

Regional Transitway Corridor Status Updates

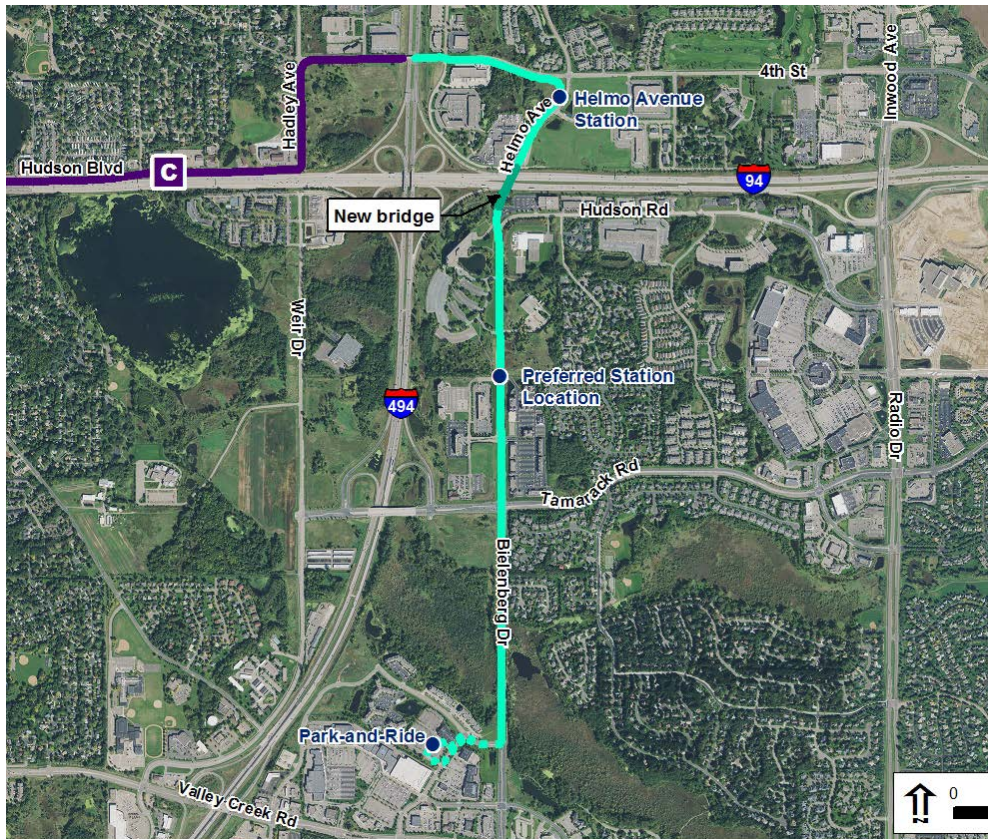
Metropolitan Council
September 14, 2016

Transitway Planning Overview

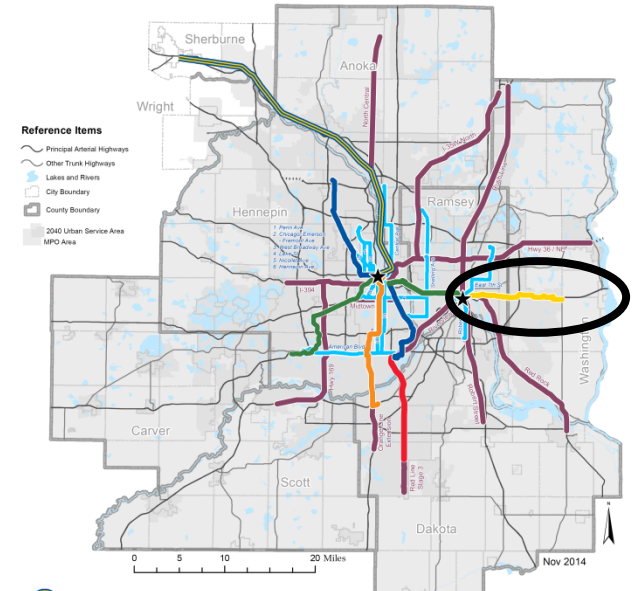
- 12 corridor updates in planning / environmental review stage
- Topics include map, status, recent activities, and schedule

Acronym	TAC	CAC	PAC	RRA	LPA
Meaning	Technical advisory committee	Community advisory committee	Policy advisory committee	Regional Railroad Authority	Locally preferred alternative

METRO Gold Line (Gateway)



Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision



- Northstar Line
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line
- Accelerated Arterial BRT
- Accelerated Transitways under study mode and alignment not yet specified
- Regional Multimodal Hub

Increased Revenue Scenario would also include at least 1% average annual bus expansion.

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6-9



Lead Agency:
Washington County RRA
Council members on "PAC":
Harry Melander



METRO Gold Line (Gateway)

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

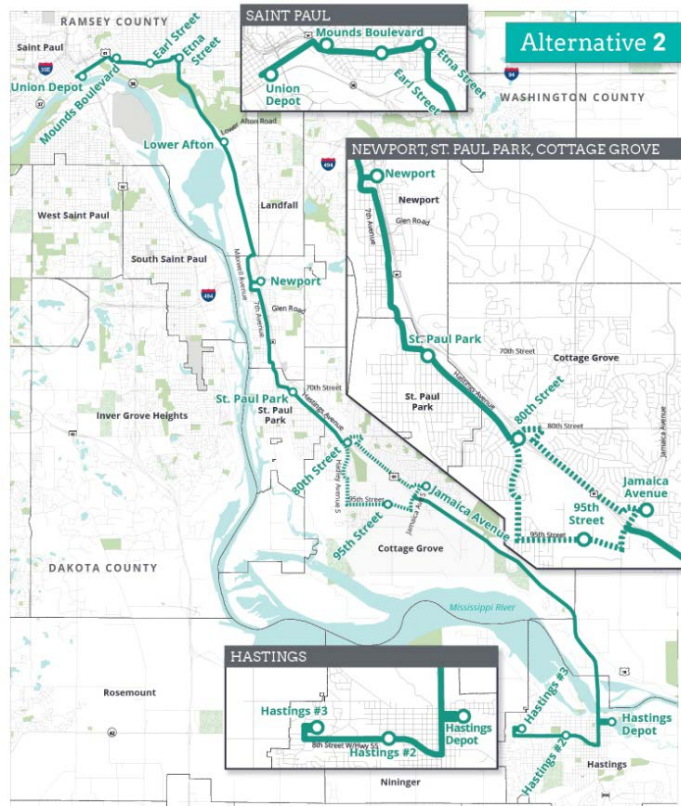
METRO Gold Line (Gateway)

Activity / Milestone	Anticipated Date
<ul style="list-style-type: none"> Alternative(s) to study in environmental document DRAFT LPA recommendation for public comment 	TAC: September 21 st CAC: After TAC, before PAC PAC: October 13 th
LPA Public Hearing	At the November 10 th PAC Meeting
Final LPA Recommendation	TAC: November 16 th PAC: December 8 th
LPA Resolutions of Support	November – December 2016
Council consideration of TPP modification	TBD
Publication of Environmental Document	May/June 2017

Red Rock Corridor

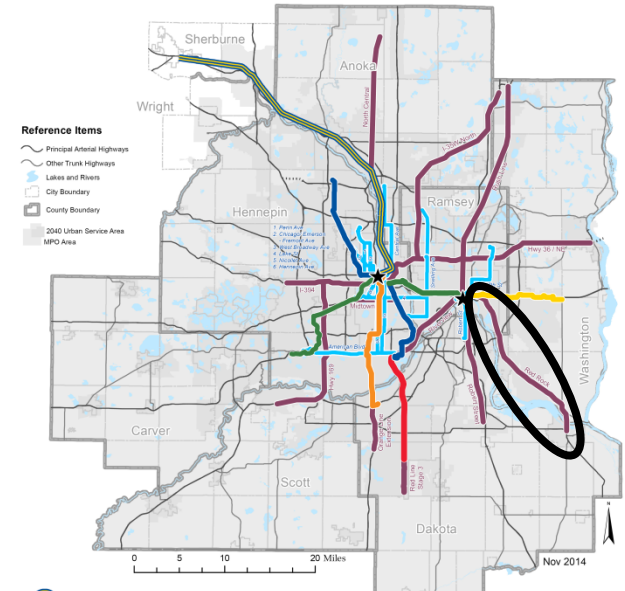


Alternative 1



Alternative 2

Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



Reference Items

- Primary Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
- MPO Area

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Lead Agency:
Washington County RRA
Council members on "PAC":
None



