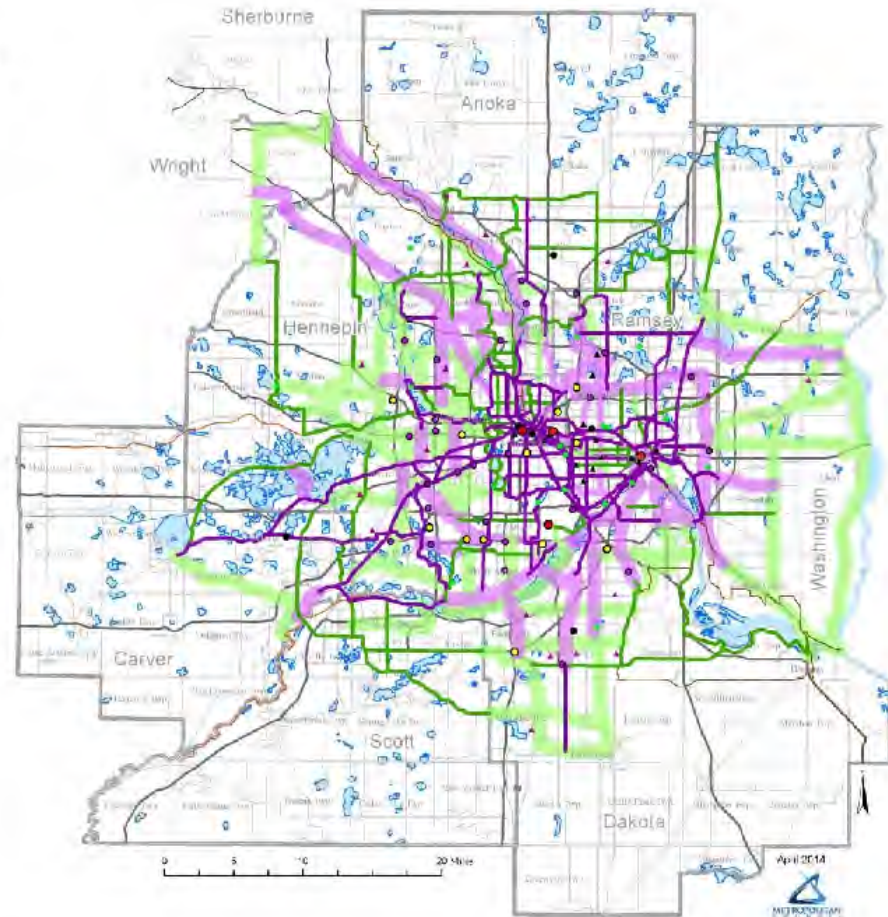
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

