

# Regional Service Improvement Plan (RSIP) Update

Transportation Committee  
February 27, 2012

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## RSIP Purpose

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- Document and prioritize opportunities to improve the fixed route transit system
- Required by 2030 Transportation Policy Plan (TPP)
- Guide funding allocation for service expansion
- Input to Regional Travel Demand Forecast Model
- Only service expansion, not capital facilities, fleet needs

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## RSIP Process

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- Solicit plans from regional transit providers
- Review and combine projects into single list
- Evaluate projects based on regional performance standards and other factors
- Prepare prioritized list of projects

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## RSIP Review Committee

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- Members from each service provider
- Review evaluation factors and measurement methodology
- Submit provider service improvement plans
- Review and score each project
- Recommend RSIP to Council staff

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## RSIP Evaluation Factors

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- Subsidy per Passenger
- Subsidy per Passenger Express Mile
- Passengers per In-Service Hour
- Congestion Mitigation
- Capital Facility and Running Way Coordination
- Benefits for Disability Community
- Service to Minority and Low Income Populations
- Innovation

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## 2012-2016 RSIP Projects

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- Projects from all regional providers
- 61 bus projects, 1 light rail (Green Line)
- Support implementation of regional transitway service
- Expand frequency, span, coverage of local route network
- Provide service to match planned park & ride expansion

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## Support Regional Transitways

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- Green Line (Central Corridor) LRT service
- Orange Line (I-35W BRT), Phase I
- Red Line (Cedar BRT), Stage 1, Stage 2
- Limited stop service in Rapid Bus (Arterial BRT) corridors
- Expand local service connecting to transitways

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## Expand Local Bus Service

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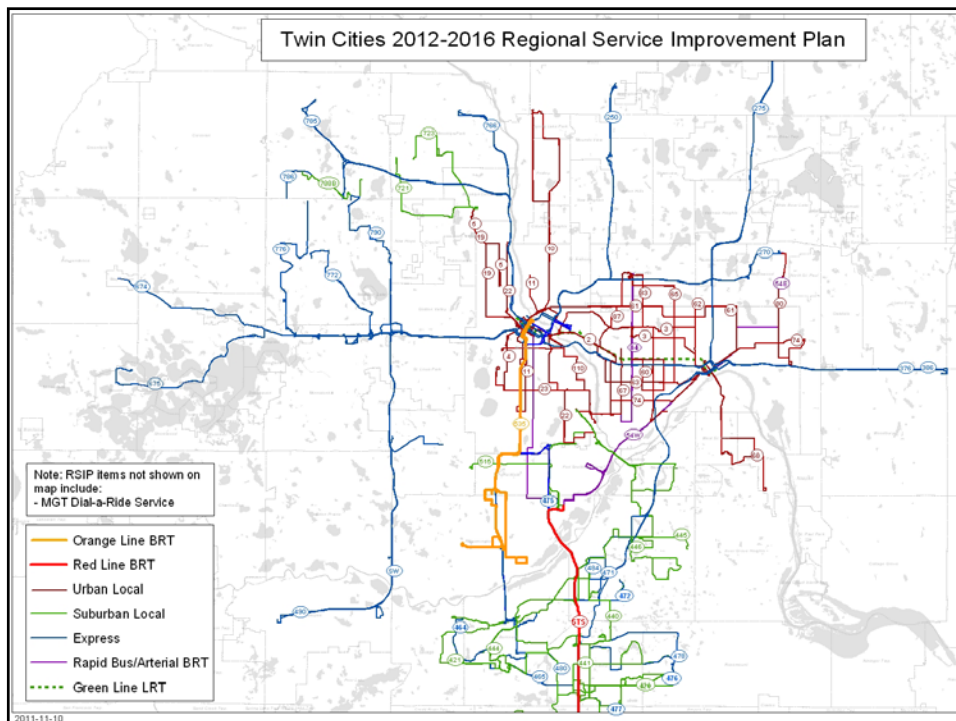
- Improve frequency and span of service across the system
- Increase number of High Frequency Network routes
- New coverage and connections

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## Expand Express Bus Service

- Based on methodology from Regional Park & Ride Plan
- Coordinated with existing and requested CMAQ grants and planned facility improvements
- Express service expansion in all major freeway corridors

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## RSIP Project Summary by Rank

Rank	Count	Annual Cost	Annual Subsidy	Peak Buses	Annual Rides	Subsidy per Ride
High	19	\$9.21 m	\$5.61 m	38	3.15 m	\$1.78
Medium	30	\$29.98 m	\$22.74 m	83	5.90 m	\$3.85
Low	12	\$7.21 m	\$5.82 m	35	0.85 m	\$6.85
<b>Bus</b>	<b>61</b>	<b>\$46.40 m</b>	<b>\$34.17 m</b>	<b>156</b>	<b>9.90 m</b>	<b>\$3.45</b>
Green Line LRT	1	\$23.22	\$15.89 m	13	9.68 m	\$1.64

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## RSIP Project Rank by Route Type

ROUTE TYPE	HIGH	MED	LOW	TOTAL
Urban Local	9	16	1	26
Suburban Local	4	3	5	12
Express	6	10	6	22
Light Rail Transit	1	0	0	1
Dial-a-Ride	0	1	0	1
<b>Total</b>	<b>20</b>	<b>30</b>	<b>12</b>	<b>62</b>

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## RSIP Project Rank by Provider

PROVIDER	HIGH	MED	LOW	TOTAL
Metro Transit/Met. Council	18	20	2	40
Maple Grove Transit	2	2	0	4
Minnesota Valley Transit Auth.	0	6	7	13
Southwest Transit	0	1	0	1
Plymouth Metrolink	0	0	3	3
Prior Lake/Shakopee BlueXpress	0	1	0	1
Total	20	30	12	62

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## RSIP Considerations

- Fleet expansion needs
- Further discussion of dial-a-ride needed
  - Planning for improvements
  - Balance with local service expansion
- Impacts on Metro Mobility service

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## RSIP Next Steps

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- Finalize RSIP document
- Request Met Council receive RSIP
- Seek funding to implement service improvements
- Plan for future RSIP update

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## RSIP Update – Questions?

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