



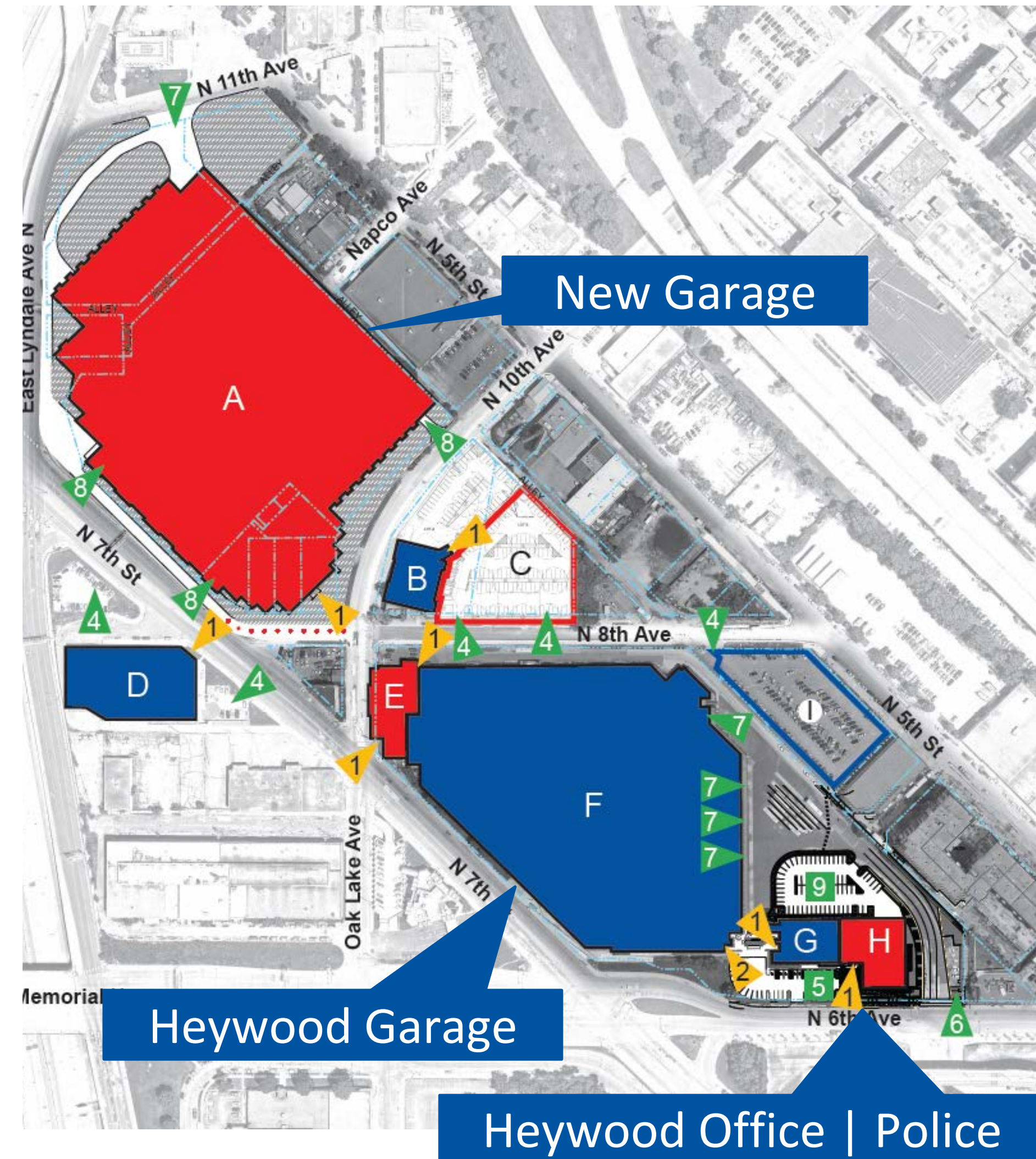
Metro Transit Strategies and Priorities in the New Era of COVID-19

Wes Kooistra, General Manager

July 28, 2020

New Minneapolis Bus Garage

- 2023 planned project completion
- Construction cost: \$113.5M
- 11-acre site at west edge of North Loop
- 350,000 sq. ft., two level bus maintenance and storage facility



Light Rail Transit Projects

- **Green Line Extension (SWLRT)**
 - Construction underway
 - Projected opening 2023
 - Awaiting full funding grant agreement from FTA
 - Total project cost: \$2.003B
- **Blue Line Extension (BLRT)**



