Locally Preferred Alternative
Riverview Corridor Study Area

- 12 mile study area between Saint Paul and Bloomington.
- Connects major destinations, neighborhoods and job concentrations.
- Serves growing and diverse population and employment areas.
  - 50,600 residents and 123,900 jobs.
- Provides regional and local connectivity.
Study Process

**CORRIDOR VISION**
- Current and future conditions.
- Review of relevant work.
- Purpose and need.
- Goals and objectives.
Completed August 2015

**ALTERNATIVES ANALYSIS**
- Initial Screening. (completed February 2016)
- Detailed Definition.
- Detailed Evaluation.
March – August 2017
Completed August 2017

**LOCALLY PREFERRED ALTERNATIVE**
- Vehicle and route of Locally Preferred Alternative.
- Implementation Plan.
December, 2017

**Public Engagement**
- Examined 60 different alternatives.
- Engaged over 4,600 people via nearly 100 events responding to nearly individual 650 comments.
Community Engagement

More than **4,600 people** participated in the Riverview Study through community events including open houses, business outreach, presentations, pop-up events, social media, and online engagement forms.
What We Heard

- Rail transit’s ease of use is preferred.
- Transit system connectivity, e.g. to airport.
- Transit saves employees cost of parking
- Concern about business and neighborhood impacts.
- Keep Ford Site in mind throughout the study.
- Route 54: Good service frequency, but crowded.
- Improve transit service – frequent, fast, reliable.
Community Input has Shaped the Process

- Purpose and need for transit improvements.
- Goals and objectives.
- Routes and vehicles to study
- Potential station locations.
- Challenges and opportunities of each alternative.
Evaluation Based on Technical Criteria

Federal Transit Administration New Starts / Small Starts Criteria
Requires further analysis during the environmental phase of project
Where We Started

Vehicles

- Local Bus
- Bus Rapid Transit
- Modern Streetcar
- Light Rail Transit
- Diesel Multiple Unit
- Commuter Rail

Routes

Photo sources: Metro Transit, Ramsey County Regional Railroad Authority, Transportation for America, City of Austin
6 Alternatives to Consider for Locally Preferred Alternative

- **Mode**
  - 2 Bus/Bus Rapid Transit (BRT).
  - 4 Modern Streetcar.

- **River crossing**
  - 2 cross at Ford Pkwy.
  - 4 cross at Hwy 5.
Definition of a Locally Preferred Alternative (LPA):

- A corridor’s preferred transit vehicle and route that best meets the needs of the corridor.

The LPA identifies:
- General service plan.
- General station locations.
- Cost and ridership estimates.

The LPA is not:
- The end of the technical analysis.
  - Further analysis will be needed.
- Final approval.
  - Local partners will have additional review/approval opportunities.
Riverview’s Locally Preferred Alternative

Alternative 4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

- Union Depot to the Mall of America.
- Generally along W. 7th Street and crossing the river at Hwy 5.
- New Bridge across the Mississippi River.
- Tunnel under Fort Snelling.
What is Modern Streetcar?

Atlanta
Source: City of Atlanta

Seattle
Source: Seattle Department of Transportation

Detroit
Source: Qline, M-1 Rail

Portland
Source: TriMet
What is Modern Streetcar?

For Riverview Corridor.

• Operating Environment.
  – Dedicated and shared use lanes.

• Infrastructure compatible with Blue & Green Lines.
  – Tracks, signals, power.
  – Operations and maintenance.
  – Stations.

• Station Features.
  – Level boarding.
  – Pay before you board.
  – High amenity stations.
Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

Locally Preferred Alternative Stats:

- **11.7 mi.** - Corridor length
- **20** – Number of stations
- **10 min.** - Peak frequency
- **44 min.** - End-to-end travel time
- **$1.4-$2.0 B** - Capital cost (2025$)
- **$35 M** - Yearly Operating cost (2027$)
- **13,900** – Daily riders (current year)
- **20,400** – Daily riders (2040)
Future Environmental Considerations

Route
• Green Line connection.
• Seven Corners/Smith Ave.
• CP Spur parallel to W. 7th Street.
• Hwy 5 river crossing.
• Blue Line connection.
• Bloomington South Loop/Mall of America.

Operating environment
• Dedicated and shared use.
• Center- or side-running.
Needs of the Corridor

To enhance mobility and access to opportunities for residents, businesses, and the region and to cultivate economic prosperity.

Growing population (+63%) and employment (+33%) increases travel demand for different travel markets.

Transit-reliant population (15% zero car and 30% in poverty) also needs improved transit service.

Limited opportunity to improve the existing transportation network.

Support and catalyze reinvestment and economic development.
Why the LPA?

4b, Modern Streetcar-W. 7th-Hwy 5/Ft. Snelling

- Best meets the needs of the corridor.
- Likely qualifies for Capital Investment Grant (CIG) funding.
- Strongest corridor alternative for CIG funding.

Highest 2040 weekday ridership 20,400.

Double the ridership of No-Build in 2040.

Highest number of transit dependent riders 4,600.