Regional Destinations

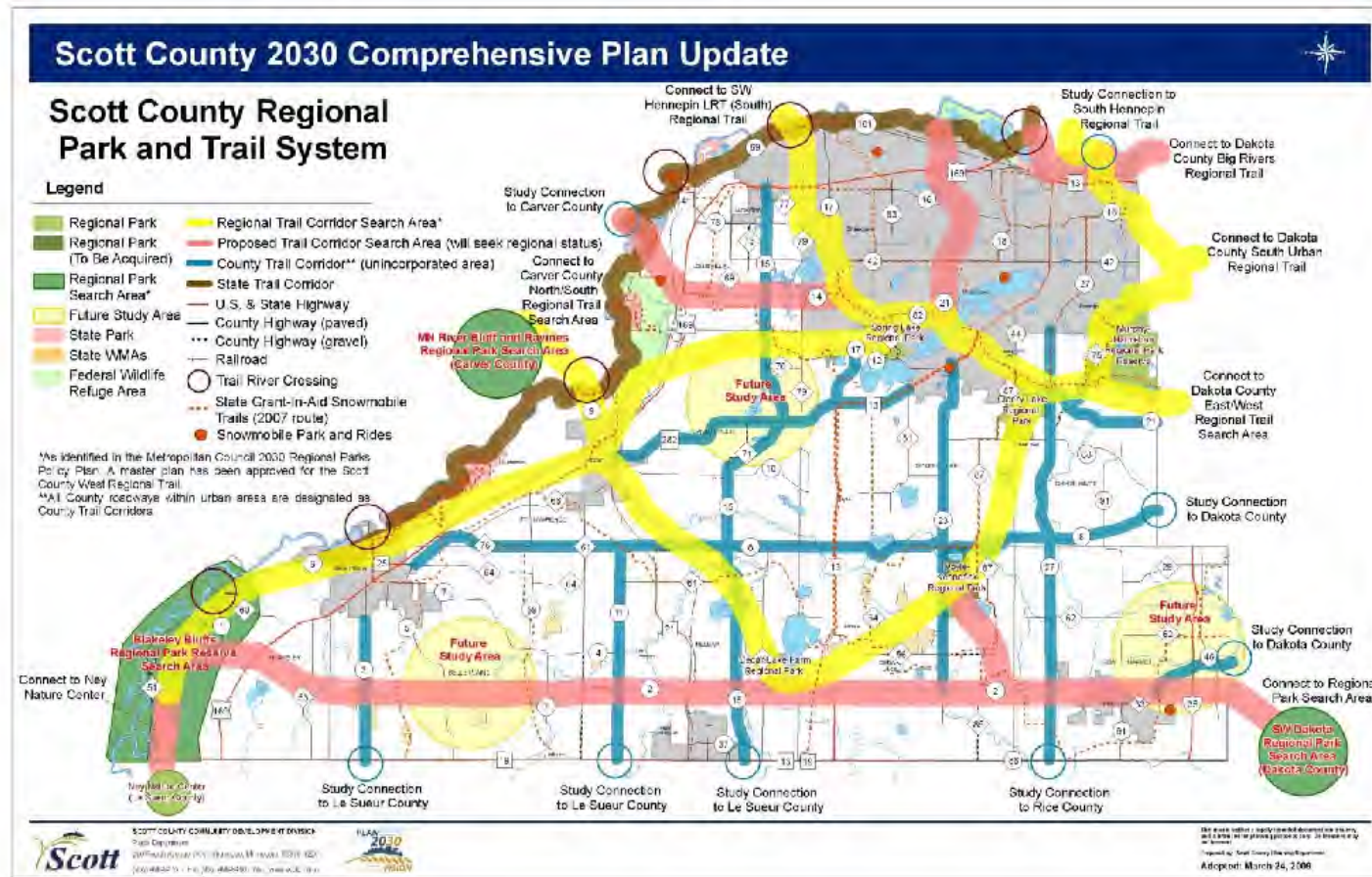
-  Metropolitan Job Centers (50,000+ jobs)
-  Regional Job Centers (15,000 - 50,000 jobs)
-  Subregional Job Centers (7,000 - 15,000 jobs)
-  Large High Schools (2000+ Students)
-  Colleges & Universities (2000+ Students)
-  Major Sport & Entertainment Centers
-  Highly Visited Regional Parks (400,00+ visits per year)

Reference Items

-  Principal Arterial Roads
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Municipal Urban Service Area MPO Area



