



METRO Transitways Spring 2024 Update

Metropolitan Council, March 27th

Agenda

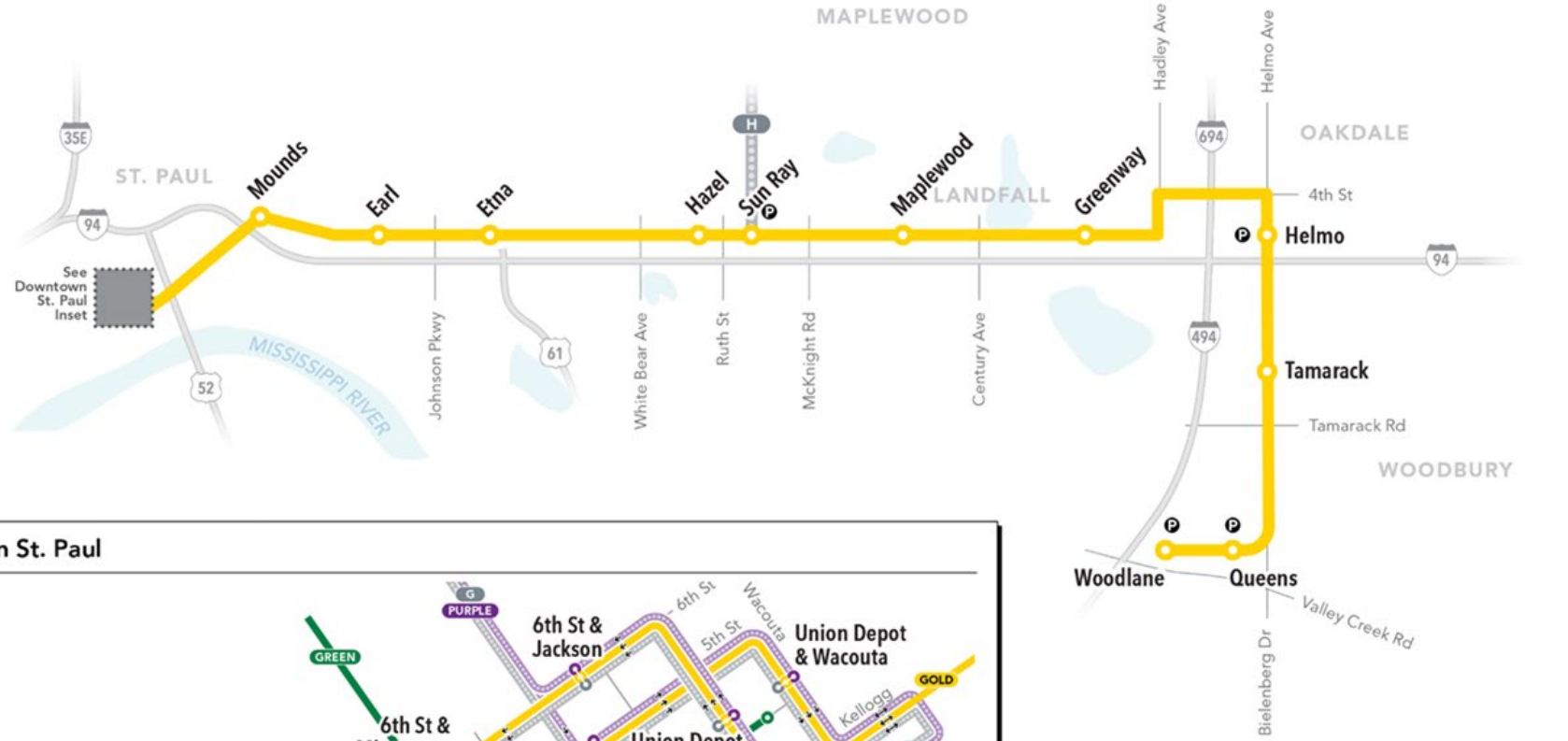
- METRO Gold Line – Alicia Vap, Project Director
- METRO Green Line Extension – Jim Alexander, Project Director
- METRO Purple Line – Stephen Smith, Deputy Project Manager (Ramsey County)
- METRO Blue Line – Nick Thompson