Red Rock Corridor

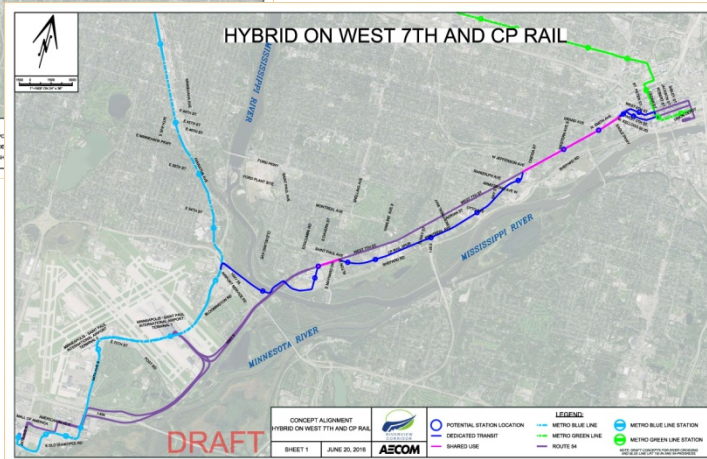
Alternative 1	MEASURES:	Alternative 2
\$28,610,000	Capital Costs	\$43,710,000
\$6,040,000	O&M Costs	\$7,710,000
1,250 <i>(plus 1,500 on Express Routes)</i>	BRT Riders per Day	2,150 <i>(plus 1,600 on Express Routes)</i>
900	Boardings from New Transit Riders	1,600
750	Acreage Served <i>(Excluding downtown Saint Paul)</i>	2,100
1,900	2040 Population Served <i>(Excluding downtown Saint Paul)</i>	11,600
700	2040 Jobs Served <i>(Excluding downtown Saint Paul)</i>	3,200

Red Rock Corridor

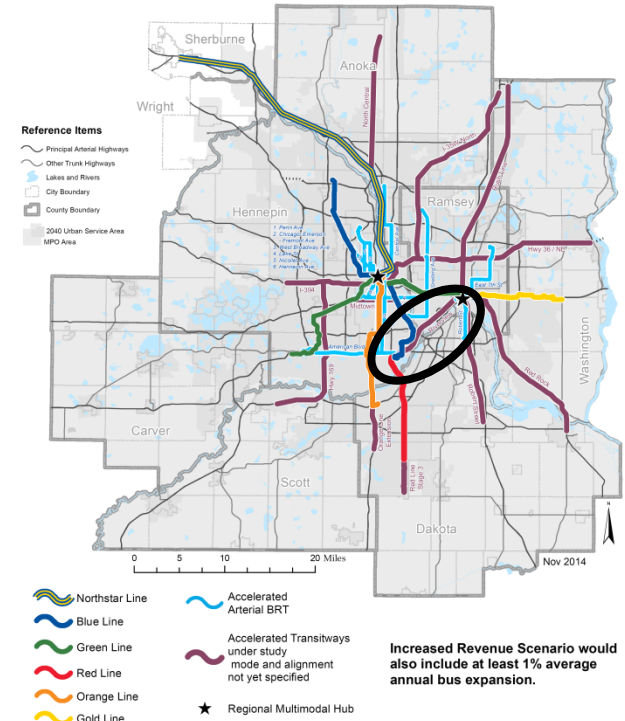
Implementation Plan Approval Timeline

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

Riverview Corridor



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



Lead Agency:
Ramsey County RRA
Council members on "PAC":
Jon Commers

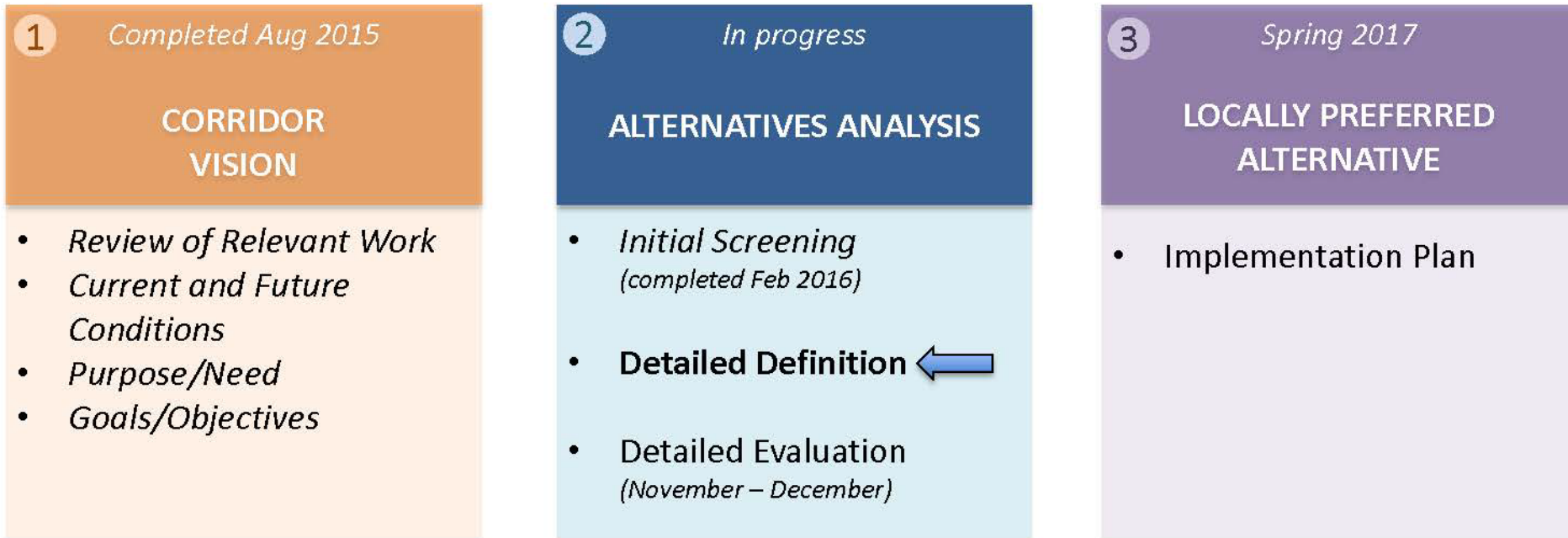


Riverview Corridor

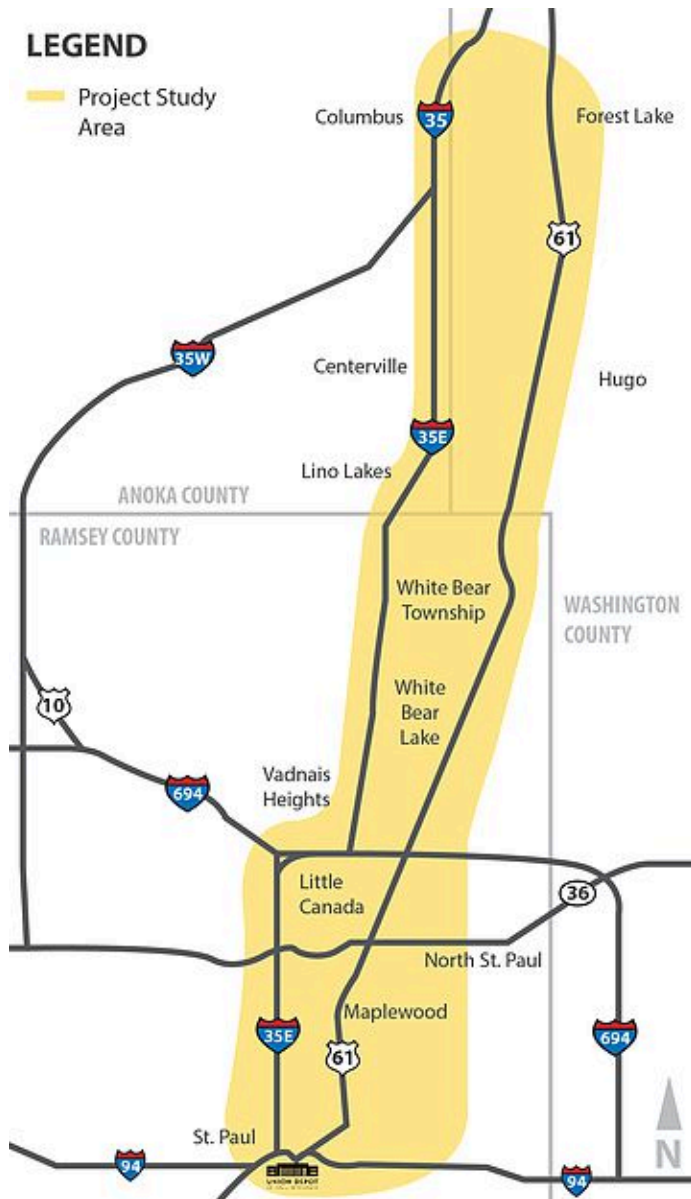
- Review and refinement of draft concepts
 - Downtown St. Paul & Seven Corners
 - Ford Site & Ford Parkway bridge
 - Highway 5 river crossing
 - Bloomington South Loop
 - Maintenance facility sites
 - Alternative and supporting transit service plans

