Regional Transitway Corridor Status Updates

Metropolitan Council
September 14, 2016
# Transitway Planning Overview

- 12 corridor updates in planning / environmental review stage
- Topics include map, status, recent activities, and schedule

<table>
<thead>
<tr>
<th>Acronym</th>
<th>TAC</th>
<th>CAC</th>
<th>PAC</th>
<th>RRA</th>
<th>LPA</th>
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</thead>
<tbody>
<tr>
<td>Meaning</td>
<td>Technical advisory committee</td>
<td>Community advisory committee</td>
<td>Policy advisory committee</td>
<td>Regional Railroad Authority</td>
<td>Locally preferred alternative</td>
</tr>
</tbody>
</table>
METRO Gold Line (Gateway)

Lead Agency: Washington County RRA
Council members on “PAC”: Harry Melander
Current Activities:

• East End Alignment Routing Recommendation – Under Development
• Preliminary draft ridership forecasts and capital cost estimates – Work in Progress
• Design modifications for Dayton’s Bluff area to minimize impacts and improve accessibility
### METRO Gold Line (Gateway)

<table>
<thead>
<tr>
<th>Activity / Milestone</th>
<th>Anticipated Date</th>
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</thead>
</table>
| Alternative(s) to study in environmental document | TAC: September 21<sup>st</sup>  
CAC: After TAC, before PAC  
PAC: October 13<sup>th</sup> |
| DRAFT LPA recommendation for public comment |  |
| LPA Public Hearing | At the November 10<sup>th</sup> PAC Meeting |
| Final LPA Recommendation | TAC: November 16<sup>th</sup>  
PAC: December 8<sup>th</sup> |
| LPA Resolutions of Support | November – December 2016 |
| Council consideration of TPP modification | TBD |
| Publication of Environmental Document | May/June 2017 |
Red Rock Corridor

Lead Agency: Washington County RRA
Council members on “PAC”: None
## Red Rock Corridor

<table>
<thead>
<tr>
<th>Alternative 1</th>
<th>MEASURES:</th>
<th>Alternative 2</th>
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<tbody>
<tr>
<td>$28,610,000</td>
<td>Capital Costs</td>
<td>$43,710,000</td>
</tr>
<tr>
<td>$6,040,000</td>
<td>O&amp;M Costs</td>
<td>$7,710,000</td>
</tr>
<tr>
<td><strong>1,250</strong></td>
<td>BRT Riders per Day</td>
<td><strong>2,150</strong></td>
</tr>
<tr>
<td><em>(plus 1,500 on Express Routes)</em></td>
<td></td>
<td><em>(plus 1,600 on Express Routes)</em></td>
</tr>
<tr>
<td>900</td>
<td>Boardings from New Transit Riders</td>
<td>1,600</td>
</tr>
<tr>
<td>750</td>
<td>Acreage Served <em>(Excluding downtown Saint Paul)</em></td>
<td>2,100</td>
</tr>
<tr>
<td>1,900</td>
<td>2040 Population Served <em>(Excluding downtown Saint Paul)</em></td>
<td>11,600</td>
</tr>
<tr>
<td>700</td>
<td>2040 Jobs Served <em>(Excluding downtown Saint Paul)</em></td>
<td>3,200</td>
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</table>
# Red Rock Corridor

## Implementation Plan Approval Timeline

<table>
<thead>
<tr>
<th>Anticipated Date</th>
<th>Action</th>
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<tbody>
<tr>
<td>Sep. 22\textsuperscript{nd}</td>
<td>Red Rock Corridor Commission releases final report for public comment</td>
</tr>
<tr>
<td>Sep. 22\textsuperscript{nd} – Oct. 22\textsuperscript{nd}</td>
<td>Public comment period on final report</td>
</tr>
<tr>
<td>October (date TBD)</td>
<td>Transportation Committee info item during public comment period</td>
</tr>
<tr>
<td>Oct. 27\textsuperscript{th}</td>
<td>Red Rock Corridor Commission holds public hearing and adopts Implementation Plan final report, if approved based on public comments</td>
</tr>
<tr>
<td>Nov. – Dec.</td>
<td>Resolutions of Support for Implementation Plan findings from all city and county partners</td>
</tr>
<tr>
<td>TBD</td>
<td>Council consideration of TPP modification</td>
</tr>
</tbody>
</table>
Riverview Corridor