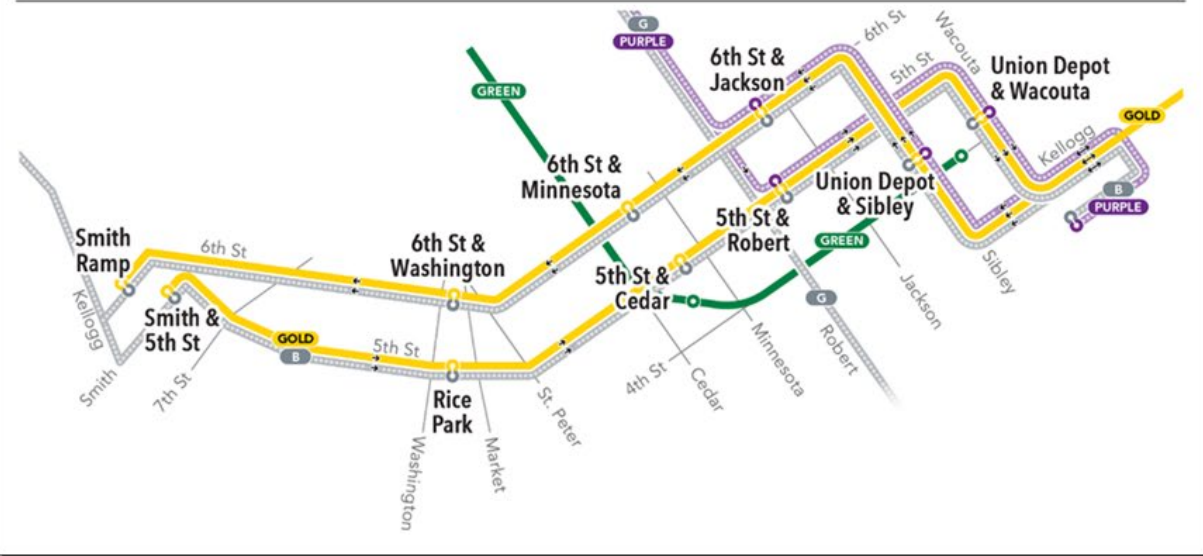
Gold Line Bus Rapid Transit

Alicia Vap (she/her) | Project Director





Downtown St. Paul



	METRO Gold Line (Bus Rapid Transit)
	Park & Ride Lot
<hr/>	
Current METRO lines	
	Green Line (Light Rail)
<hr/>	
Planned METRO lines	
	Purple Line (Bus Rapid Transit)
	B, G & H lines (Bus Rapid Transit)