Scott County Regional Trail Plan

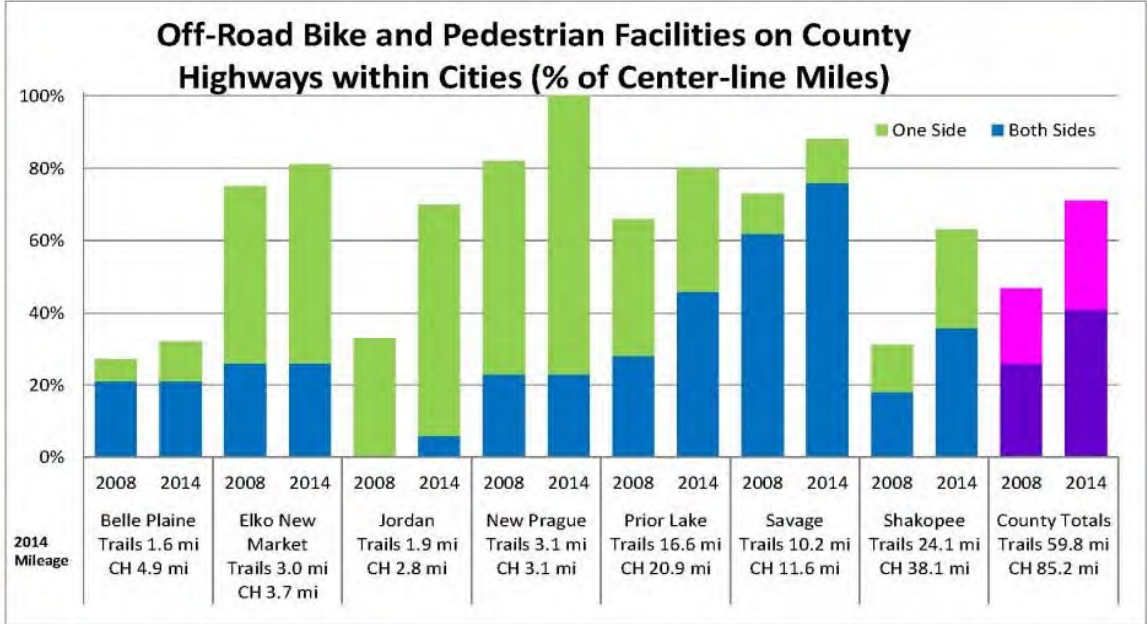




Delivering What Matters Physical Development



About this measure:
In 2009, a policy was incorporated in the comprehensive plan update to build trails or sidewalks on both sides of county highways in cities within Scott County. This measure tracks progress from 2008 to 2014 of the off-road bike and pedestrian facilities as a percentage of the centerline miles of highways within each city.



Source: Scott County GIS

Why does this matter?

The construction of trails and sidewalks along our counties highways provide a safe and healthy alternative for travel to school, work, shopping and play in Scott County communities. National safety studies have shown that highways without sidewalks/trails have 2.6 times more pedestrian collisions, while highways with sidewalks/trails on one side had 1.2 times more pedestrian collisions. Trails/sidewalks can be constructed as part of road reconstruction/expansion projects, installed through development or done as a separate project by the county or our local city partners.