Lead Agency: Ramsey County RRA
Council members on “PAC”: Jon Commers
Riverview Corridor

• Review and refinement of draft concepts
  – Downtown St. Paul & Seven Corners
  – Ford Site & Ford Parkway bridge
  – Highway 5 river crossing
  – Bloomington South Loop
  – Maintenance facility sites
  – Alternative and supporting transit service plans
Riverview Corridor

Study and LPA Recommendation Timeline

1. **Completed Aug 2015**
   - **CORRIDOR VISION**
     - Review of Relevant Work
     - Current and Future Conditions
     - Purpose/Need
     - Goals/Objectives

2. **In progress**
   - **ALTERNATIVES ANALYSIS**
     - Initial Screening (completed Feb 2016)
     - Detailed Definition
     - Detailed Evaluation (November – December)

3. **Spring 2017**
   - **LOCALLY PREFERRED ALTERNATIVE**
     - Implementation Plan
Rush Line Corridor

Lead Agency: Ramsey County RRA
Council members on “PAC”: Sandy Rummel
Rush Line Corridor

Alternatives focused on White Bear Avenue

Legend:
- Station at Existing or Proposed Park and Ride
- Metro Transit Existing Park and Ride
- Dedicated BRT/LRT to White Bear Lake Station
- Downtown Alignment Options
- Interstate
- Existing Bus Route
- Dedicated BRT/LRT to White Bear Lake
- Alternative Route Option

Alternative 3A: Dedicated BRT to White Bear Lake
Alternative 3B: LRT to White Bear Lake
Alternative 4: Arterial BRT to White Bear Lake

Dedicated BRT
LRT
Arterial BRT
Rush Line Corridor

• Current Activities
  – Narrowing downtown routing options from 8 to 5
  – Exploring “urban/hybrid rail” for light rail alternatives with pinch points
  – Light rail, dedicated BRT, arterial BRT still under consideration

Detailed Estimates of Alternatives, Sept 2016

<table>
<thead>
<tr>
<th>Daily Ridership (2040)</th>
<th>Capital Cost</th>
<th>Annual Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,800 – 6,600*</td>
<td>$74 – 1,673 million</td>
<td>$9 – 30 million</td>
</tr>
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</table>

* Sensitivity tests as high as 9,500
### Rush Line Corridor

#### Study and LPA Recommendation Timeline

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Action</th>
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</thead>
<tbody>
<tr>
<td>Sept. – Nov. 2016</td>
<td>Refine evaluation of alternatives</td>
</tr>
<tr>
<td>Nov 2016 PAC</td>
<td>Approve evaluation for public comment</td>
</tr>
<tr>
<td>Nov. – Dec. 2016</td>
<td>Neighborhood meetings and outreach on evaluation</td>
</tr>
<tr>
<td>Jan. – Feb. 2017</td>
<td>Refine results; PAC recommend LPA to lead agencies and, ultimately, Met Council</td>
</tr>
<tr>
<td>Mid-2017</td>
<td>Potential resolutions of support for LPA recommendation from all city and county partners</td>
</tr>
<tr>
<td>TBD</td>
<td>Council consideration of LPA adoption into TPP after funding is identified</td>
</tr>
</tbody>
</table>
Highway 169 Mobility Study

Lead Agency: MnDOT
Council members on “PAC”: Deb Barber Katie Rodriguez
Highway 169 Mobility Study

• Current activities
  – Local input on potential station locations and routing of BRT alternatives and potential connecting transit routes
  – Coordination of potential transit improvements with exploration of MnPASS options for concept development
Highway 169 Mobility Study

• Timeline
  Late 2016 – Early 2017: Concept development and evaluation
  Mid-Late 2017: Refinement and recommendations for potential implementation; status in TPP will be assessed dependent on extent of recommendations and funding
Nicollet-Central Modern Streetcar

Lead Agency:
City of Minneapolis
Council members on “PAC” 2012-13:
Adam Duininck
Gary Cunningham
Nicollet-Central Modern Streetcar

