



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

Completed August 2015

CORRIDOR VISION

- Current and future conditions.
- Review of relevant work.
- Purpose and need.
- Goals and objectives.

Completed August 2017

ALTERNATIVES ANALYSIS

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

December, 2017

LOCALLY PREFERRED ALTERNATIVE

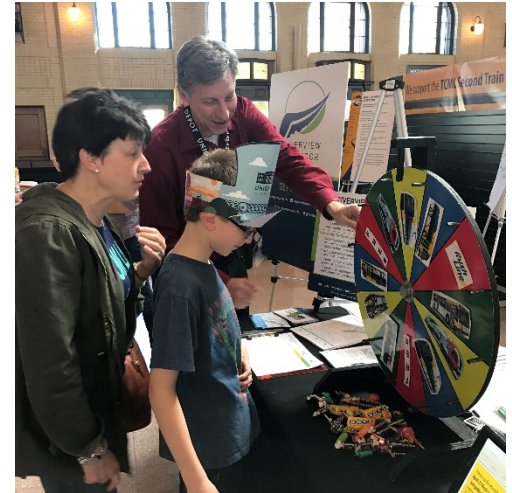
- Vehicle and route of Locally Preferred Alternative.
- Implementation Plan.

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



-  CULTURAL / HISTORIC RESOURCES
-  PARKLAND
-  MISSISSIPPI RIVER
-  WETLAND / FLOODPLAIN



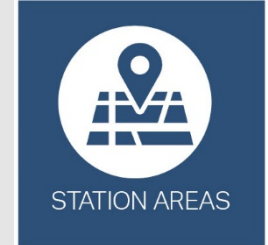
-  PARKING IMPACTS
- RIGHT-OF-WAY
-  VISUAL
-  NOISE / VIBRATION
-  CONSTRUCTION IMPACTS





- TRAVEL TIME
- USE OF EXISTING INFRASTRUCTURE
- CONNECTIONS TO LOCAL/REGIONAL SYSTEMS
-  SAFETY
-  TRAFFIC
- FREIGHT
-  RIDERSHIP



-  CAPITAL COST
-  OPERATING & MAINTENANCE COST
-  COST-EFFECTIVENESS



- CONNECTIONS TO KEY ACTIVITY CENTERS
-  PROXIMITY TO AFFORDABLE HOUSING
-  EMPLOYMENT
-  DEVELOPMENT POTENTIAL
- PEDESTRIAN ACCESS
- BICYCLE ACCESS
-  POPULATION
-  PROXIMITY TO ZERO-CAR HOUSEHOLDS