Riverview Corridor

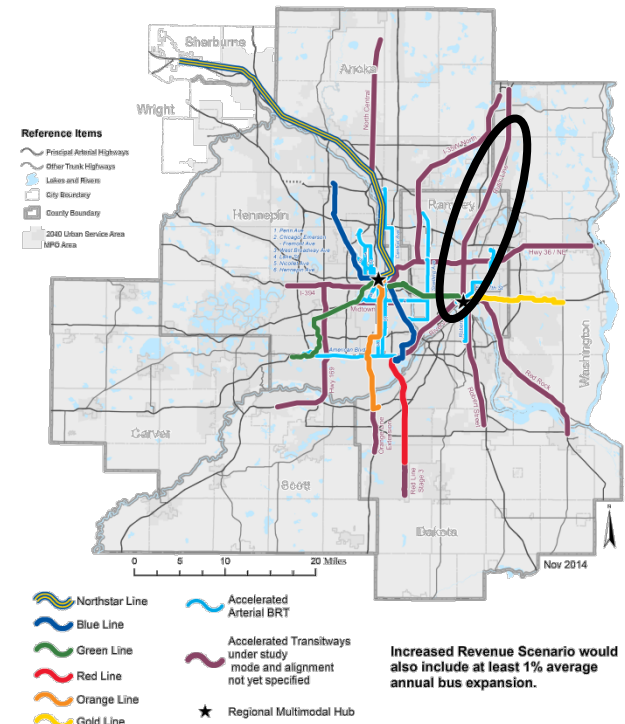
Study and LPA Recommendation Timeline



Rush Line Corridor



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



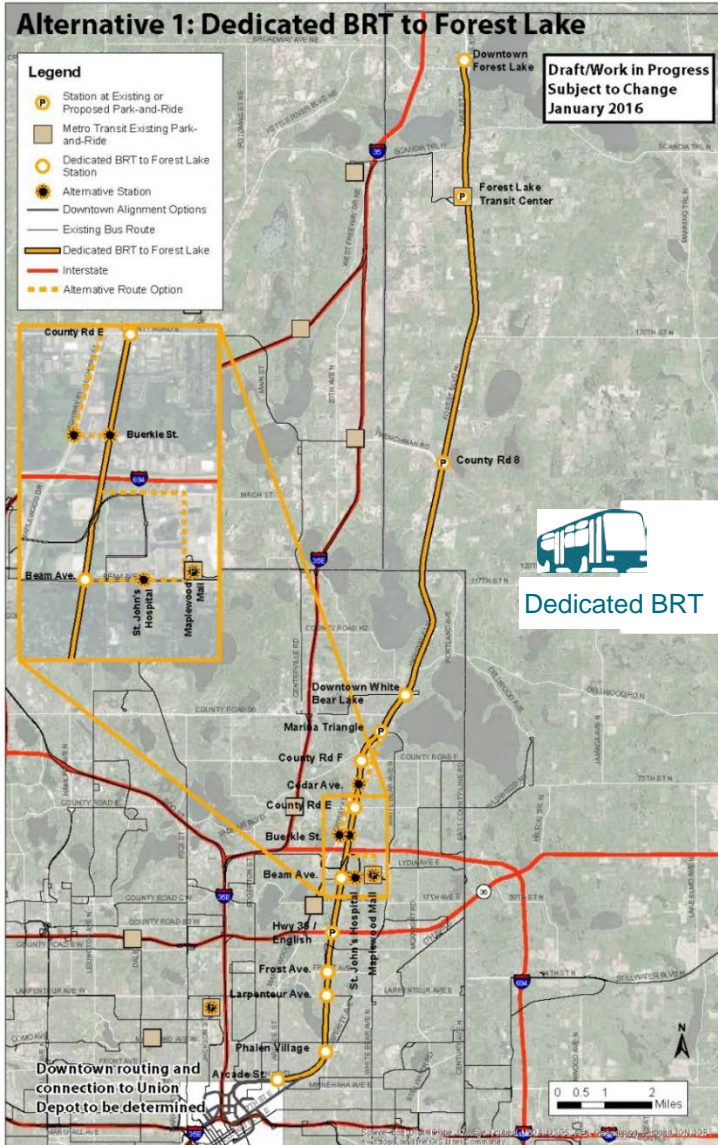
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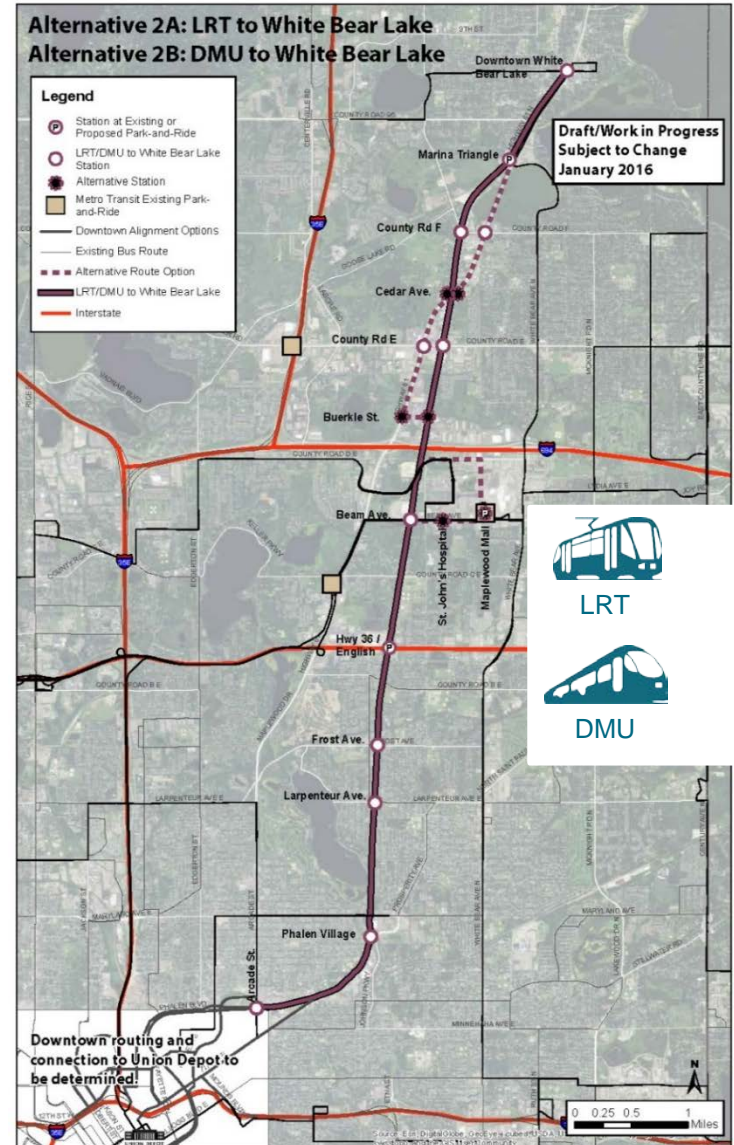
Lead Agency:
Ramsey County RRA
 Council members on "PAC":
Sandy Rummel



