Agenda

• METRO Gold Line – Alicia Vap, Project Director
• METRO Green Line Extension – Jim Alexander, Project Director
• METRO Purple Line – Stephen Smith, Deputy Project Manager (Ramsey County)
• METRO Blue Line – Nick Thompson
Gold Line Bus Rapid Transit

Alicia Vap (she/her) | Project Director
Gold Line Overview:

- Frequent, all-day service operating primarily in bus-only lanes
- Budget: $505.3 million
- 10-miles & 16 new stations
- 17 BRT-branded 60’ buses (12 diesel, 5 electric)
- BRT upgrades to existing East Metro Garage in St. Paul
- 3 surface park-and-rides and 1 parking structure
- 8 grade-separated BRT crossings
- Metropolitan Council Districts 11, 12, and 13
Gold Line BRT Construction – Woodlane Park & Ride
Gold Line BRT Construction – 4th Street Bridge, Oakdale

Temporary Utility Supports

Median Bridge Piers
Gold Line BRT Construction – Century Bridge, Oakdale/Maplewood

Century Bridge progress
Gold Line BRT Construction – McKnight Bridge, St. Paul

McKnight Bridge Piers
Gold Line BRT Construction – Johnson Parkway Bridge, St. Paul

Johnson Parkway Bridge Piers
Gold Line BRT Construction – Stations

Maplewood Station

Helmo Station
Gold Line BRT Construction – Systems

Maplewood—fiber vault

Oakdale—fiber install/splicing
Gold Line BRT Construction

• 47 of 87 Minnesota counties have someone bringing home a Gold Line BRT paycheck

• Employing workers from 54% of counties statewide

• Project reinvesting in communities throughout the Twin Cities and State

• Contractors billing $25 million through January 2024 for Disadvantaged Business Enterprise companies (22%), exceeding their 17.1% and 16.4% goals
Gold Line BRT Budget & Schedule Update

• Budget
  – Construction is approximately 41% complete
  – $45 Million in unallocated ($13M) and ($32M) allocated contingency remains

• Schedule
  – Civil construction to be complete late Oct, followed by park and ride in Nov
  – Gold Line opening – March 2025
Gold Line BRT Activation Planning

• What is Activation Planning?
  – Defines roles and responsibilities to safety begin new revenue service as required by the FTA Capital Investment Grant Program (New Starts)
  – The FTA has hired a Project Management Oversight Consultant (PMOC) that will evaluate our readiness for service and make recommendations to the FTA
  – *Completion of System Integration Testing of project equipment and systems*
    – Fulfillment of safety and security certification
  – *Completion of pre-revenue operations planning*
    – Confirmation that the Grantee has the management capacity and capability to operate the new transit facility
  – *Common tasks across CIG and non-CIG projects*
Thank You!

Alicia Vap
alicia.vap@metrotransit.org
Green Line Extension

Jim Alexander, Project Director
METRO Green Line Extension Project

• 16 new LRT stations

• 44 significant structures:
  – 29 new bridges: LRT, pedestrian, roadway, freight
  – 7 existing bridges with modifications
  – 6 pedestrian tunnels
  – 2 cut and cover LRT tunnels:
    • Highway 62: 582 feet
    • Kenilworth: 2,236 feet

• 126 retaining walls

• LRT track: 14.5 miles

• Freight rail reconstruction

• 7.8 mi shared LRT & freight rail corridor

• 15 at-grade LRT crossings; including 5 shared crossings with freight rail

• Trail reconstruction

• Council Districts 3, 6 and 8
METRO Green Line Extension Project

• Project cost estimate: $2.86B
• Project cost estimate is under review by the FTA as part of a risk assessment
• Project budget will be established upon the completion of risk review process
  – Anticipated Q2/Q3 2024
• Revenue service: 2027
Construction workers

• Putting people to work:
  – 4,580 individuals working on the project through February 2024
  – 3,693 reside in Minnesota

• Employing folks from 80% of counties statewide

• $272 million billed by Disadvantage Business Enterprise companies (22.4%) for construction activities through January 2024, exceeding the overall goal of 15%

• Project reinvesting in communities throughout the Twin Cities and State
Construction Update