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

Work In Progress; Subject To Change Without Notice

Where We Started

Vehicles



Local Bus



Bus Rapid Transit



Modern Streetcar



Light Rail Transit



Diesel Multiple Unit



Commuter Rail

Routes

Universe of Alignment Alternatives, FINAL

13 August 2015

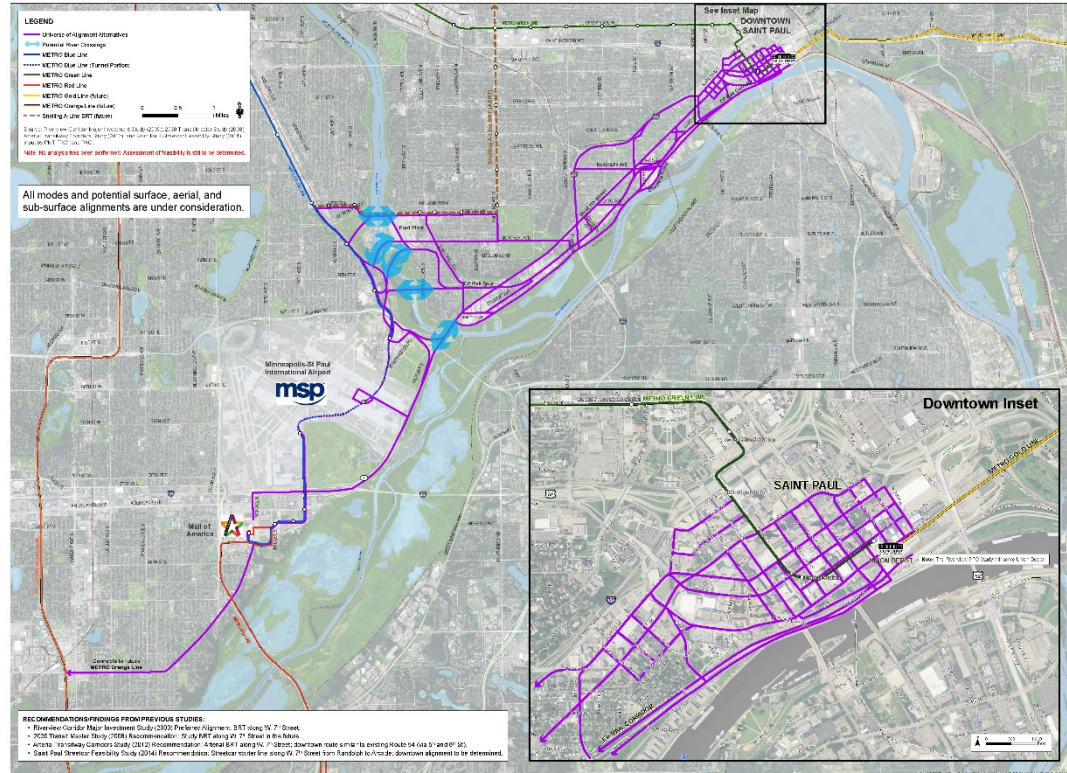


Photo sources: Metro Transit, Ramsey County Regional Railroad Authority, Transportation for America, City of Austin

6 Alternatives to Consider for Locally Preferred Alternative



Arterial BRT – A Line, Twin Cities, MN



Modern Streetcar – Kansas City, MO

- **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.

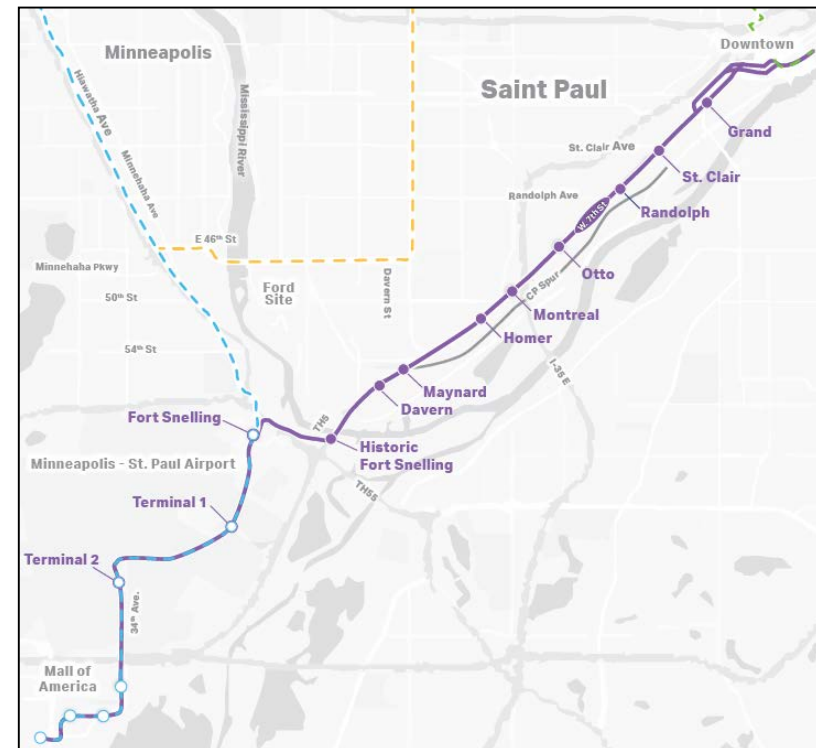
Riverview's Locally Preferred Alternative