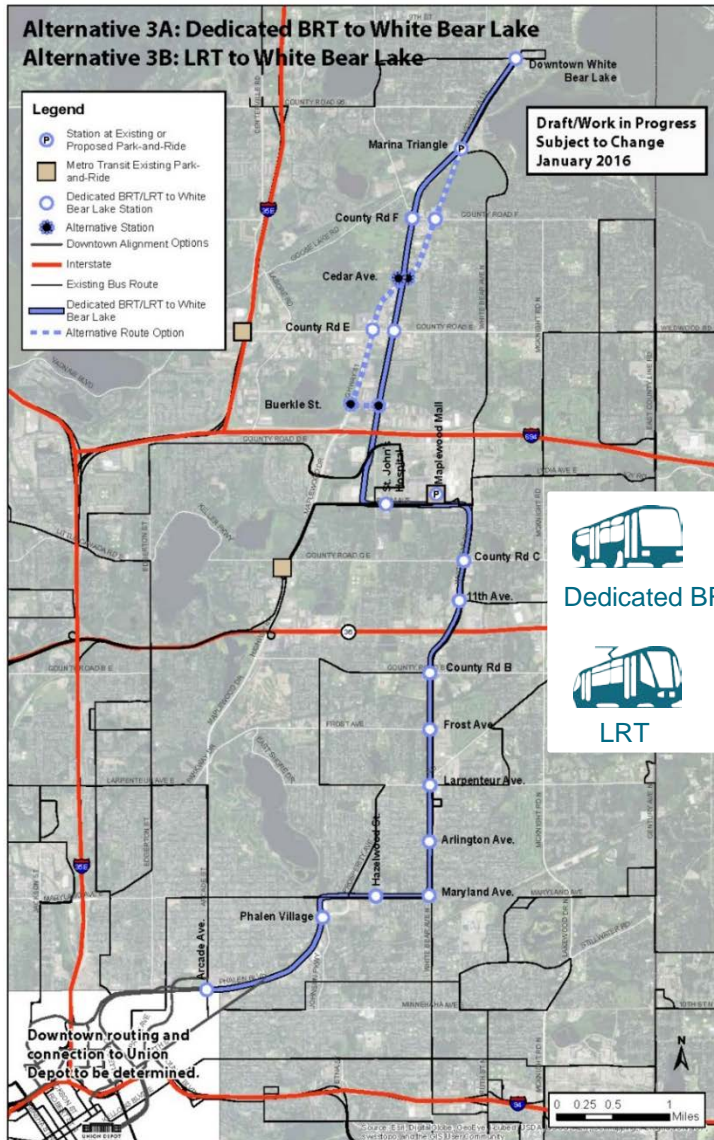
Rush Line Corridor



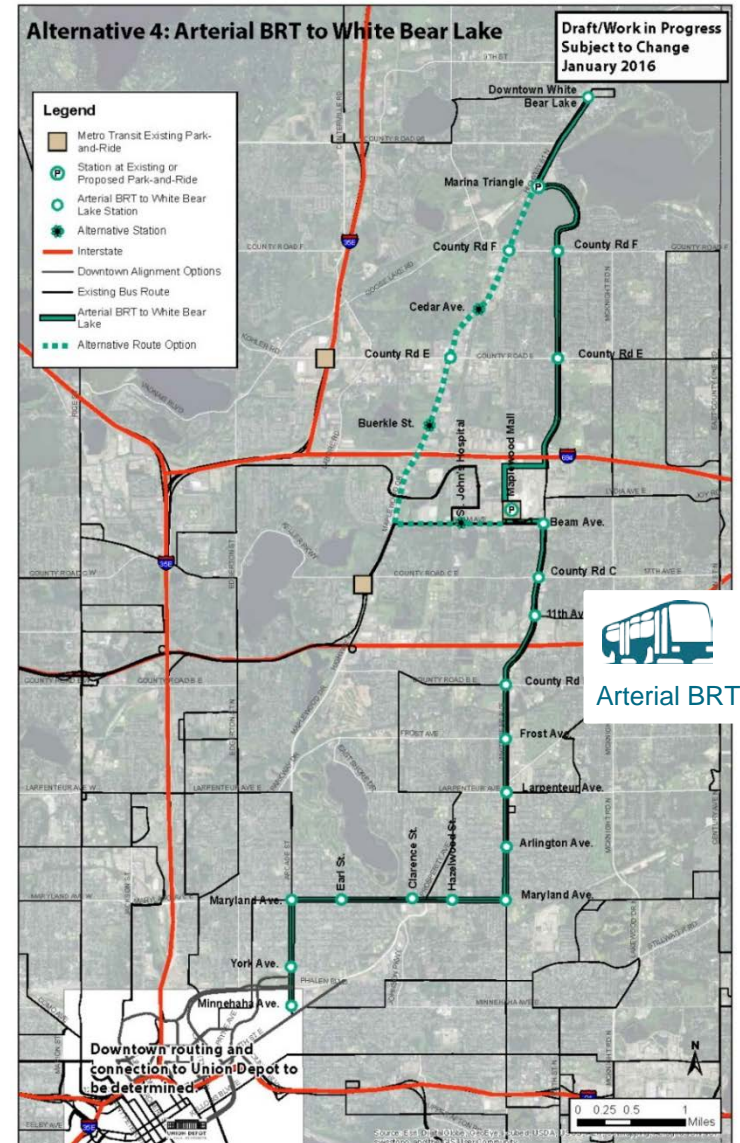
Alternatives in abandoned rail (RRA) right-of-way



Rush Line Corridor



Alternatives focused on White Bear Avenue



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

Daily Ridership (2040)	Capital Cost	Annual Operating Cost
4,800 – 6,600*	\$74 – 1,673 million	\$9 – 30 million