- Construction is ~80% complete
  - LRT track installed (~10 miles)
    - SouthWest Station in Eden Prairie through Beltline Boulevard Station in St. Louis Park
  - 11 of 16 stations completed (Civil contract)
  - 3 of 7 park-and-ride facilities completed
  - 29 of 29 new bridge structures completed
  - Kenilworth LRT tunnel
    - Structure completed in 19 of 30 construction cells
  - TH 62 LRT tunnel structure completed
  - 6 of 6 pedestrian tunnel structures completed
  - 115 of 126 retaining walls completed
  - South Cedar Lake trail completed
    - Blake Road in Hopkins to Chowen Avenue in Minneapolis

- $2.8 billion built or permitted development along the corridor
Eden Prairie

LRT Signal and Switch installation work - SouthWest Station

METRO
Green Line EXTENSION
Eden Prairie/Minnetonka

Lighting in TH62 LRT tunnel
Minnetonka/Hopkins

Overhead catenary pole installation near Shady Oak Station

Metro Green Line Extension
Hopkins

17th Avenue Roadway and Park-and-Ride construction & Shady Oak Station

METRO
Green Line EXTENSION
St. Louis Park

Louisiana Avenue Station

South Cedar Lake Trail Bridge adjacent to Beltline Boulevard Station
Minneapolis - Kenilworth LRT Tunnel West Heading
Minneapolis - Kenilworth LRT Tunnel West Heading

Veit Diver Going into CW10
Minneapolis - Kenilworth LRT Tunnel West Heading

6 Ironworkers Installing Rebar in CW8-2

METRO
Green Line
EXTENSION
Minneapolis - Kenilworth LRT Tunnel East Heading

Mar 13, 2024 at 8:56:53 AM
234° SW

Mar 21, 2024 at 8:13:54 AM
229° SW
2838-Benton Blvd
Minneapolis MN 55416
United States
Minneapolis - Kenilworth LRT Tunnel East Heading
Minneapolis - Vertical Circulation Structures

Bassett Creek Valley Station

Bryn Mawr Station
Minneapolis - Royalston Avenue / Farmers Market Station
Thank You!

Jim Alexander

jim.alexander@metrotransit.org
Purple Line Bus Rapid Transit Project Update

Stephen Smith (he/him/his) | Deputy Project Manager
Project Profile

- Serving the Northeast Metro
  - Over 60% BIPOC, 20% low-income, 17% zero-car households

- Frequent, all-day service operating primarily in bus-only lanes.

- About 10 miles with ~22 new stations

- Electric bus fleet

- Phase: Project Development (Route Modification Study Phase II)

- Ridership: 3,400 – 4,100 per day

- Current Estimated Cost: $379 – 441 Million

- Opening Year: To Be Determined
The Purple Line project is currently planned to be a full roadway reconstruction to deliver several pedestrian, traffic, and transit improvements.

- Opportunity to improve underground utilities, if needed
- Refresh pavement, gutters, and drainage systems
- Reconstruct sidewalks and build accessible curb ramps
- Safer pedestrian crossings
- Slower and safer vehicle speeds by using traffic calming tools.
Design Options in the Saint Paul section

“One Side-Running” Transit Lane:
The bus lane can be used for local access and transit. The remaining road is a 3-lane roadway for general traffic with the center lane used for left-turning traffic. Buses will use the bus lane going northbound and travel in mixed traffic going southbound.

- Larger medians for pedestrian and bike crossing safety
- Fewer property impacts from left-turn lanes and medians
- Less reliable transit service in the southbound direction, more opportunity for buses to be delayed by cars and trucks

“Two Side-Running” Transit Lanes:
The bus lanes can be used for local access and transit. There is one lane for general traffic in each direction plus left-turn lanes at busy intersections.

- More reliable transit service in the southbound direction, better for combined Purple Line, METRO H Line, and local bus operations on Maryland Ave
- Easier for maintenance staff to access stations
- More property impacts from left-turn lanes and medians
Design Options in the Maplewood section

“Two Side-Running” Transit Lanes:
The bus lanes can be used for local access and transit. Medians mid-block reduce left-turns. There is one lane for general traffic in each direction plus left-turn lanes at busy intersections.