• General Description
  – 3.7 mi: Lake St to 5th St NE running on Nicollet Ave, Nicollet Mall, and Hennepin Bridge
  – Approx. 9,200 forecasted daily riders in 2030
  – Approx. $210 million capital cost (2017 dollars), $10.6 million operating cost
Nicollet-Central Modern Streetcar

• Status
  – City of Minneapolis LPA recommendation in Sept. 2013
  – Subsequent work on environmental assessment (EA), potential maintenance facility sites
  – City of Minneapolis value capture district approved in 2013, funding environmental work
  – Not funded in TPP until capital and operating sources are identified
Robert Street Transitway

Lead Agency:
Dakota County RRA

Council members on “PAC”:
Richard Kramer
Steven Chavez
Robert Street Transitway

• Status
  – AA completed in 2015 without LPA, Arterial BRT and Modern Streetcar viewed as most promising
  – Wait for updated Comprehensive Plans in 2018, with focus on strengthening land use along Robert Street, then reevaluate most promising alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Daily Ridership (2030)</th>
<th>Capital Cost</th>
<th>Annual Operating Cost</th>
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</thead>
<tbody>
<tr>
<td>Modern Streetcar</td>
<td>3,000</td>
<td>$373 M</td>
<td>$8.3 M</td>
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<tr>
<td>Arterial BRT</td>
<td>3,100</td>
<td>$27 M</td>
<td>$4.1 M</td>
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<tr>
<td>Highway BRT</td>
<td>2,300</td>
<td>$46 M</td>
<td>$3.4 M</td>
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Midtown Corridor

• PAC ended in early 2014
  • LPA recommendation
  • TPP Adoption deferred until funding identified

Lead Agency:
Metro Transit
Council members on “PAC”:
Gary Cunningham (Chair)
Adam Duininck
Midtown Corridor

- LPA recommendation a combination of:
  - Enhanced bus on Lake Street (Arterial BRT) with an extension to St. Paul (Snelling Ave)
  - Double/single-track rail in the Midtown Greenway
  - Vehicle type (streetcar vs. light rail) and single/double track decisions deferred
# Midtown Corridor

## Daily Ridership Forecast (2030)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Local Bus</th>
<th>Rail</th>
<th>Enhanced Bus</th>
<th>Corridor Total</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Study Area</td>
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<tr>
<td>Existing (2012)</td>
<td>14,600</td>
<td>-</td>
<td>-</td>
<td>14,600</td>
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<tr>
<td>Enhanced Bus</td>
<td>8,500</td>
<td>-</td>
<td>11,000</td>
<td>22,500</td>
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<tr>
<td>Rail</td>
<td>9,500</td>
<td>11,000</td>
<td>-</td>
<td>20,500</td>
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<tr>
<td>Dual LPA Recommendation</td>
<td>6,000</td>
<td>9,500</td>
<td>8,500</td>
<td>32,000</td>
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</table>
## Midtown Corridor

### Cost Estimates

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<thead>
<tr>
<th>Alternative</th>
<th>Capital</th>
<th>Operating (annual)</th>
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<tr>
<td>Enhanced Bus</td>
<td>$50 M</td>
<td>$7 M</td>
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<tr>
<td>Rail</td>
<td>$200 M</td>
<td>$8 M</td>
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<tr>
<td>Dual LPA Recommendation</td>
<td>$245 M</td>
<td>$15 M</td>
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</table>
West Broadway Transit Study

Lead Agency:
Metro Transit
Council members on “PAC”:
Gary Cunningham (Chair)
West Broadway Transit Study

• Evaluated BRT or Streetcar improvements along W. Broadway Ave in Minneapolis, Robbinsdale

<table>
<thead>
<tr>
<th>Metric</th>
<th>Streetcar</th>
<th>BRT</th>
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<tbody>
<tr>
<td>Length (miles)</td>
<td>4.9</td>
<td>7.0</td>
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<tr>
<td>2040 Weekday Ridership</td>
<td>3,900</td>
<td>4,800</td>
</tr>
<tr>
<td>Capital Cost</td>
<td>$239M</td>
<td>$40M</td>
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<tr>
<td>Annual O&amp;M Cost</td>
<td>$9.6M</td>
<td>$5.5M</td>
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<tr>
<td>Development Effects Est.</td>
<td>$480M-$640M</td>
<td>$220M-$300M</td>
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• Final “PAC” meeting October 2016
• More detailed presentation on study results planned late 2016
Targeted for 2018 construction
$10-15 million funding gap