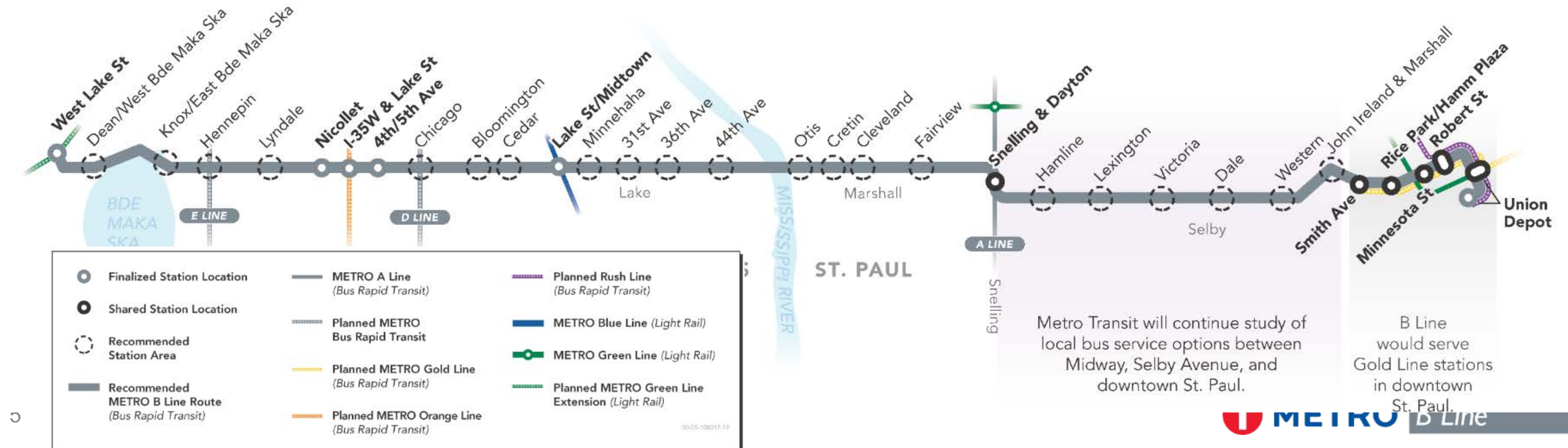


METRO D Line (Chicago/Fremont) Bus Rapid Transit

- 18 miles from Bloomington to Brooklyn Center
- Upgrade of Route 5 our highest ridership bus route
- 1 in 4 households along this corridor does not have access to an automobile
- \$75 million project budget
 - \$55 million identified
 - \$20 million still needed
- Ready to advertise for construction in 2020; projected opening in 2022

B Line (West Lake to Downtown St. Paul) Bus Rapid Transit

- 13-mile line from West Lake Street Station to downtown St. Paul
- Substantial replacement of Route 21
- Approx. \$60 million project budget with \$35M still needed



Highway Bus Rapid Transit Projects

- **Orange Line**

- 17-miles connecting Minneapolis, Richfield, Bloomington, and Burnsville along I-35W
- Under construction; begins service in 2021



Present

- **Gold Line**

- 10-mile connecting Saint Paul, Maplewood, Landfall, Oakdale and Woodbury along Interstate 94
- Our first BRT line to operate primarily within bus-only lanes.
- Expected to begin service in 2024