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



Detroit

Source: Qline, M-1 Rail



Seattle

Source: Seattle Department of Transportation



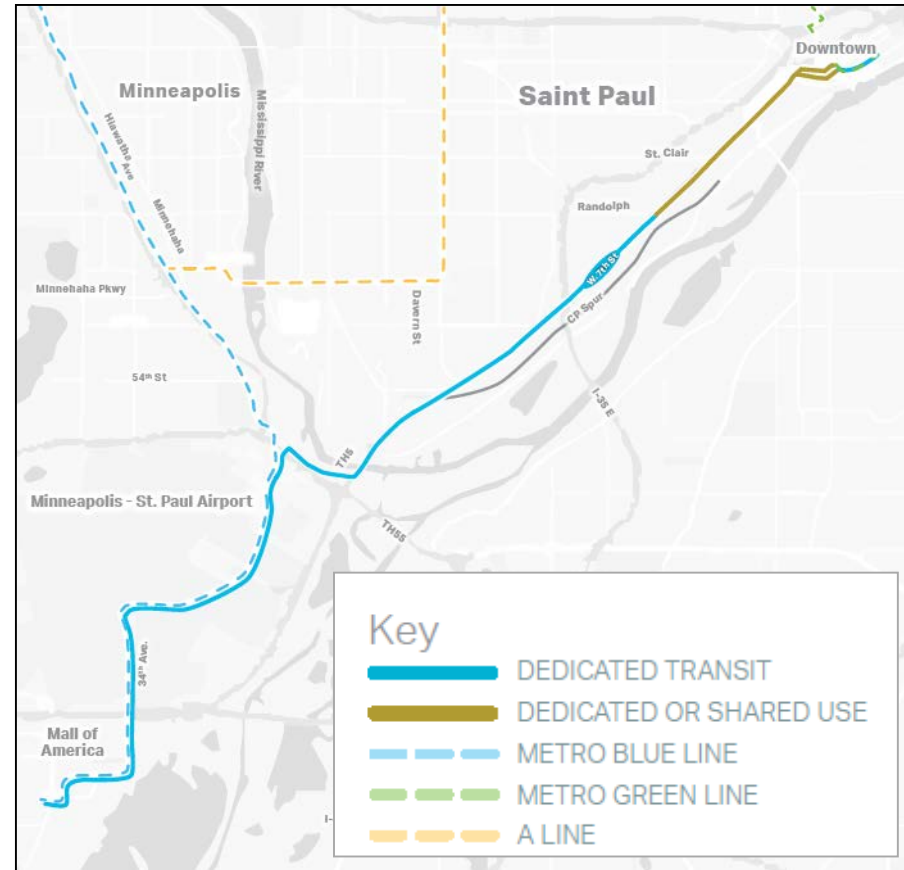
Portland

Source: TriMet

What is Modern Streetcar?

For Riverview Corridor.