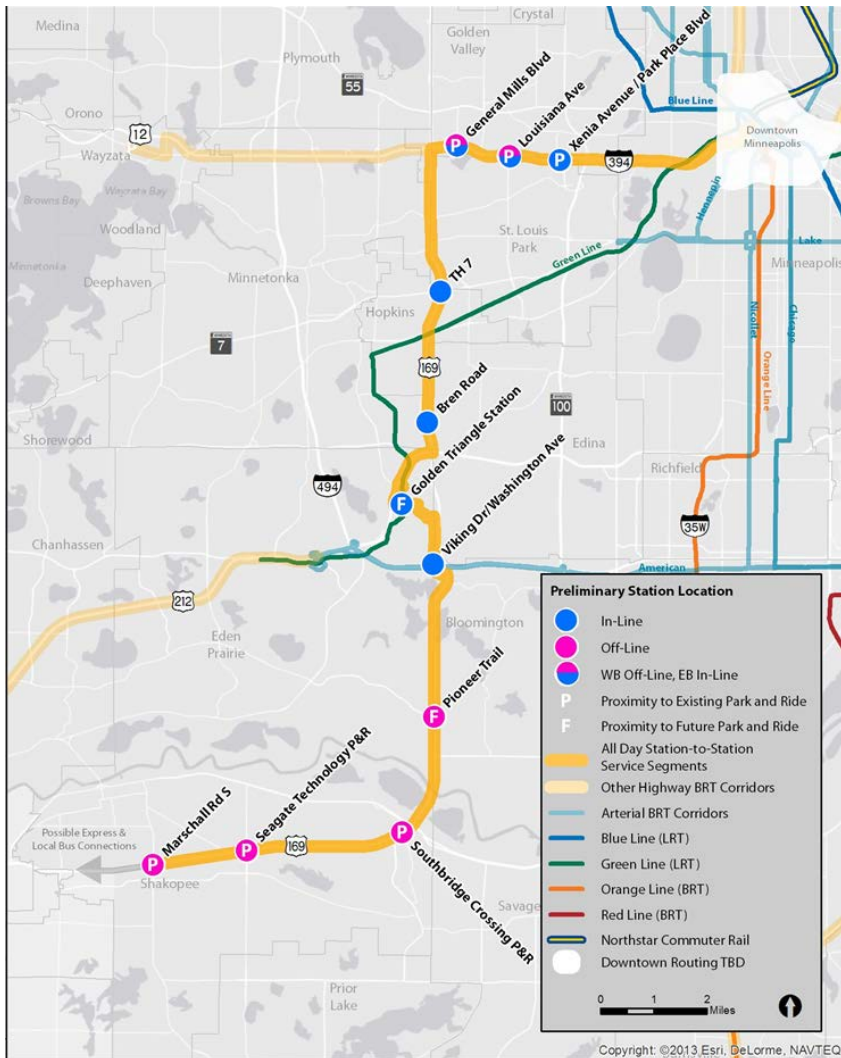
* Sensitivity tests as high as 9,500

Rush Line Corridor

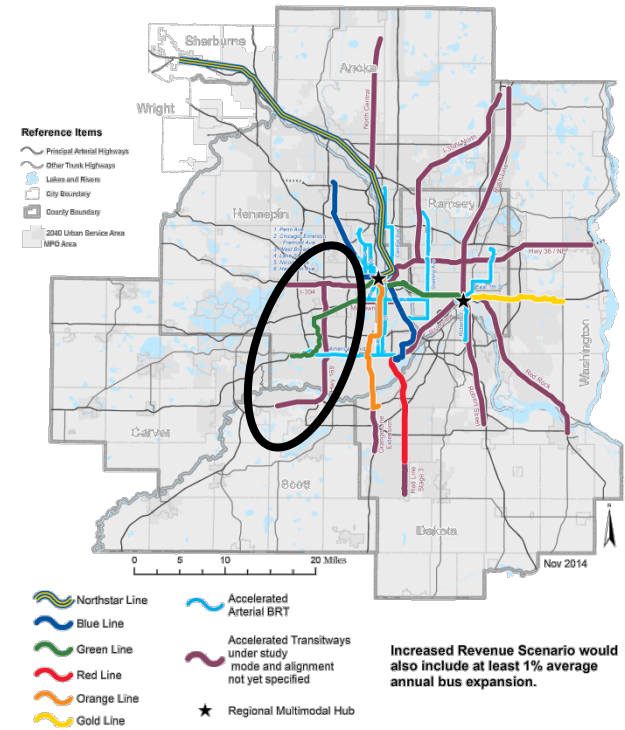
Study and LPA Recommendation Timeline

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

Highway 169 Mobility Study



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



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

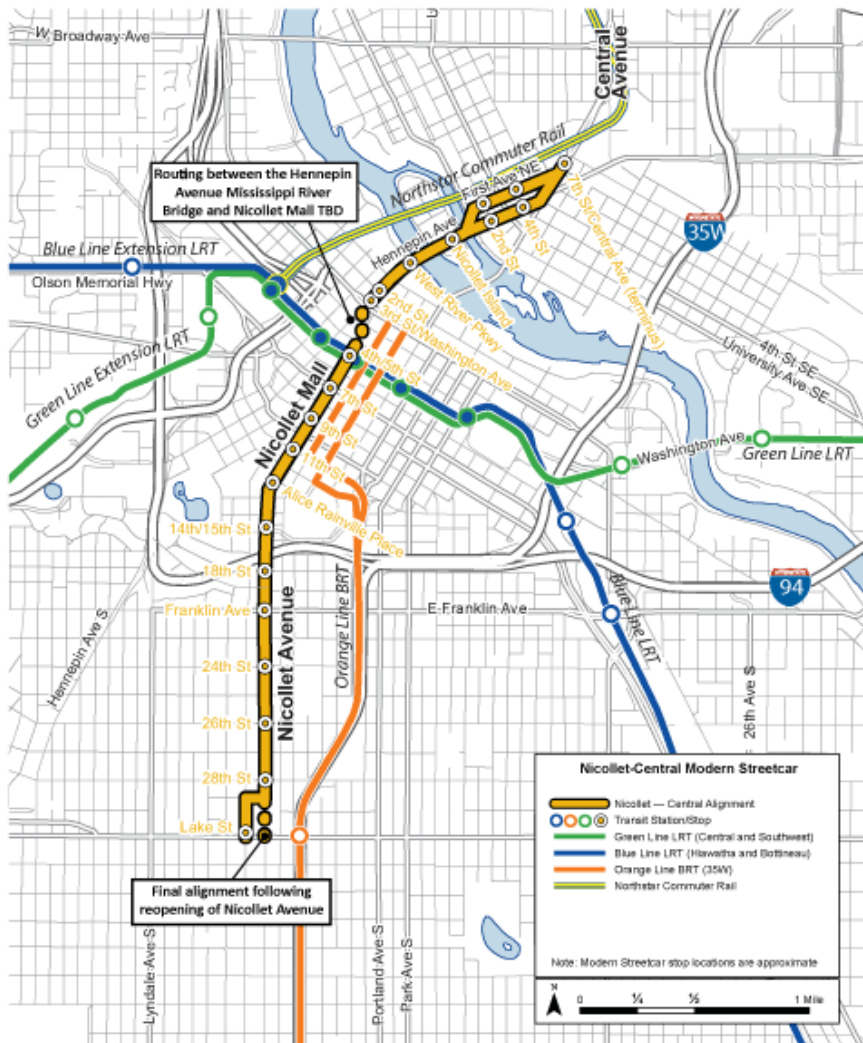
Highway 169 Mobility Study

- Timeline

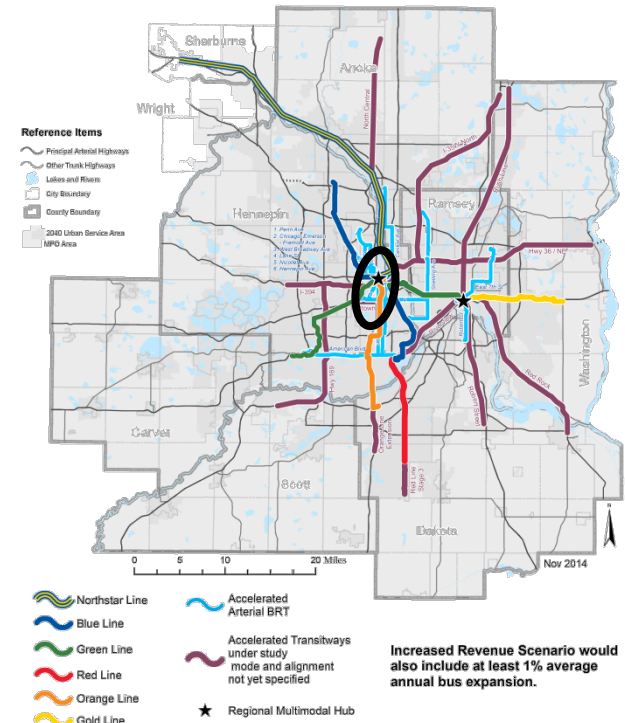
Late 2016 – Early 2017: Concept development and evaluation

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



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



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Figure 6-9



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



Nicollet-Central Modern Streetcar

- General Description

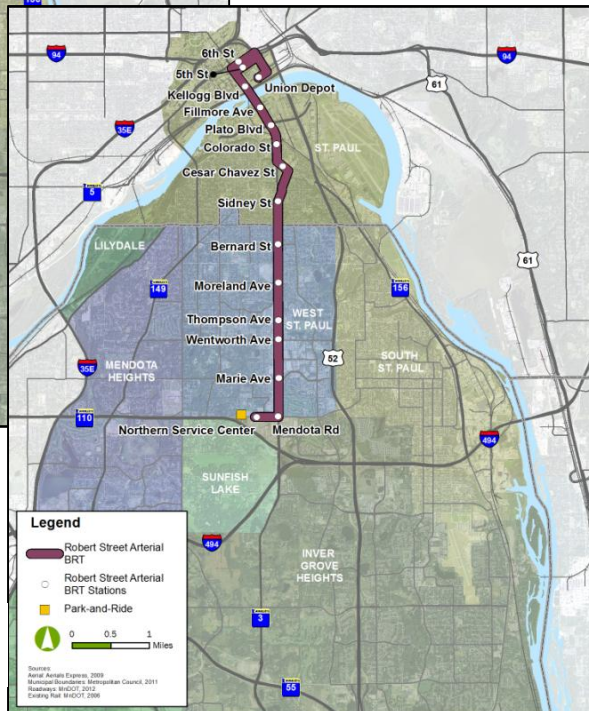
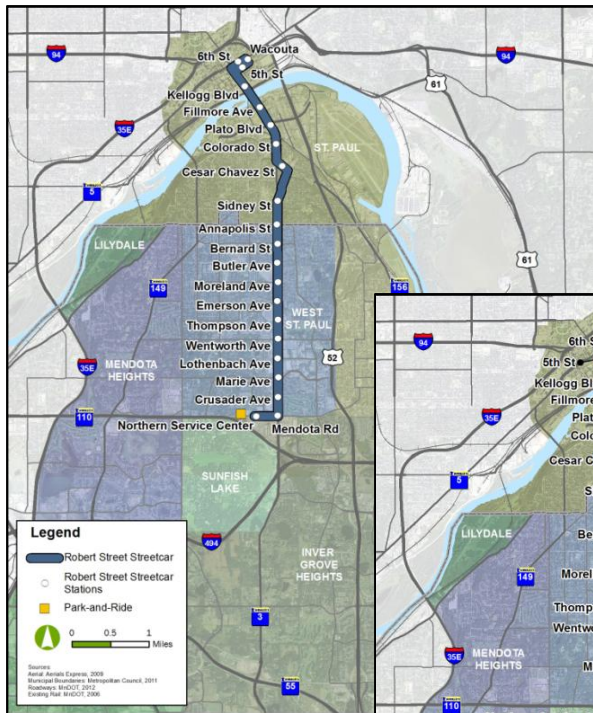
- 3.7 mi : Lake St to 5th St NE running on Nicollet Ave, Nicollet Mall, and Hennepin Bridge
- Approx. 9,200 forecasted daily riders in 2030
- Approx. \$210 million capital cost (2017 dollars), \$10.6 million operating cost

Nicollet-Central Modern Streetcar

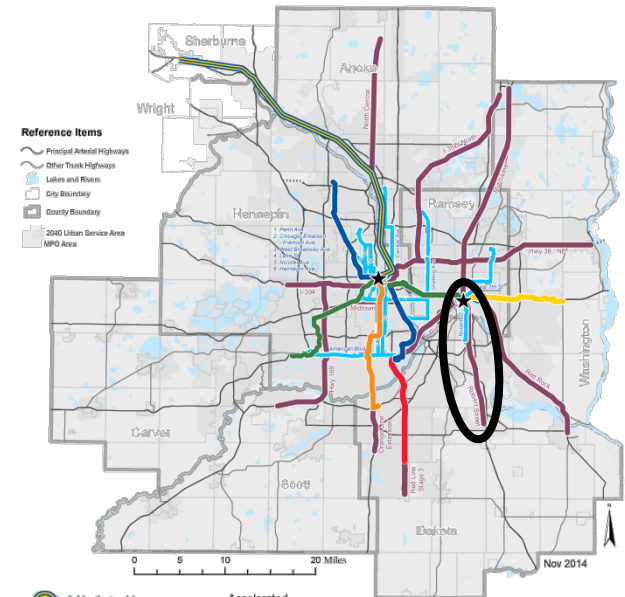
- Status

- City of Minneapolis LPA recommendation in Sept. 2013
- Subsequent work on environmental assessment (EA), potential maintenance facility sites
- EA published for public comment in 3rd quarter 2017, Finding of No Significant Impact in 4th quarter 2017
- 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



