

**T** Transportation Committee  
Metropolitan Council meeting December 12, 2012

Item: 2012-360

CONSENT

**Date**

**Prepared:** December 4, 2012

**Subject:** Accept 2012-2016 Regional Service Improvement Plan

**Proposed Action:**

That the Metropolitan Council accept the 2012-2016 Regional Service Improvement Plan.

**Summary of Committee Discussion / Questions:**

Metro Transit Director of Service Development John Levin presented.

Chair Elkins asked if Suburban Transit providers generally agreed with the process. Mr. Levin answered that early concerns had been addressed through changes to the evaluation factors and that other minor edits to the document had been incorporated. He said there were no objections from other providers to the final RSIP plan.

Motion by Munt, seconded by Smith and passed unanimously.

Hearing no objection, Chair Elkins stated that this item could proceed to the full Council as a consent item.

**T** Transportation Committee  
Meeting date: November 26, 2012  
For the Council Meeting of December 12, 2012

**ADVISORY INFORMATION**

**Date:** November 15, 2012  
**Subject:** Accept 2012-2016 Regional Service Improvement Plan  
**District(s), Member(s):** All  
**Policy/Legal Reference:** 2030 Transportation Policy Plan Policy 14, Strategy 14c - Service Improvement Plan  
Regional Service Improvement Plan Procedures  
**Staff Prepared/Presented:** Brian Lamb, General Manager, 612-349-7510  
John Levin, Director, Metro Transit Service Development, 612-349-7789  
Arlene McCarthy, Director, MTS 651-602-1754  
**Division/Department:** Metropolitan Transportation Services / Metro Transit

**Proposed Action**

That the Metropolitan Council accept the 2012-2016 Regional Service Improvement Plan.

**Background**

Strategy 14c of the 2030 Transportation Policy Plan (TPP) requires that regional transit providers develop short-term Service Improvement plans and submit them to the Metropolitan Council (Council) which will prepare a Regional Service Improvement Plan (RSIP). The Council RSIP Procedures adopted in September 2010 outline the process for development of the RSIP.

In early 2011, Council staff convened the RSIP Committee made up of representatives from seven regional transit providers. The Committee collected, reviewed, evaluated and prioritized service improvement projects from all the providers. This final RSIP document summarizes the process used to develop the plan, the evaluation of the individual projects and evaluation criteria and the overall rank of each project on a scale of High, Medium, Low.

The RSIP is the region's tool for identifying and prioritizing these transit service improvements. The RSIP also serves a role in determining where investment of regionally allocated operating and capital funds for transit expansion would be most appropriate and provides a projection of future transit service to be included in the Regional Travel Demand Forecast Model.

The service expansion projects in the plan improve transit service through expanded coverage, frequency and span of service of the regular route transit network. Moving forward, this plan will help to inform the region about unmet transit needs and the best opportunities to meet those needs and advance regional goals for transit.

**Rationale**

This is the first RSIP developed under the new policy and procedures. The process to develop the 2012-2016 RSIP was new to all parties involved and entailed significant discussions on how best to evaluate and prioritize the various service improvement projects. The Council is requested to accept this RSIP document. Staff anticipates that

the process to update the RSIP will take place in 2013 and will be based on the now established process. The future RSIP will be developed with the expectation that the Council will formally adopt the document as a regional plan.

### **Funding**

Acceptance of the RSIP itself has no funding implications. The service expansion projects identified in the RSIP represent a significant potential investment of both capital and operating funding. Implementation of elements from the RSIP will depend on the availability of funding for fleet, facility and service expansion as outlined in *Regional Operating Revenue Allocation Procedure*.

### **Known Support/Opposition**

The 2012-2016 RSIP was developed in collaboration with all regional providers of fixed route transit service. There is no known opposition to the plan.