- Preferred by disability advocates for consistency of station configurations
- Fewer property impacts on White Bear Avenue
- Easier for maintenance staff to access stations
- Less traffic delay for cars and trucks
- More opportunities for buses to be delayed by cars using bus lane for right turns

“Center-Running” Transit Lanes:
The bus lanes can be exclusively used by transit and emergency vehicles only. Medians mid-block and at unsignalized intersections prevent left-turns across the bus lane. There is one lane for general traffic in each direction and left-turn lanes at busy intersections.

- More pedestrian refuges at crosswalks
- Faster and more reliable transit service
- Improves vehicle safety by removing left turns at unsignalized intersections
- More property impacts on White Bear Avenue
- Prevents left-turns and through-traffic at unsignalized intersections
- More traffic delay for cars and trucks
March 11th – April 12th Comment Period

• **Purpose:** to gain feedback on the 4 design concepts as to inform a preferred option. Present how the options are different to inform feedback.

• **Three project hosted community meetings:**
  - Wed., Mar. 20, 5–7 PM (Maplewood)
  - Thu., Mar. 28, 12–1:30 PM (Virtual)
  - Tue., Apr. 2, 5–7 PM (St. Paul)

For materials and information, see link below.  
www.metrotransit.org/purple-line-public-engagement
RMS Phase II Project Schedule

<table>
<thead>
<tr>
<th>CMC MEETINGS</th>
<th>ALTERNATIVES EVALUATION</th>
<th>WHITE BEAR AVE CONCEPT DESIGN</th>
<th>PUBLIC ENGAGEMENT</th>
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<tbody>
<tr>
<td>Preview</td>
<td>Work Plan</td>
<td>Existing Conditions</td>
<td>Inform</td>
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<td>Decision</td>
<td>Tier 1 Screening</td>
<td>Forecasting</td>
<td>Stations</td>
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<td>Tier 2 Evaluation</td>
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<td>WBA Concepts</td>
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<td>Compare BVT &amp; WBA</td>
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<td>Compare WBA &amp; BVT</td>
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**Timeline:**

- **2023:**
  - MAY: CMC Meeting Preview
  - JUN: CMC Meeting Decision
  - JUL: Work Plan
  - AUG: Tier 1 Screening
  - SEP: Tier 2 Evaluation
  - OCT: Preferred Concept
  - NOV: Northern Endpoint & BVT Update
  - DEC: Recommend Alignment

- **2024:**
  - JAN: CMC Meeting
  - FEB: CMC Meeting
  - MAR: CMC Meeting
  - APR: CMC Meeting
  - MAY: CMC Meeting
  - JUN: CMC Meeting
  - JUL: CMC Meeting
  - AUG: CMC Meeting
  - SEP: CMC Meeting
Thank You!

Stephen Smith

stephen.smith@metrotransit.org
• 13.4 miles & 12 new stations

• Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system

• Single seat ride to existing Blue Line stops downtown, MSP Airport and Mall of America

• Focus on building community prosperity through anti-displacement strategies before, during, and after construction

Next steps

• Updated post-COVID ridership and initial cost information: March 2024

• Supplemental Draft Environmental Impact Statement: Spring 2024

• Municipal Consent process to confirm final route: Summer 2024

• Updated 60% cost estimate: Fall 2024

• Final Design: 2024-2025

• Construction starts: 2026-2027

• Anticipated opening: 2030
## 2024 Schedule

<table>
<thead>
<tr>
<th>CMC Key Topics</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
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<th>Jun</th>
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<th>Oct</th>
<th>Nov</th>
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<tr>
<td><strong>CMC Key Topics</strong></td>
<td>Safety &amp; Network Now</td>
<td>Cost &amp; Ridership</td>
<td>CMC Member Community Updates</td>
<td>SDEIS Update</td>
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<td><strong>Anti-Displacement</strong></td>
<td>Develop Workplan</td>
<td>Review Draft Workplan</td>
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<td>Consult and Involve</td>
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WE ARE HERE
## Estimated Ridership (Pre/Post Pandemic)

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<tr>
<th>Metric</th>
<th>FTA Blended Forecast (Forecast Year)*</th>
<th>Overall Blue Line (w/ extension)</th>
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<tr>
<td>Trips on Project</td>
<td>11,500-13,000</td>
<td>30,000+</td>
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*Ranges based on FTA’s New Starts CIG template*
Who we are serving