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



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Figure 6-9



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

Alternative	Daily Ridership (2030)	Capital Cost	Annual Operating Cost
Modern Streetcar	3,000	\$373 M	\$8.3 M
Arterial BRT	3,100	\$27 M	\$4.1 M
Highway BRT	2,300	\$46 M	\$3.4 M

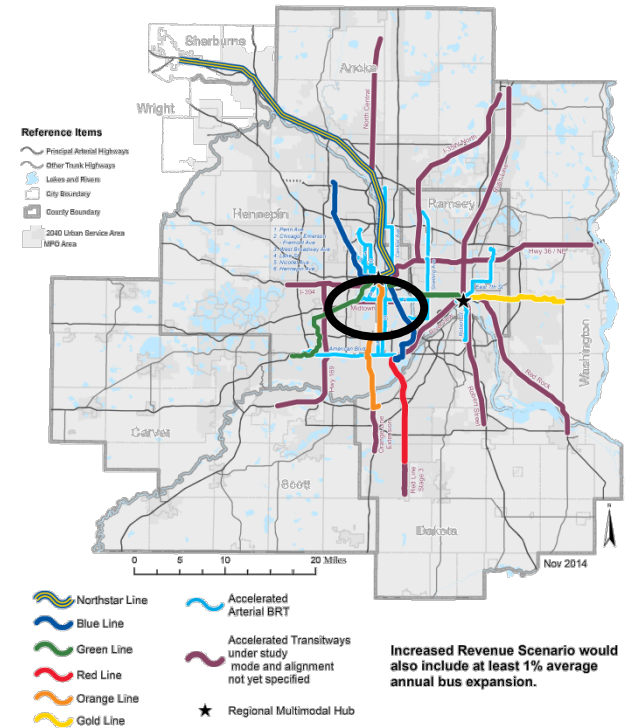
Midtown Corridor

- 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

Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision



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Figure 6-9



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)

Alternative	Local Bus	Rail	Enhanced Bus		Corridor Total
			Study Area	Extended Corridor	
Existing (2012)	14,600	-	-	-	14,600
Enhanced Bus	8,500	-	11,000	3,000	22,500
Rail	9,500	11,000	-	-	20,500
Dual LPA Recommendation	6,000	9,500	8,500	8,000	32,000

Midtown Corridor

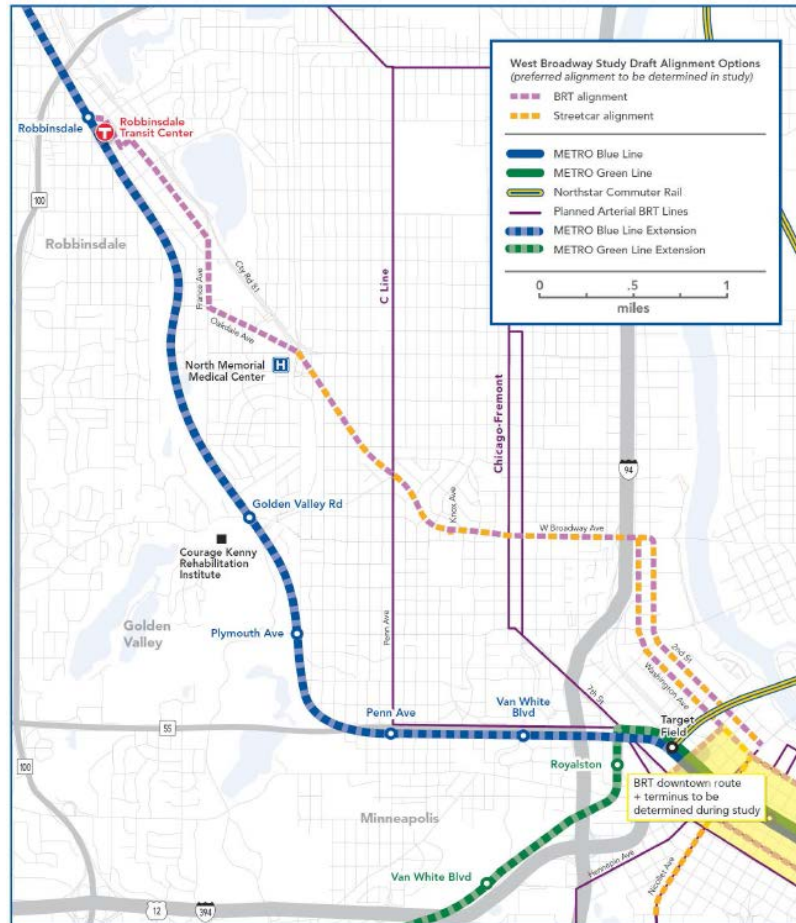
Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50 M	\$7 M
Rail	\$200 M	\$8 M
Dual LPA Recommendation	\$245 M	\$15 M

West Broadway Transit Study

West Broadway Study Area

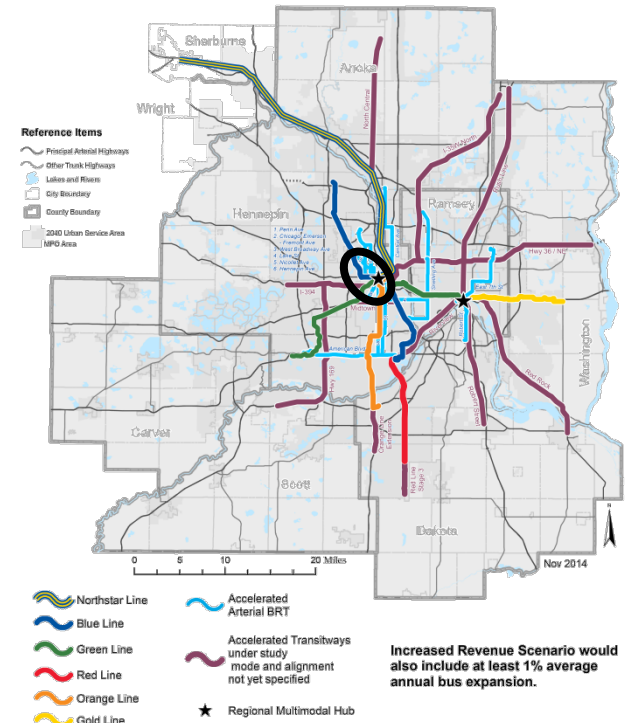
Updated October 2015



For more information:
WestBroadway@metrotransit.org



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



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Figure 6-9



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

Metric	Streetcar	BRT
Length (miles)	4.9	7.0
2040 Weekday Ridership	3,900	4,800
Capital Cost	\$239M	\$40M
Annual O&M Cost	\$9.6M	\$5.5M
Development Effects Est.	\$480M-\$640M	\$220M-\$300M



- Final “PAC” meeting October 2016
- More detailed presentation on study results planned late 2016