Demographics – Manufacturing & Distribution Centers

Jobs Per Acre

Less than 2

2 to 49

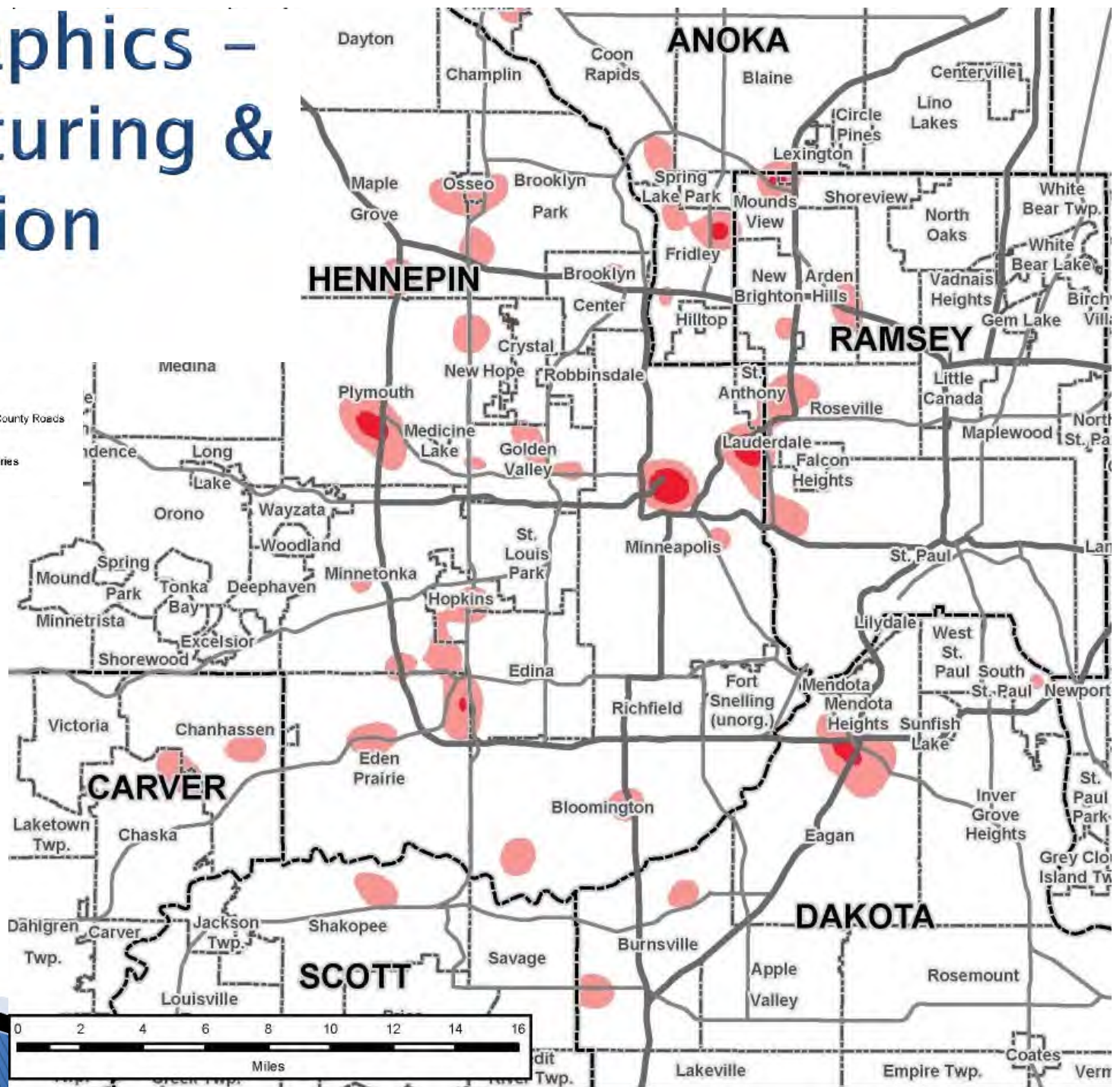
5 to 95

Interstate Highways

State, US Highways and County Roads