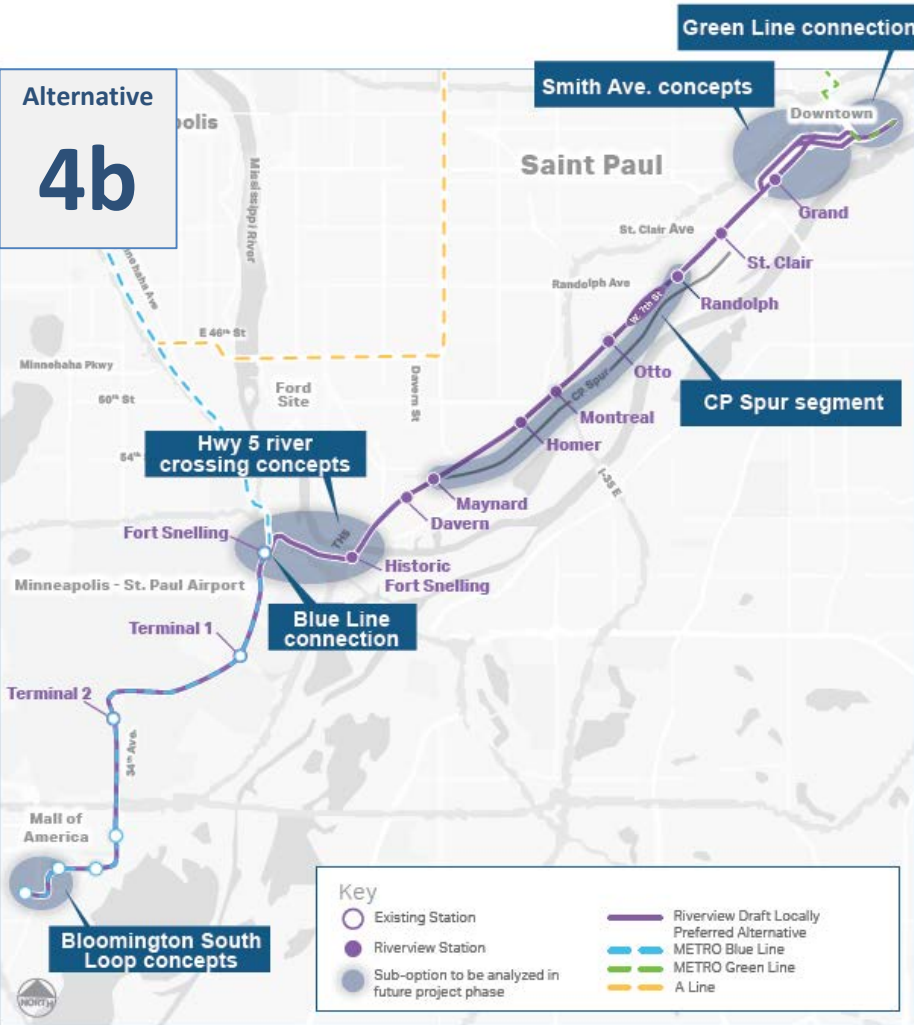
- Operating Environment.
 - Dedicated and shared use lanes.
- Infrastructure compatible with Blue & Green Lines.
 - Tracks, signals, power.
 - Operations and maintenance.
 - Stations.
- Station Features.
 - Level boarding.
 - Pay before you board.
 - High amenity stations.



Work in progress; subject to change without notice

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

Alternative
4b



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.



Highest number of transit dependent riders 4,600.



Double the ridership of No-Build in
2040.



Highest development potential
due to fixed guideway.



LPA: Other Considerations

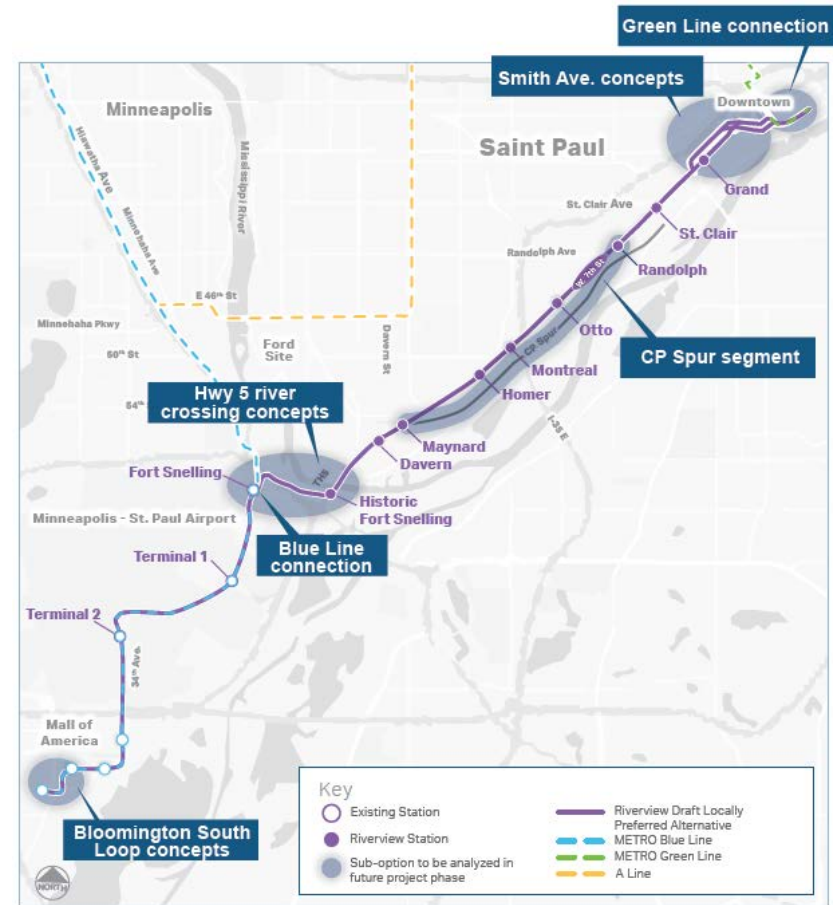
Retain these options for future environmental analysis and engineering.