Arterial BRT (Rapid Bus) Lines

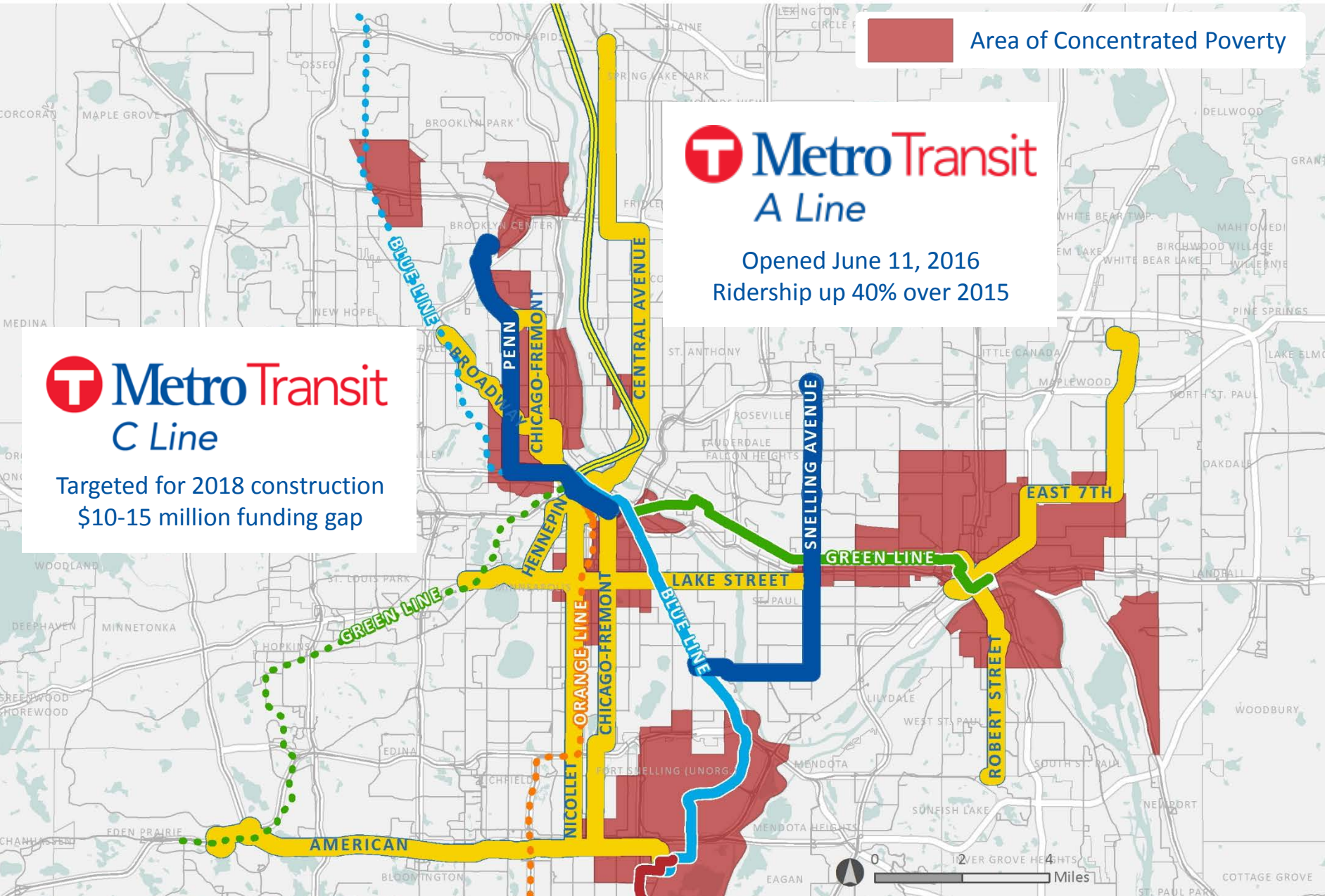
Area of Concentrated Poverty

Metro Transit
A Line

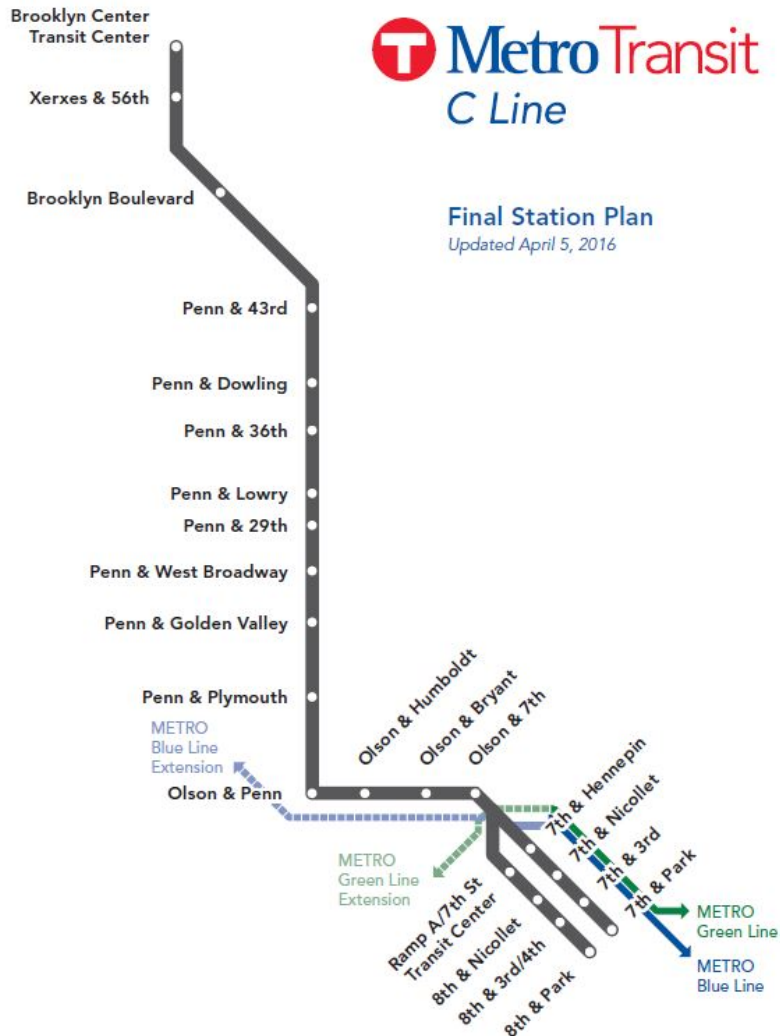
Opened June 11, 2016
Ridership up 40% over 2015