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

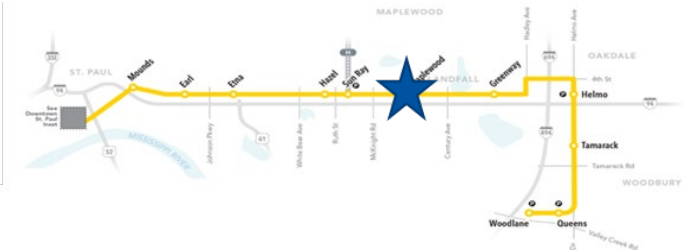
Gold Line BRT Construction – Stations



Maplewood Station



Helmo Station



Gold Line BRT Construction – Systems



Maplewood—fiber vault

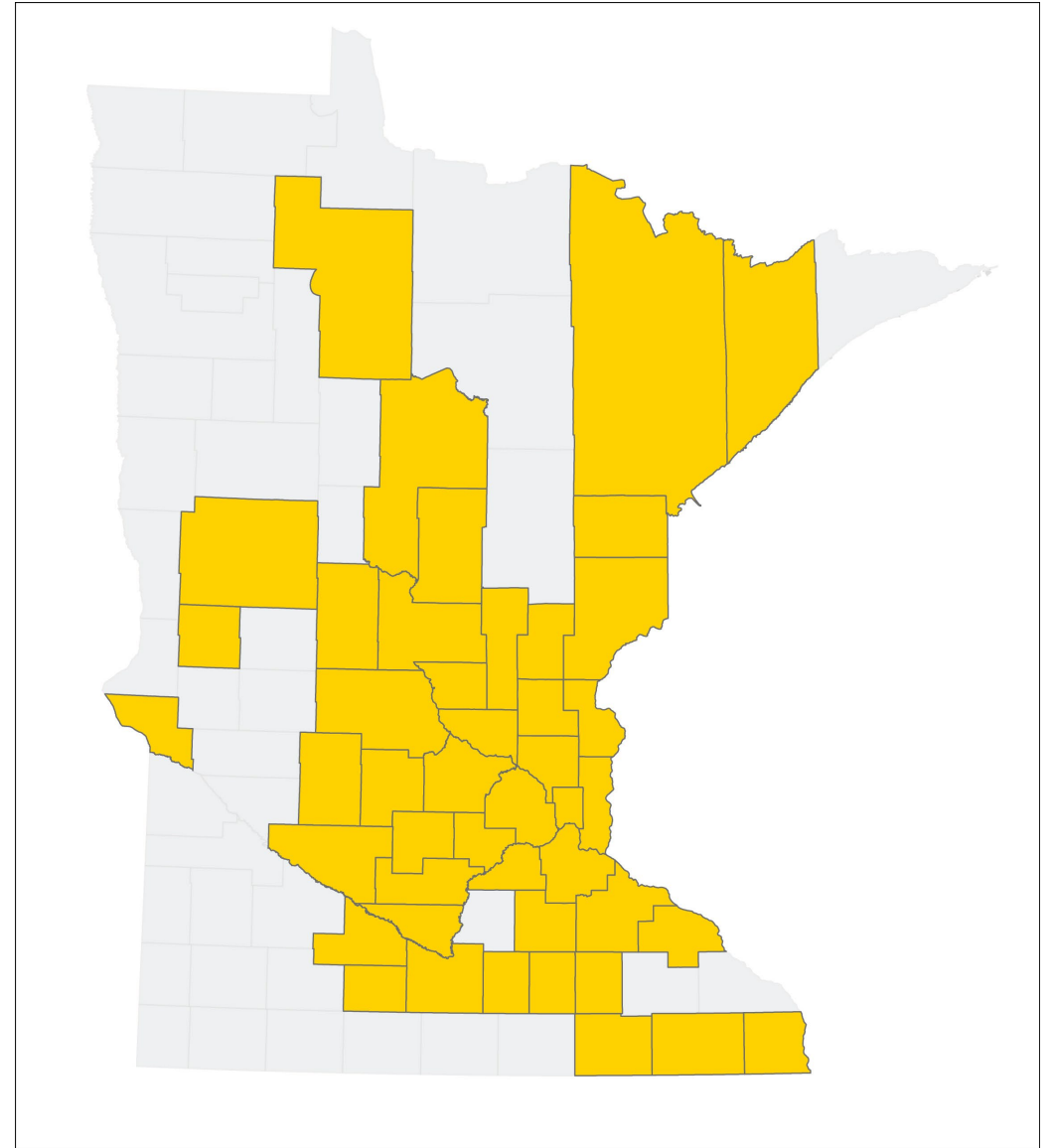


Oakdale—fiber install/splicing



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 safely 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 CIIG and non-CIIG projects***

Thank You!