– 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

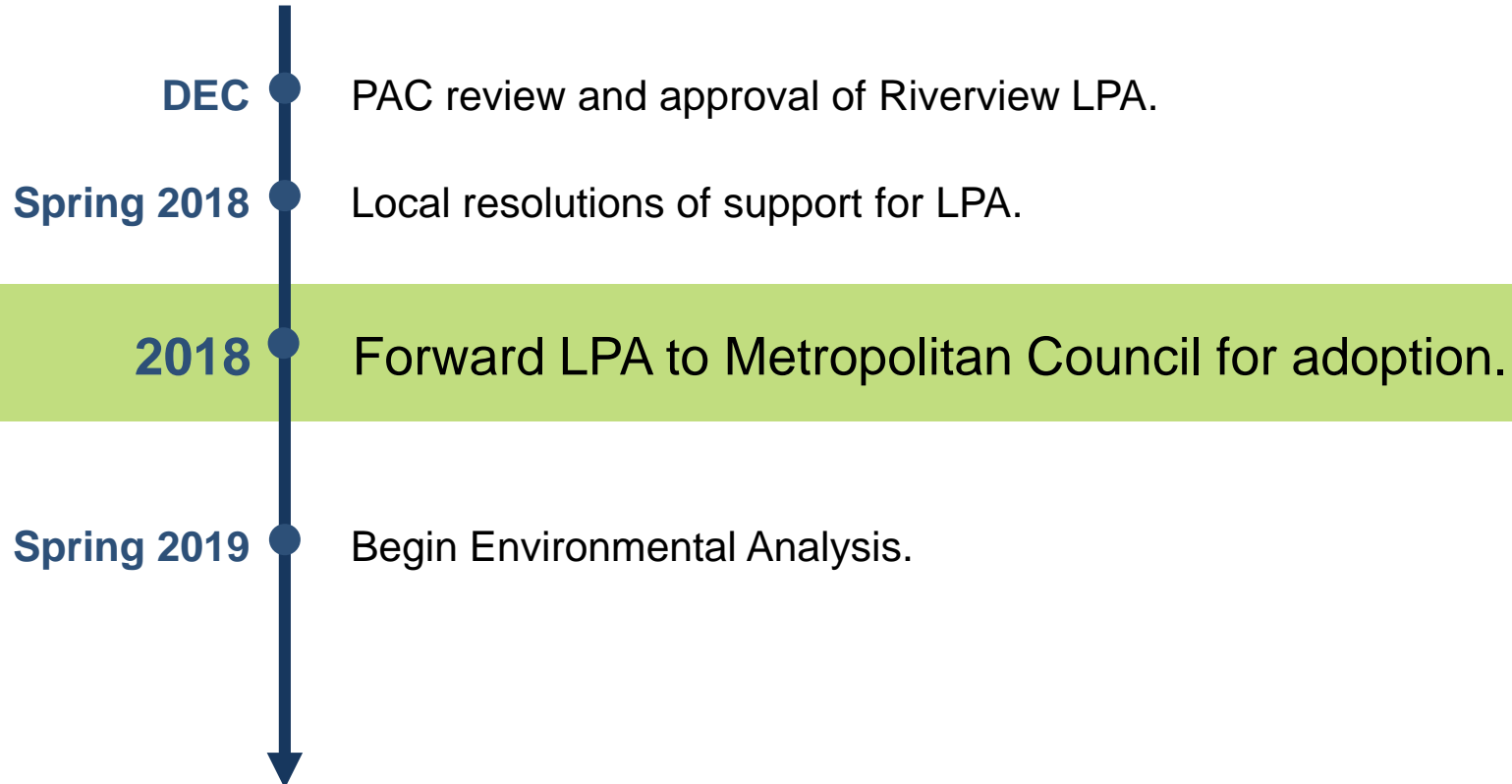
Opportunities

- 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





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

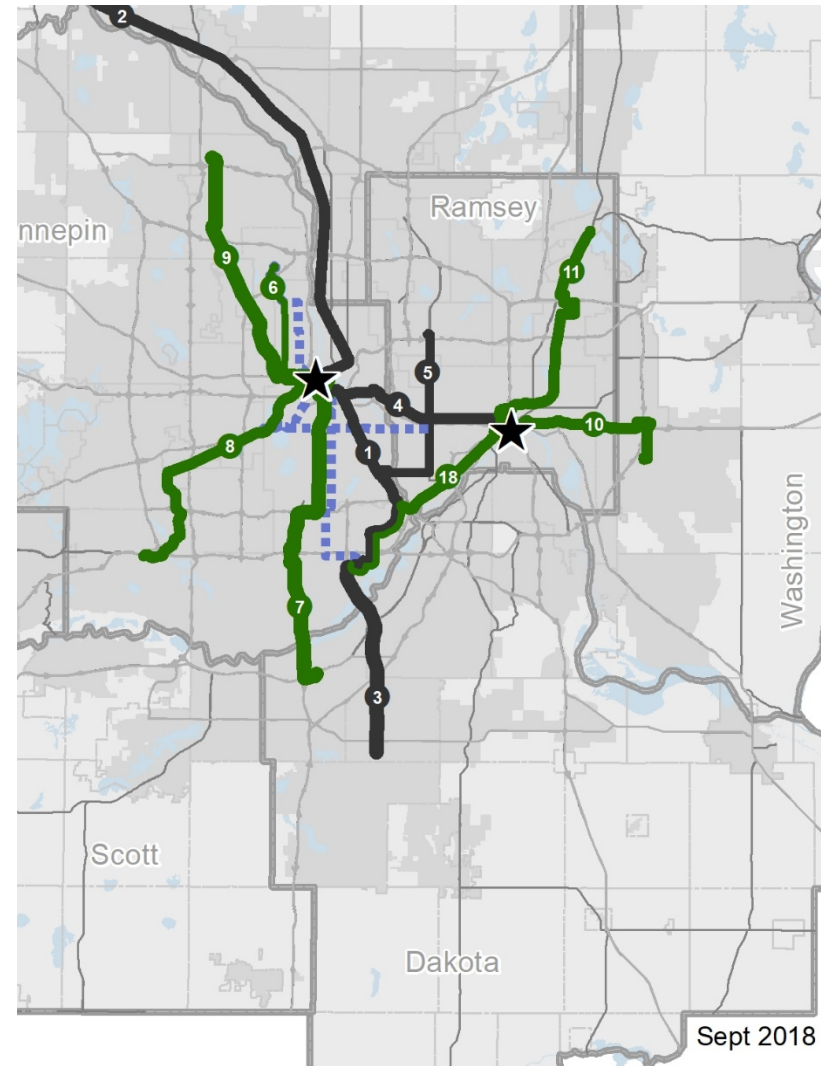
- Locally Preferred Alternative Report (submitted)
 - Corridor PAC Recommended LPA in December 2017
 - Documentation of the process
 - Public engagement summary
- Local Resolutions of Support
 - Ramsey County (6/19/2018)
 - Hennepin County (6/12/2018)
 - Saint Paul (3/7/2018)
 - Bloomington (1/22/2018)
 - 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

Schedule	Date
TAC Planning Review and Recommend Draft for public comment	October 11 th
<i>Council Approve 2040 TPP Update</i>	<i>October 24th</i>
TAC Review and Recommend Draft for public comment	November 7 th
TAB Review and Recommend Draft for public comment	November 21 st
Transportation Committee Recommend Draft for public comment	November 26 th
Council Approve Draft for public comment (same week)	November 28 th
Public Comment Period on Amendment begins	November 29 th
Public Hearing at Council Meeting	January 9 th
Public Comment Closes	January 21 st
Transportation Committee Recommended Adoption	February 11 th
Council Approve Adoption (same week)	February 13 th

Questions or Comments?

Cole Hiniker

Multimodal Planning Manager

651-602-1748

Cole.Hiniker@metc.state.mn.us