Metro Transit
C Line

Targeted for 2018 construction
\$10-15 million funding gap

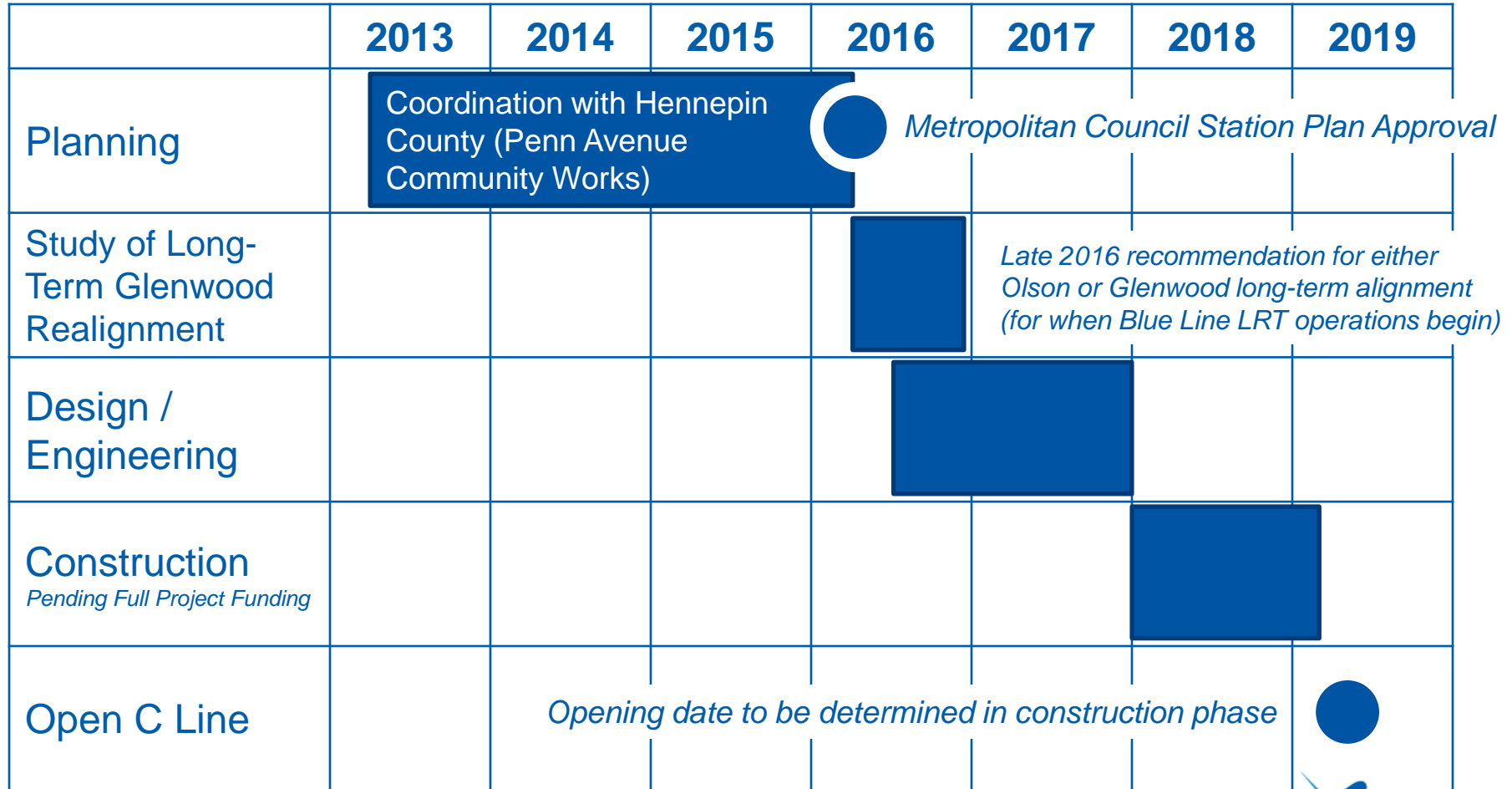


C Line (Penn Avenue) Rapid Bus



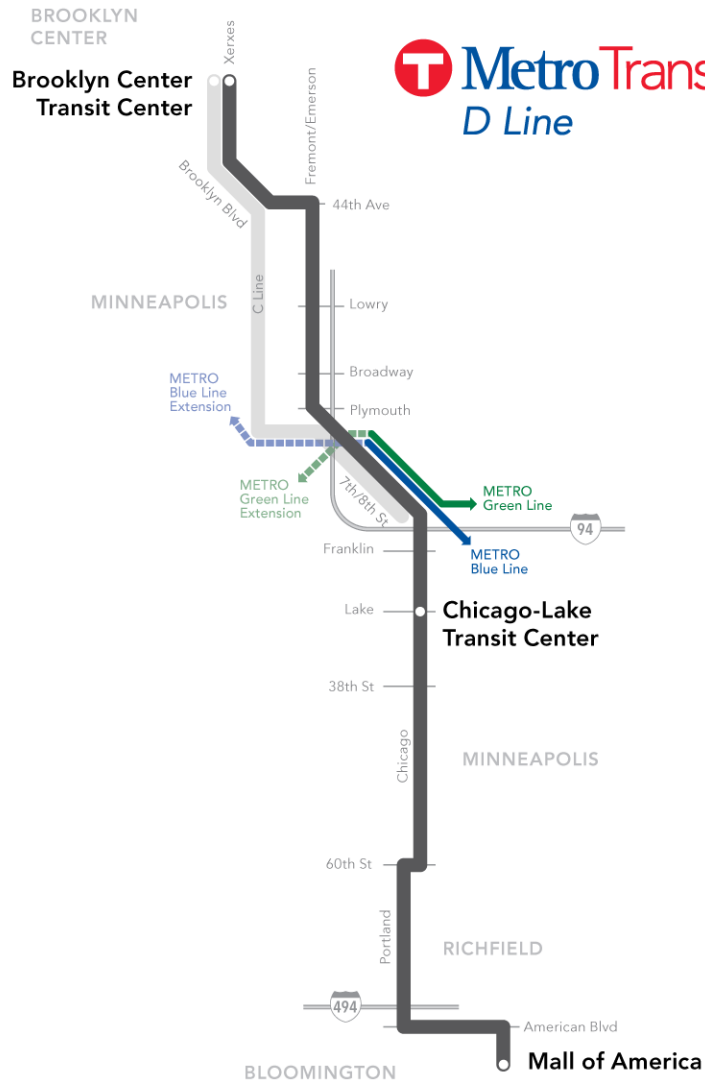
- Serves 7,600 people today, 9,300 by 2030
- Enhanced stations, buses, off-board fare payment
- Substantial coordination with Hennepin County Penn Avenue street improvements
- \$30-35 MM preliminary cost estimate, subject to change based on engineering
- \$10-15 MM funding gap must be filled by mid-2017

C Line (Penn Avenue) rapid bus



Opening date to be determined in construction phase

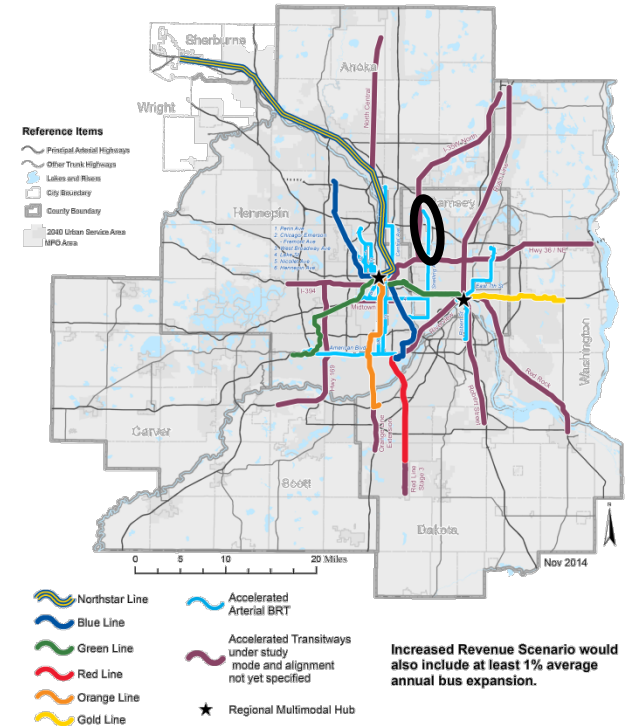
Next Arterial BRT Lines



- 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



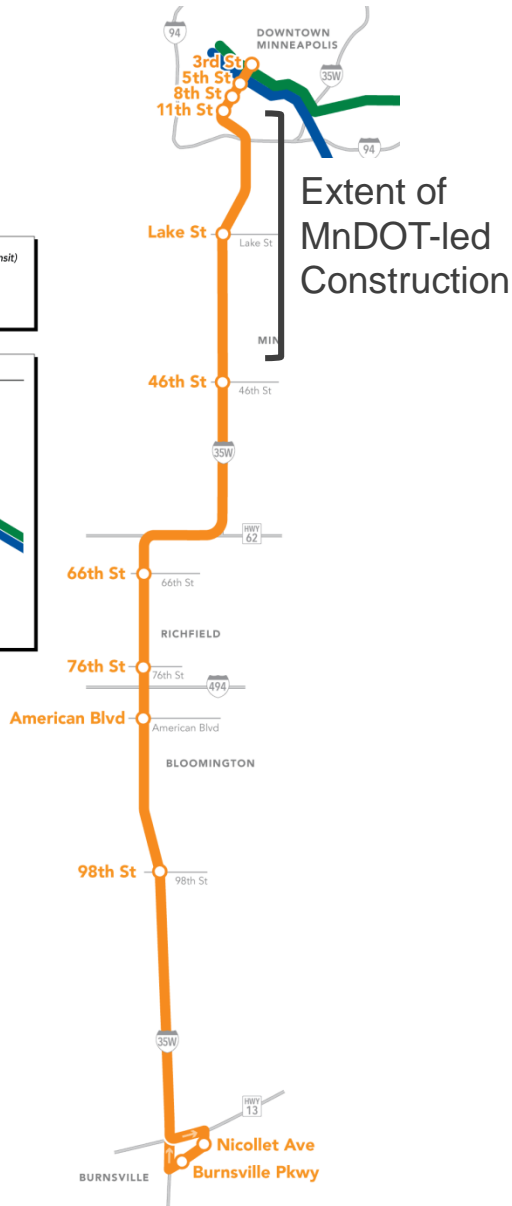
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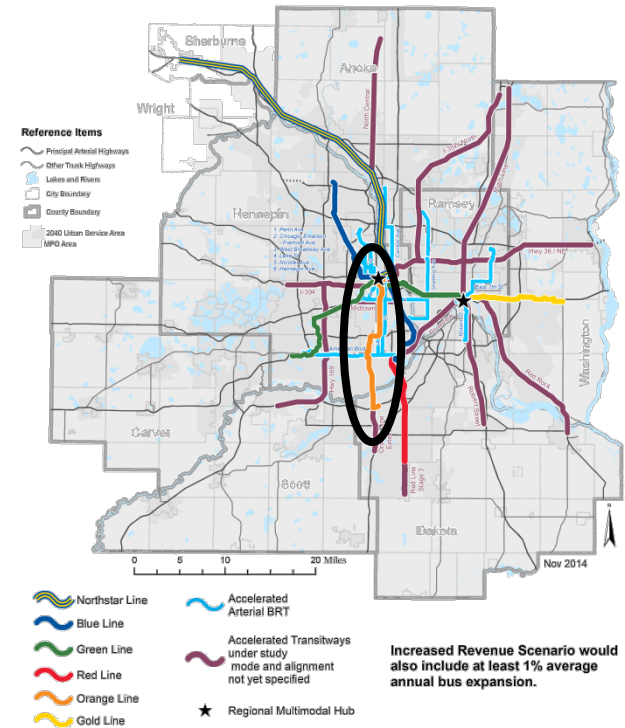
METRO Orange Line



- METRO Orange Line (Bus Rapid Transit)
- METRO Blue Line (Light Rail)
- METRO Green Line (Light Rail)



Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



Lead Agency:
Metro Transit



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

Daily Ridership (2040)	Capital Cost	Operating Cost, Opening Yr
26,500 (11,400 BRT + 15,100 Express)	\$150.7 million	\$7.8 million (replaces Route 535)

METRO Orange Line

Timeframe	Action
Sept 1	Submitted Small Starts info, updated budget to FTA
Oct 2016	NEPA concurrence
Dec 2016	Pursue LONP in order to contribute \$ to MnDOT project for 12 th Street Ramp and Lake Street Station
Q1 2017	Complete final design for Lake Street Station, 60% design of all other stations and guideway elements
Q1 2017	Submit final Small Starts application for evaluation and rating
Mar 2017	Secure all local funding

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