County Boundaries

City and Township Boundaries



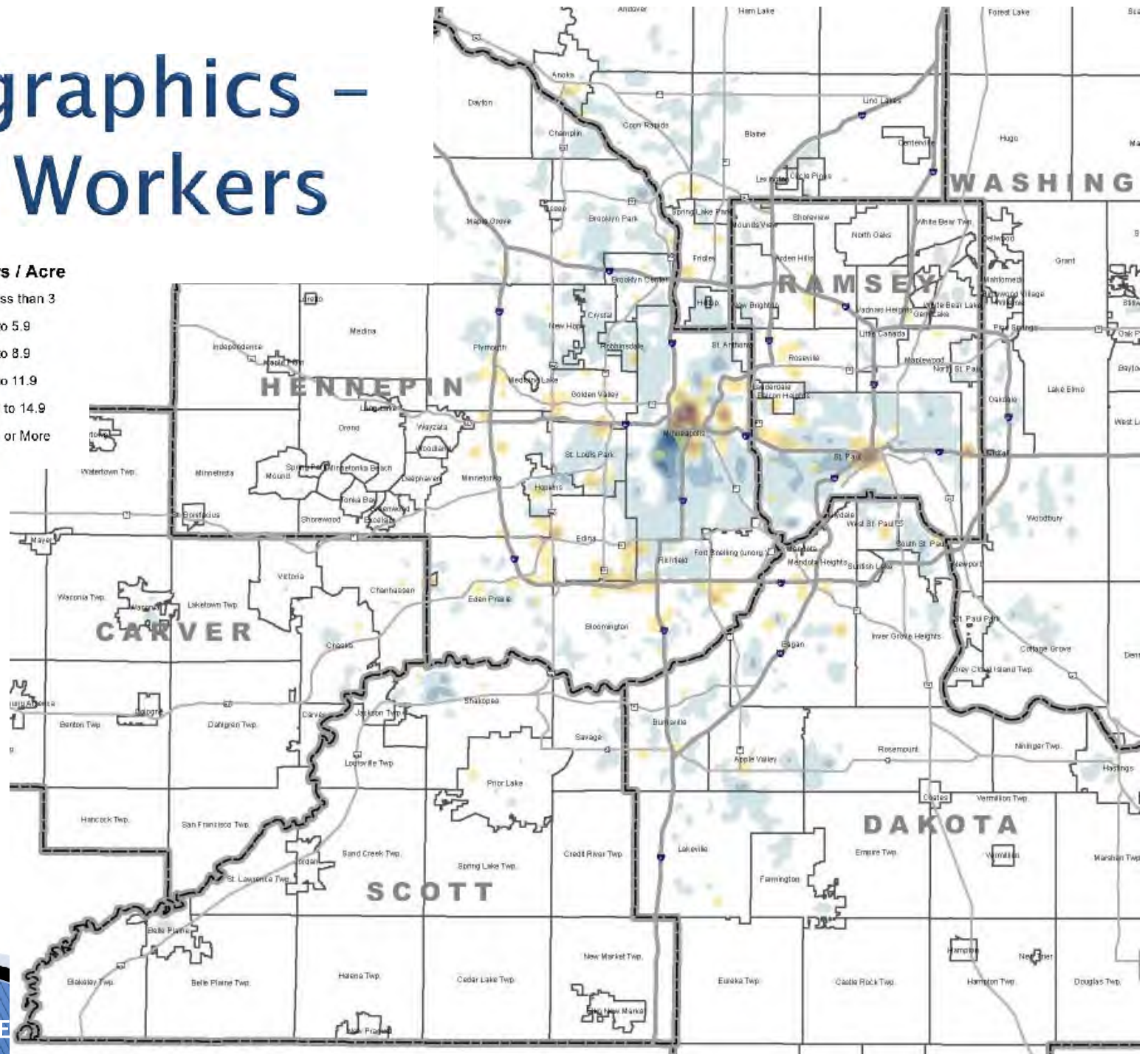
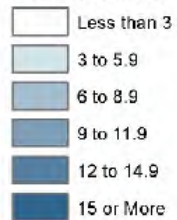
50 by 30: Live, Learn, Earn