Highest development potential due to fixed guideway.
LPA: Other Considerations

Retain these options for future environmental analysis and engineering.

– Route.
  • Downtown Saint Paul: Green Line connection.
  • Seven Corners: Smith Ave concepts.
  • CP Spur segment parallel to W. 7th St.
  • Hwy 5 river crossing concepts.
  • Bloomington South Loop concepts.

– Operating environment.
  • Dedicated and shared use.
  • Center- or side-running.
Community Input Received on the LPA

Opportunities

• Higher development potential.
• Faster, direct service, and higher ridership.
• Better rider accessibility, proximity to businesses and other activity centers on W. 7th Street.
• Support for transit to serve low-income communities, provide more options for people with reduced mobility, and attract/retain young people.
• Support for additional transit service to Ford Site.

Challenges

• Potential impacts to neighborhoods and businesses.
• Cost of modern streetcar.
• Safety in neighborhoods and along route.
Next Steps

- **DEC**
  - PAC review and approval of Riverview LPA.

- **Spring 2018**
  - Local resolutions of support for LPA.

- **2018**
  - Forward LPA to Metropolitan Council for adoption.

- **Spring 2019**
  - Begin Environmental Analysis.
Riverview TPP Amendment
TPP Amendment

• Add the Riverview Modern Streetcar locally preferred alternative to the fiscally constrained plan
  – Move Riverview from “Potential Current Revenue Scenario” projects to “Current Revenue Scenario” projects

• Document the impacts of adding the project to the regional plan
  – Transportation finance (fiscal constraint)
  – Environment and air quality conformity
  – Equity and environmental justice
  – Performance outcomes
TPP Amendment for LPAs

Riverview Status

• Locally Preferred Alternative Report (submitted)
  – Corridor PAC Recommended LPA in December 2017
  – Documentation of the process
  – Public engagement summary

• Local Resolutions of Support
  – Ramsey County (6/19/2018)
  – Hennepin County (6/12/2018)
  – Saint Paul (3/7/2018)
  – Bloomington (1/22/2018)
  – Metropolitan Airports Commission (1/22/2018)

• Project Timeline (submitted)
• Project Financial Plan (submitted)
Riverview Financial Plan

- $2.066 B capital cost assumption in financial plan, per new mid-year of construction
- Available revenues based on realistic projects or assumptions
- Capital cost funding split:
  - FTA New Starts: 49.0% $1,012.3 M
  - Ramsey County: 28.7% $592.9 M
  - RCRRA: 7.0% $144.6 M
  - Hennepin County: 12.3% $254.1 M
  - HCRRA: 3.0% $62.0 M
- Operating cost funding split (first full year):
  - Passenger fares: 30.0% $11.1 M
  - State: 35.0% $13.0 M
  - Ramsey County: 24.5% $9.1 M
  - Hennepin County: 10.5% $3.9 M
Impacts to the Plan

• Transportation Finance
  – Adds $1,429.5 M in project funding to the Plan as new revenue (New Starts, fares, state general fund, county regional railroad authority)
  – Allocates $960.5 M in assumed revenue in the Plan to the project (existing county sales tax)

• Air Quality
  – In conformance

• Equity and Environmental Justice
  – Slight increases in access to jobs and community amenities for all people, including people of color

• Performance Outcomes
  – Increase in 2040 daily transit ridership
  – Reduction in on-road mobile source emissions
# Riverview TPP Amendment Schedule

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAC Planning Review and Recommend Draft for public comment</td>
<td>October 11\textsuperscript{th}</td>
</tr>
<tr>
<td><strong>Council Approve 2040 TPP Update</strong></td>
<td>October 24\textsuperscript{th}</td>
</tr>
<tr>
<td>TAC Review and Recommend Draft for public comment</td>
<td>November 7\textsuperscript{th}</td>
</tr>
<tr>
<td>TAB Review and Recommend Draft for public comment</td>
<td>November 21\textsuperscript{st}</td>
</tr>
<tr>
<td>Transportation Committee Recommend Draft for public comment</td>
<td>November 26\textsuperscript{th}</td>
</tr>
<tr>
<td>Council Approve Draft for public comment (same week)</td>
<td>November 28\textsuperscript{th}</td>
</tr>
<tr>
<td>Public Comment Period on Amendment begins</td>
<td>November 29\textsuperscript{th}</td>
</tr>
<tr>
<td>Public Hearing at Council Meeting</td>
<td>January 9\textsuperscript{th}</td>
</tr>
<tr>
<td>Public Comment Closes</td>
<td>January 21\textsuperscript{st}</td>
</tr>
<tr>
<td>Transportation Committee Recommended Adoption</td>
<td>February 11\textsuperscript{th}</td>
</tr>
<tr>
<td>Council Approve Adoption (same week)</td>
<td>February 13\textsuperscript{th}</td>
</tr>
</tbody>
</table>
Questions or Comments?

Cole Hiniker
Multimodal Planning Manager
651-602-1748
Cole.Hiniker@metc.state.mn.us