

METRO Green Line Fact Sheet



Work remaining before opening day:

- Twenty of the 59 light rail vehicles remain to be delivered by mid-2014
- Daily LRV runs every 10 minutes will begin in late February to test the signaling and communication systems, operations, track and LRV maintenance, traction power and Target Field Station's new interchange and to train 61 new LRV operators
- Completion of the stairway-elevator tower at Central Station in downtown St. Paul
- Track switches in the rail yard of the operations & maintenance facility in Lowertown
- Completion of a traction power substation in downtown St. Paul
- Replacement of cracked concrete in intersections along University Avenue in St. Paul and work to fix the elevation of manhole covers

Benefits to the public:

- Employment along the line is projected to grow by more than 90,000 jobs by 2030, bringing total employment in the area to nearly 375,000 workers
- More than 100 projects have been built, are under construction or are in the planning phase along the line, representing more than \$1.7 billion in private development
- Created 5,445 LRT construction jobs through November 2013, employing workers from more than 60 Minnesota counties ranging from the Canadian border to Iowa
- Estimated to create \$252 million in payroll by the time the project is complete
- Created 177 operations and maintenance jobs

Key accomplishments in 2013:

- Overall construction of the line reached 98 percent complete as of November 2013
- Manufacturer delivered 39 of the 59 light rail vehicles needed for the line
- Fare collection equipment was delivered
- Operated initial test train with power full length of new Green Line

Green Line by the numbers:

- 9.8 miles of new track, plus more than a mile of existing track shared with the METRO Blue Line in downtown Minneapolis
- 18 stations, plus five shared with the METRO Blue Line in downtown Minneapolis
- Total project budget of \$957 million, funded by federal, state and local sources
- Project ridership of more than 40,000 weekday boardings in 2030
- A trip between Nicollet Mall Station in Minneapolis and Central Station in St. Paul will take about 40 minutes

Light Rail Vehicle facts:

- Number of vehicles for Green Line: 47, with additional 12 for Blue Line, allowing both lines to operate three-car trains during peak times, special events to meet growing demand
- Cost per vehicle: \$3.3 million
- Weight of vehicle: 100,000 pounds, 6,000 pounds lighter than an LRV in the existing Blue Line fleet. Lighter cars translate into greater efficiency because they use less electricity
- Anticipated ridership: More than 40,000 boardings per weekday by 2030
- Vehicle passenger capacity: 200 fully loaded (68 seated/132 standing)
- Three-car train capacity: Up to 600 people with just one operator
- Accessibility: Level boarding with room for four wheelchairs per LRV
- Bicycle racks per train: Room for four bicycles per LRV
- Operating speed: Trains normally will not exceed 35 mph. Speeds will be lower in the downtowns and through the University of Minnesota
- Manufacturer: Siemens, Sacramento, Calif., plant
- Number of employees needed to operate, maintain the line: 177

Hours of operation:

- Trains will begin service at about 5 A.M. and run until about 1 A.M. seven days a week
- Trains will run every 10 minutes throughout the day, every 10–15 minutes evenings

Fares:

- Fares will match existing fares on the METRO Blue Line, Red Line and local bus routes
- Adults will pay \$1.75 during off-peak hours/\$2.25 during weekday rush hours (6 A.M.–9 A.M. & 3 P.M.–6:30 P.M.)
- Seniors 65 and older, youth between 6 and 12 and Medicare cardholders will pay 75 cents to ride during non-rush hours
- Fares can be paid with cash, passes or money-saving Go-To cards and include a 2½-hour transfer window for other bus and rail service
- Details available at www.metrotransit.org/fares

What else is different about the new LRVs:

External color scheme featuring blue with yellow and a splash of red matches the fleet colors featured on Northstar commuter trains and Metro Transit buses. The internal color scheme is gray and blue, compared with the original LRVs that are yellow and blue. Improved insulation will make the ride quieter. The new LRVs also have energy-saving LED internal lighting rather than fluorescent lighting. Riders also will notice warmer rides in the winter because of improved insulation.

Bus routes

Beginning June 14 with the start of Green Line service, Metro Transit bus service will undergo a historic realignment with improved connections to the Green Line. **Route 50** will be replaced with the new rail service. **Route 16** will offer fewer trips on University Avenue between downtown St. Paul and the University of Minnesota campus. **Route 94** will end weekday evening and weekend trips. These service hours will be reinvested to provide additional trips on the network of connecting routes. **Route 83** is a new route that will run on Lexington Parkway. **Route 65**, which runs on Dale Street, will be extended to Grand Avenue. Details of the bus service plan are at www.metrotransit.org/centralstudy.

Safety is a shared responsibility

Safety near rail stations

- Trains can come on any track, at any time, from either direction. Don't assume you know when and where to expect a train
- Trains move faster than they appear and can't stop as quickly as a car
- Be alert near platforms and intersections. Loud music, headphones and mobile devices can distract
- Tracks aren't a place to explore
- Never walk or play on tracks – it's dangerous and illegal
- Cross tracks only in designated areas
- Never bike or skateboard on the tracks

Listen up! Trains are quiet

- Unlike freight trains, you might not hear a light-rail train approaching
- Pay attention near the tracks. Listen for horns and warning bells
- Look both ways before crossing the tracks by car, bicycle or on foot

Reminders for motorists

- Trains don't have steering wheels and can't swerve out of your way
- Never try to beat a train through a light. Trains will clear intersections in a few seconds
- Obey all traffic signals and warning signs

For more information, visit:

www.centralcorridor.org

www.metrotransit.org/greenline