Opened June 11, 2016
Ridership up 40% over 2015

Metro Transit
A Line

Metro Transit
C Line

Area of Concentrated Poverty
C Line (Penn Avenue) Rapid Bus

- Serves 7,600 people today, 9,300 by 2030
- Enhanced stations, buses, off-board fare payment
- Substantial coordination with Hennepin County Penn Avenue street improvements
- $30-35 MM preliminary cost estimate, subject to change based on engineering
- $10-15 MM funding gap must be filled by mid-2017
## C Line (Penn Avenue) rapid bus

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<tr>
<td><strong>Planning</strong></td>
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<td>🔄</td>
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<tr>
<td>Coordination with Hennepin County (Penn Avenue Community Works)</td>
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<td><strong>Study of Long-Term Glenwood Realignment</strong></td>
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<td><strong>Design / Engineering</strong></td>
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<tr>
<td><strong>Construction</strong></td>
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<tr>
<td>Pending Full Project Funding</td>
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<tr>
<td><strong>Open C Line</strong></td>
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<tr>
<td>Opening date to be determined in construction phase</td>
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</table>

- **Metropolitan Council Station Plan Approval**: Late 2016 recommendation for either Olson or Glenwood long-term alignment (for when Blue Line LRT operations begin).
Next Arterial BRT Lines

- **D Line (Chicago-Fremont)**
  - Corridor planning advancing in late 2016
  - Potential construction 2019/2020

- Regional solicitation applications submitted for bus & technology enhancements
  - Lake Street-Marshall Ave
  - Hennepin Avenue
A Line Extension Evaluation

- Evaluated future extension of A Line to Arden Hills/TCAAP site
- Recommends phased approach to BRT, evaluate local service additions prior to BRT extension
- $16M capital cost
- $4.2M annual operating cost
- Plan BRT readiness into corridor transportation projects by others
- 2016-2017: Metro Transit will evaluate local service options
- More detailed presentation on A Line Extension planned late 2016
**METRO Orange Line**

**Lead Agency:** Metro Transit

**Extent of MnDOT-led Construction**

*Image of a map showing the route of the Orange Line with labels for key stations and streets.*

*Reference items and other details related to the transit plan.*

*Map indicating increased revenue scenario transitways.*

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 6-9

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METRO Orange Line

Current Activities:
• Complete Section 106 & Environmental Document (DCE)
• Gather feedback on 30% design
• Seek municipal consent for 12th Street ramp
• Coordinate with MnDOT to finalize 35W Phasing, construction schedules
• Develop interagency agreements
• Prepare request for LONP

<table>
<thead>
<tr>
<th>Daily Ridership (2040)</th>
<th>Capital Cost</th>
<th>Operating Cost, Opening Yr</th>
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</thead>
<tbody>
<tr>
<td>26,500 (11,400 BRT + 15,100 Express)</td>
<td>$150.7 million</td>
<td>$7.8 million (replaces Route 535)</td>
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## METRO Orange Line

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Action</th>
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<tbody>
<tr>
<td>Sept 1</td>
<td>Submitted Small Starts info, updated budget to FTA</td>
</tr>
<tr>
<td>Oct 2016</td>
<td>NEPA concurrence</td>
</tr>
<tr>
<td>Dec 2016</td>
<td>Pursue LONP in order to contribute $ to MnDOT project for 12(^{th}) Street Ramp and Lake Street Station</td>
</tr>
<tr>
<td>Q1 2017</td>
<td>Complete final design for Lake Street Station, 60% design of all other stations and guideway elements</td>
</tr>
<tr>
<td>Q1 2017</td>
<td>Submit final Small Starts application for evaluation and rating</td>
</tr>
<tr>
<td>Mar 2017</td>
<td>Secure all local funding</td>
</tr>
</tbody>
</table>
For More Information

Charles Carlson
BRT Project Office
(612) 349-7639

Craig Lamothe
Service Development
(612) 349-7622

Cole Hiniker
Metropolitan Transportation Services
(651) 602-1748