Demographics – Jobs & Workers

Jobs / Acre



Workers / Acre

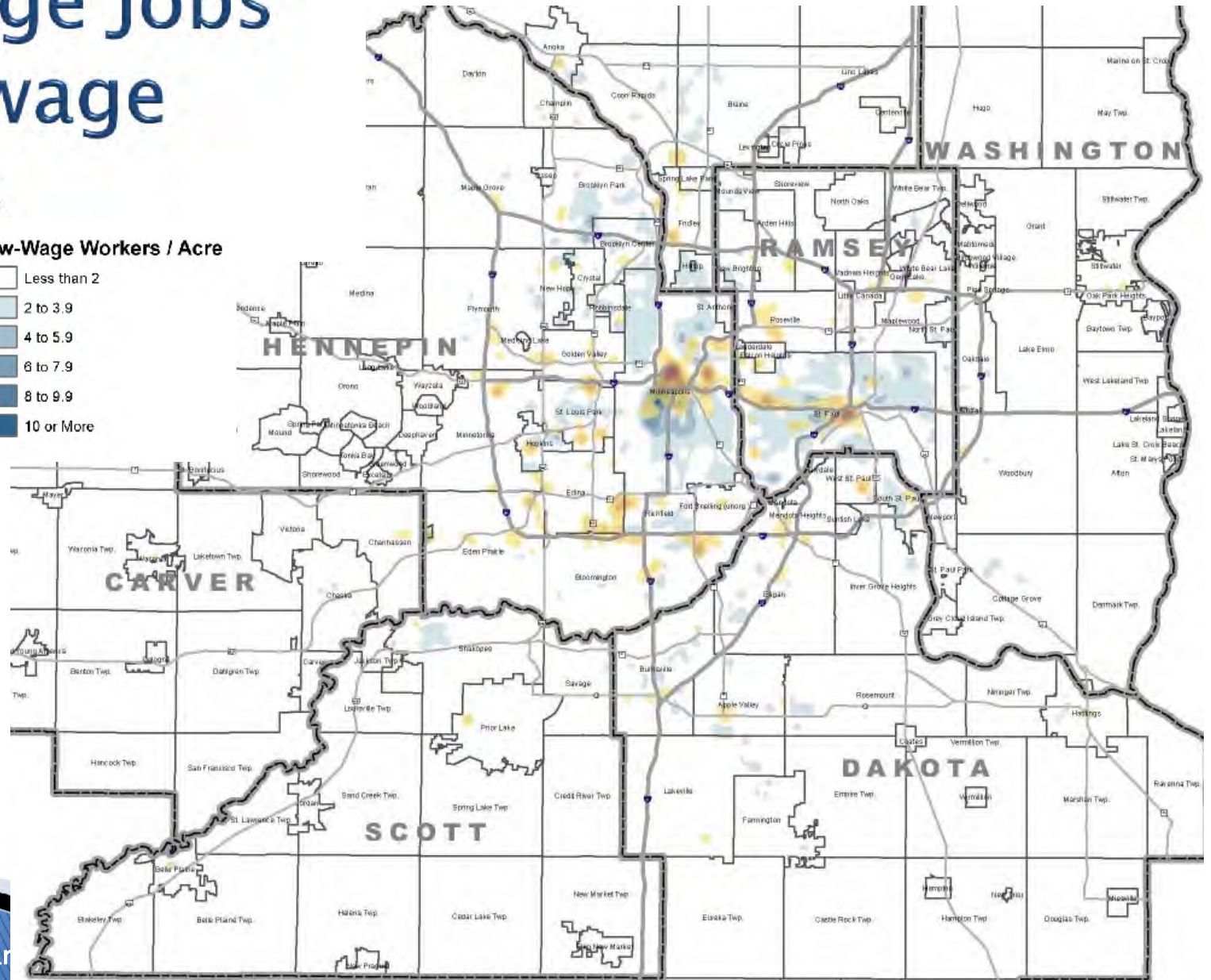
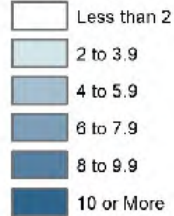