WITHIN 1/2 MILE OF THE BLE ALIGNMENT

55% BIPOC population
14% 0-car households
16% Population in poverty
33% Population under 25
5% Veteran Status

# OF MAJOR DESTINATIONS

7 Schools
5 Libraries
5 Healthcare Facilities

*Source: Census.gov – dataset included 2018-2022 five-year ACS estimates
## Preliminary Cost Ranges

*All costs represented in Year of Expenditure dollars*

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<th>35% Contingency</th>
<th>45% Contingency</th>
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<td>Total Estimate</td>
<td>$2.9B</td>
<td>$3.2B</td>
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Anti-Displacement Next Steps Progress

1. Create a regional group to continue conversations about corridor-wide implementation of anti-displacement strategies
2. Create local government groups to receive recommendations and begin policy making processes
3. Create dedicated regional anti-displacement fund
4. Align anti-displacement research and recommendations with Blue Line Extension federal processes like supplemental environmental impact statement
5. Develop corridor-wide anti-displacement policy agenda for 2024 state legislative session

Illustrations by Cori Nakamura Lin
## Anti-Displacement Workplan Topic Matrix

### Timing

<table>
<thead>
<tr>
<th>Timing</th>
<th>Outside of the Project</th>
<th>Inside of the Project</th>
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<td>Now</td>
<td>Planning: Years 2024-2026</td>
<td>Engineering: Years 2024-2026</td>
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<td></td>
<td>- Community ownership</td>
<td>- Access/staging plans</td>
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<td>- Cultural placemaking</td>
<td>- Architectural design</td>
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<td>- Development/preservation plans</td>
<td>- Environmental justice</td>
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<td>- Engagement plan</td>
<td>- Relocation</td>
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<td>- Small business support</td>
<td>- Right of way acquisition</td>
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<td>- Workforce planning &amp; recruitment</td>
<td>- Safety design elements</td>
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<td>Later</td>
<td>Implementation: Years 2027-2030</td>
<td>Construction: Years 2027-2030</td>
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<td>- Accountability metrics</td>
<td>- Access to places</td>
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<td>- Development/preservation benefits</td>
<td>- Architectural elements [cultural]</td>
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<td>- Small business support</td>
<td>- Environmental justice mitigation</td>
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<td>- Infrastructure improvements</td>
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Council Info/Action Look Ahead

1. Info Item: Project Update and review of Supplemental Draft EIS (June 19th or July 10th Info Item) – Note FTA controls schedule of SDEIS
2. Business item to set public hearing for Municipal Consent (July 24th):
3. Business Item: Limited notice to proceed #2 for Engineering Contracts (After Municipal Consent – October/November)
4. Business Item(s): Amend Capital Grant Agreement with Hennepin County for future project phases (December)
5. Business Item(s): TPP amendment for new route alignment and budget (early 2025)
## Summary of Major 2024 Council Transitway Items

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<th>Q3</th>
<th>Q4</th>
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<tr>
<td><strong>METRO Gold Line</strong></td>
<td></td>
<td>• Washington Co Operating Agreements</td>
<td>• MnDOT and St. Paul Agreements</td>
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<td><strong>METRO Green Line Extension</strong></td>
<td>• Budget amendment for additional federal funding</td>
<td>• Award Rail Support Facility construction contract</td>
<td>• 2025 MnDOT funding agreement</td>
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<td>• Change order for time extension</td>
<td>• Adopt revised project budget</td>
<td>• Amend consultant contracts</td>
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<td>• Freight rail construction agreement</td>
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<td><strong>METRO Purple Line</strong></td>
<td>• Amend Engineering Contract</td>
<td>• Select Locally Preferred Alternative</td>
<td>• Amend County Grant Agreement</td>
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<tr>
<td><strong>METRO Blue Line Extension</strong></td>
<td>• Anti-Displacement Framework Release</td>
<td>• Municipal Consent Process</td>
<td>• Advancement of Engineering Contracts</td>
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<tr>
<td></td>
<td>• SDEIS release</td>
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<td>• Amend County Grant Agreement</td>
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Thank You!

Nick Thompson

nick.thompson@metrotransit.org