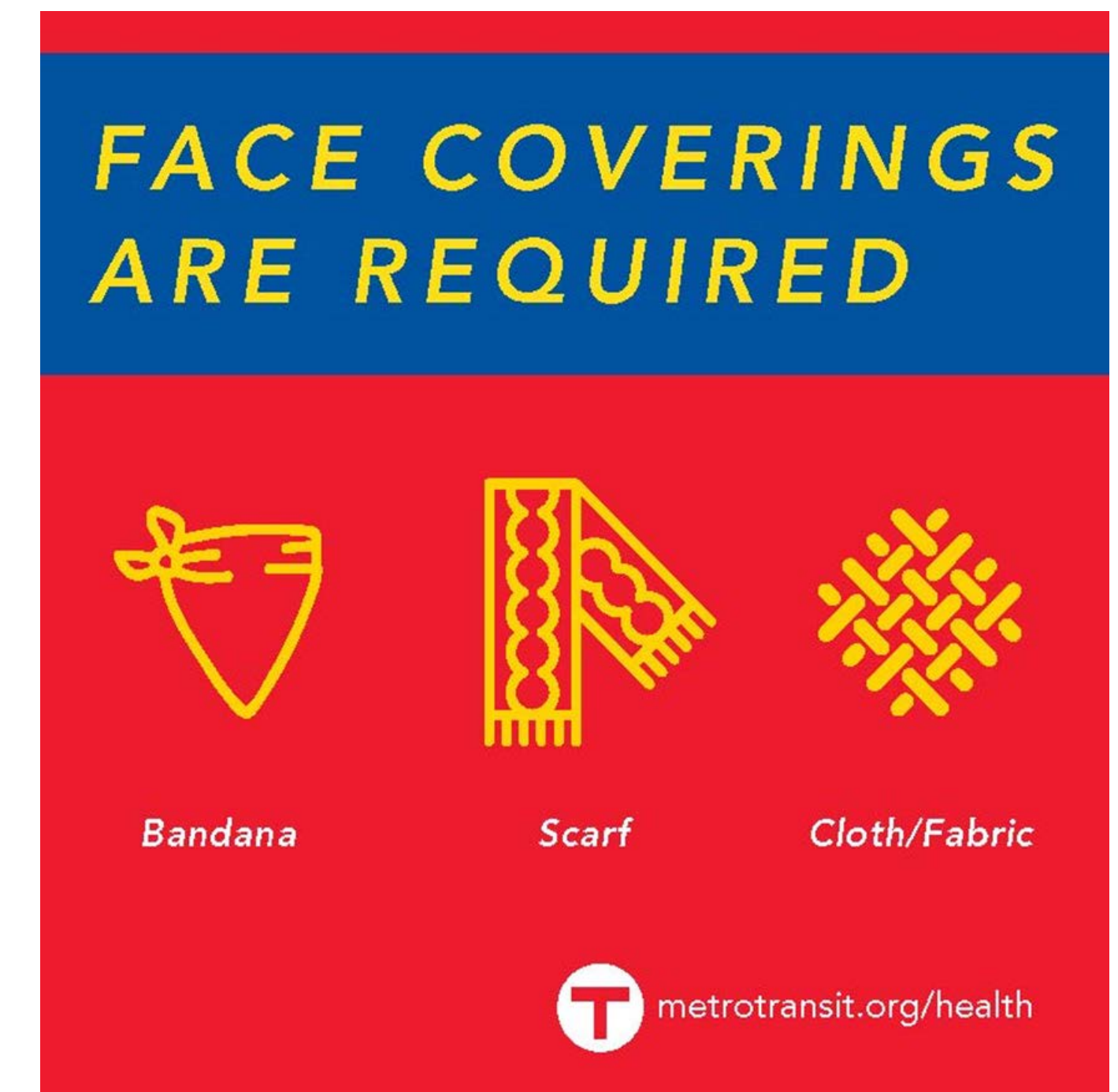
Past



Future

Overview of COVID Responses

- Daily cleaning/disinfecting
- Reduced rider capacity limits on bus
- Prioritizing use of articulated buses and adding trips to high demand routes
- Requiring rear door boarding for those able
- Using barriers to separate riders and operators
- Requiring facial coverings for riders



Overview of COVID Responses

- Temperature screening for employees
- Messaging transit for necessary travel only
- Providing masks, face shields, sanitizer, gloves to operators
- Reducing service to manage demand variations across the system