Demographics – Low-wage Jobs & Low-wage Workers

Low-Wage Jobs / Acre



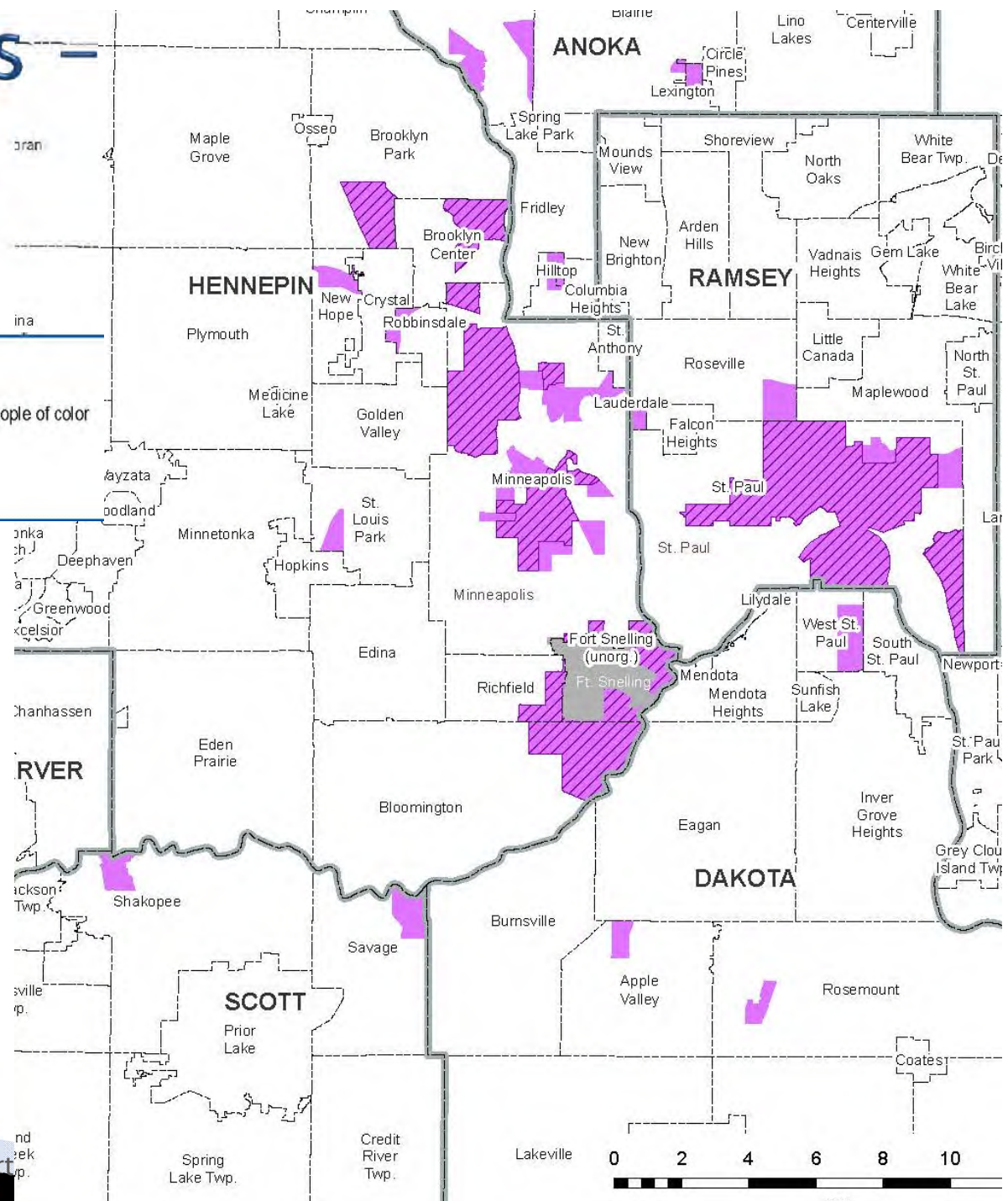
Low-Wage Workers / Acre



Demographics - Concentrated Poverty

Areas of Concentrated Poverty by Census Tract, 2009-2013

- Area of Concentrated Poverty
- Area of Concentrated Poverty where at least half of residents are people of color
- City and Township Boundaries
- County Boundaries
- Minneapolis-Saint Paul Intl Airport



Demographics – Publicly Subsidized Affordable Rental Housing

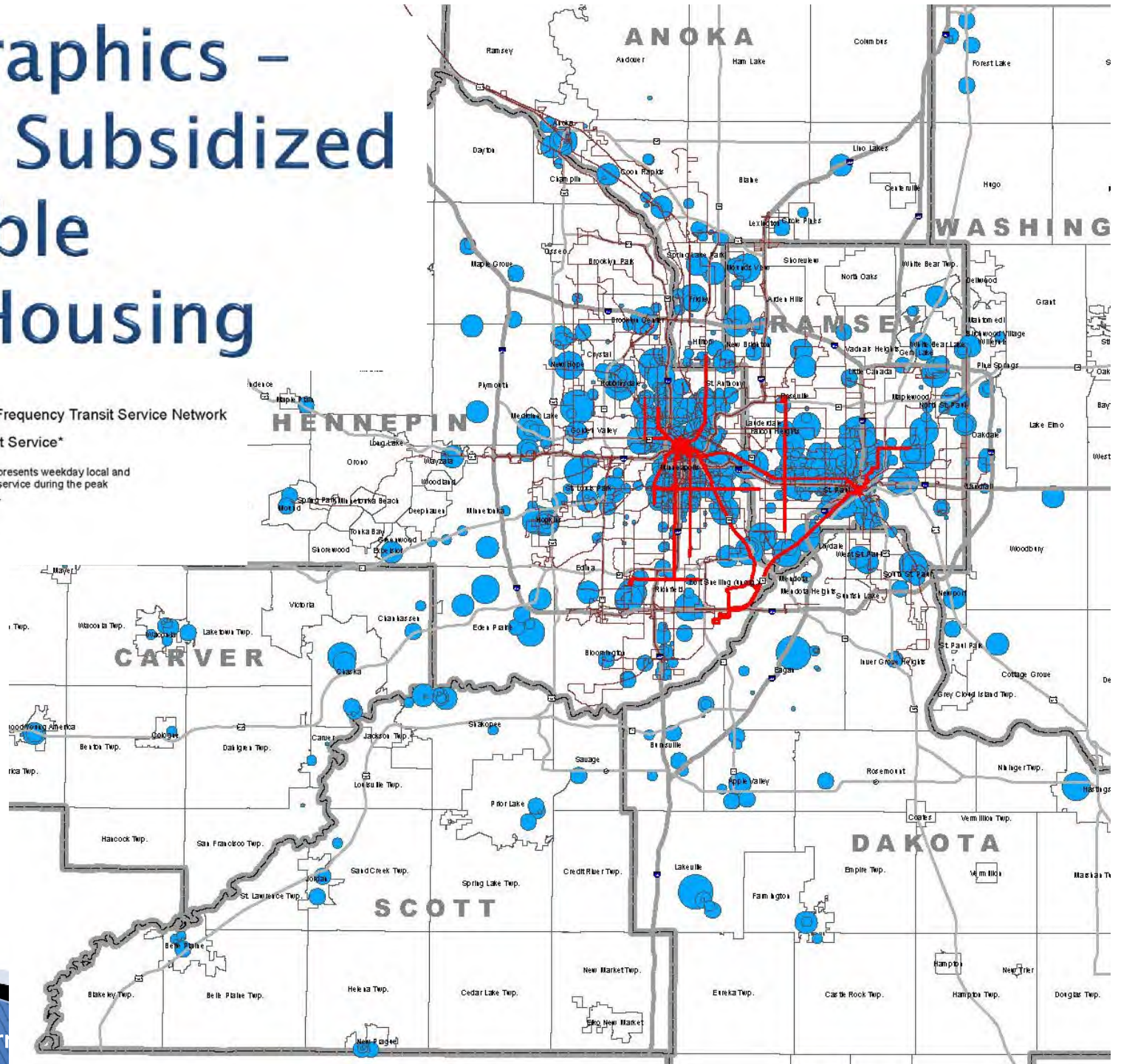
Rental Units

- Less than 10
- 10 to 29
- 30 to 59
- 60 to 99
- 100 to 199
- 200 or More

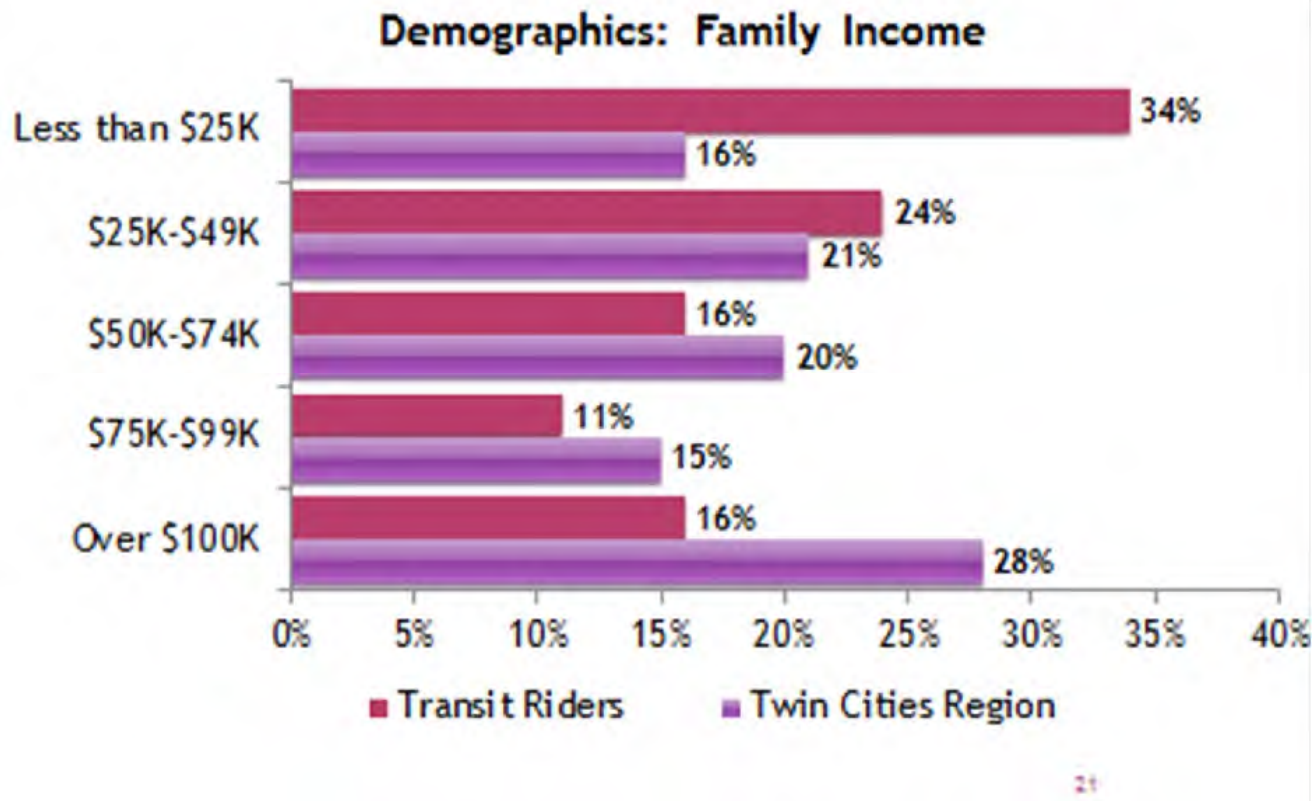
— High-Frequency Transit Service Network

— Transit Service*

*Transit service represents weekday local and reverse commute service during the peak period and midday.



Transit Rider- Family Income



Planned Land Use