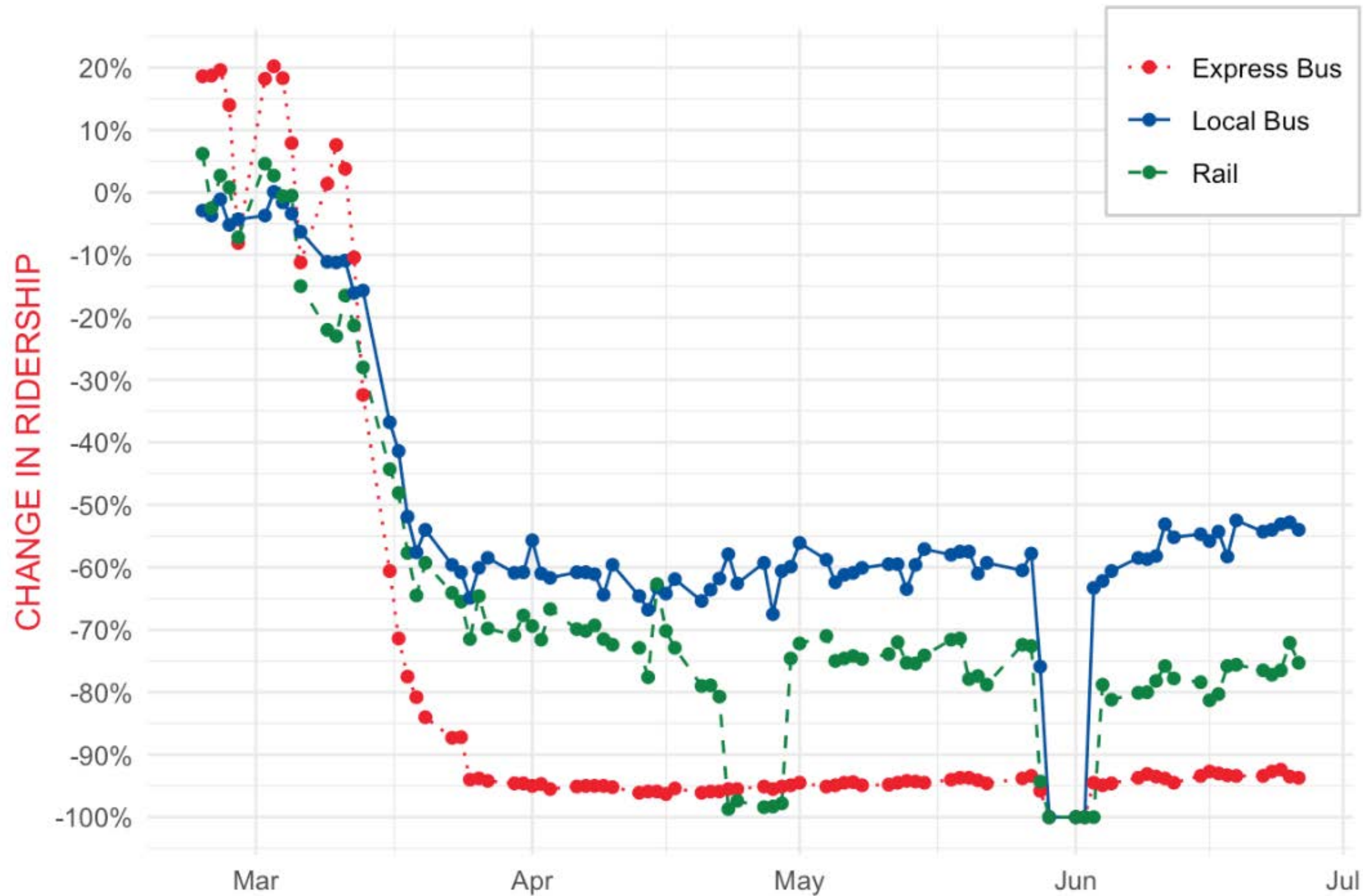
Service Adjustments

- March 25: ~60% of normal bus service – LRT to 20-minute intervals
- April 18: LRT time span reduced to 6am-9pm
- June 13: ~65% of pre-pandemic bus service
- June 27: Added bus trips – LRT time span increased from 5am – 11:30pm
- September 12: ~80% of pre-pandemic bus service



Percent Change in Weekday Ridership

(Compared to average weekday ridership 2/24–2/28)



Looking Ahead

- Moved away from “Essential Rides Only” message – mid July
- Return to front door boarding on August 1
- 80% bus service levels beginning September
- 80% service continues as the current 2021 budget assumption

COVID-19's Lingering Impact on Transit

- Service expectations
 - Cleaning and disinfecting
 - Less crowded trains and buses
 - Masks
- Ridership
 - Continuation of teleworking
 - Public response to shared spaces
 - Demand differences of express vs local core routes
- Budget challenges become greater

2020-21 COVID-Driven Changes to Revenues and Expenses

- Farebox 2020: -60% or \$60 M lost fares
- Farebox 2021: -64% or \$64 M lost fares
- MVST 2020: -17% or \$51 M lost revenues
- MVST 2021: -17% or \$41 M lost revenues
- \$36 M added cost for cleaning, maintenance, social distancing expenses
- Expenses offset by service and administrative reductions

2020-21 Total Lost Revenues: \$2015 M

- 2021 lost revenues by mode:
 - Bus: \$176 M
 - Light Rail: \$36 M
 - Commuter Rail: \$3.5 M
- Metro Transit only – does not include lost revenues of:
 - Metro Mobility
 - Contracted bus and Metro Link
 - Other local transit providers – “Suburban Opt. Outs”



CARES Funding Moves Budget Cliff From July 2021 to Jan 2022

Regional Provider	Regional Allocation
Maple Grove	\$1,213,690
<i>Metropolitan Council</i>	<i>\$214,367,788</i>
Minnesota Valley Transit Authority	\$6,118,007
Plymouth Metrolink	\$1,188,885
Southwest Transit	\$2,525,156
University of Minnesota	\$1,085,532
Regional Total	\$226,499,058

2021 Reliance on One-Time Funding Deepens Budget Challenge

- 2021 Metro Transit projected use of one-time funds:
 - Bus: \$103 M
 - Light Rail: \$21 M
 - Commuter Rail: \$2 M
- Structural deficit hits January 2022
- Amount to be determined by rebound in fares and Motor Vehicle Sales Tax

Planning for the future

- Making decisions based on public health guidance, ridership demand, budget and operator constraints, and customer safety and security expectations
- Centering recovery plans on customer feedback, public engagement, and collaboration with partners
- Committed to a better, stronger transit system in the post-pandemic future





Support Regional Transit!