Alicia Vap

alicia.vap@metrotransit.org

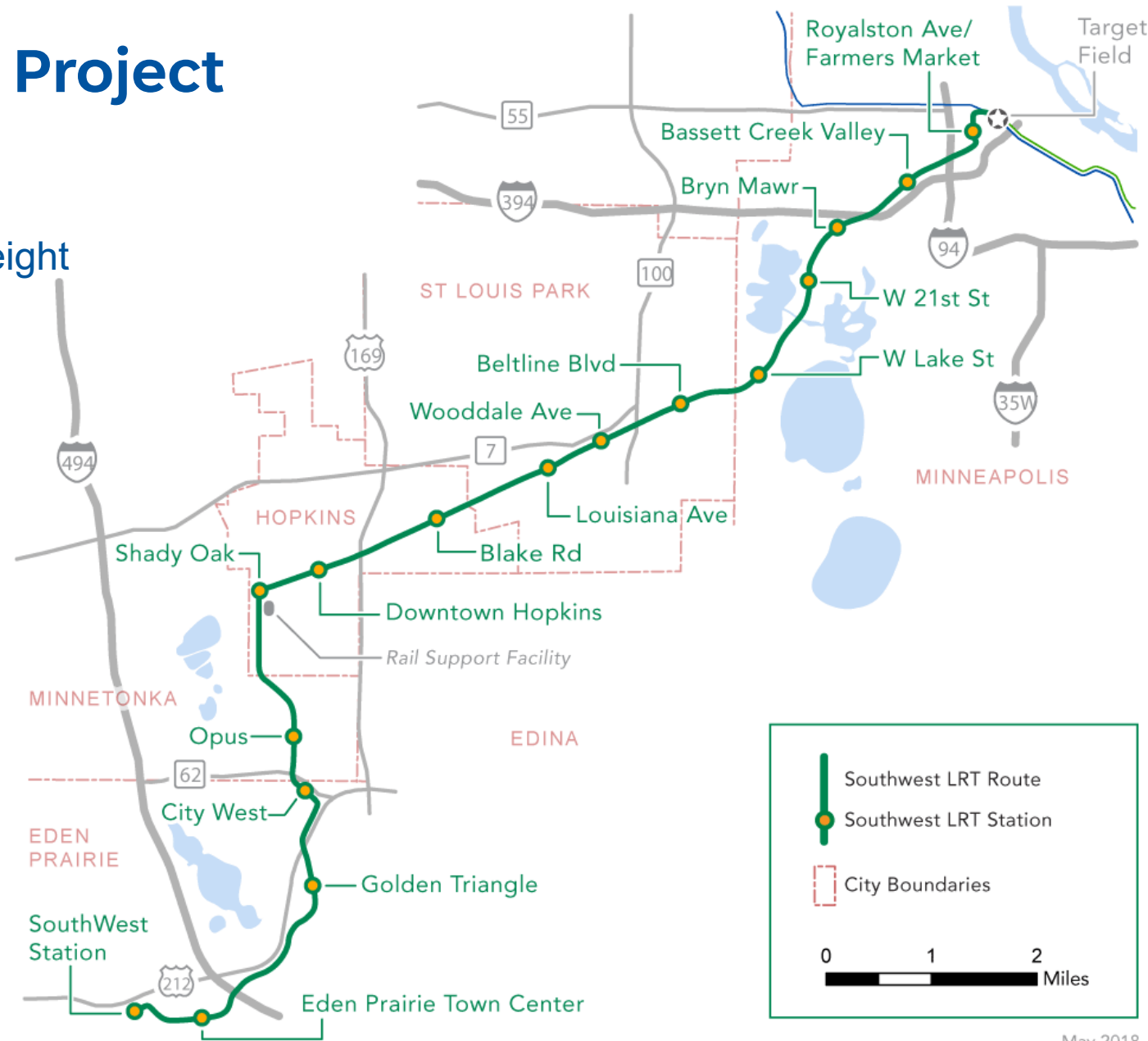


Green Line Extension

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



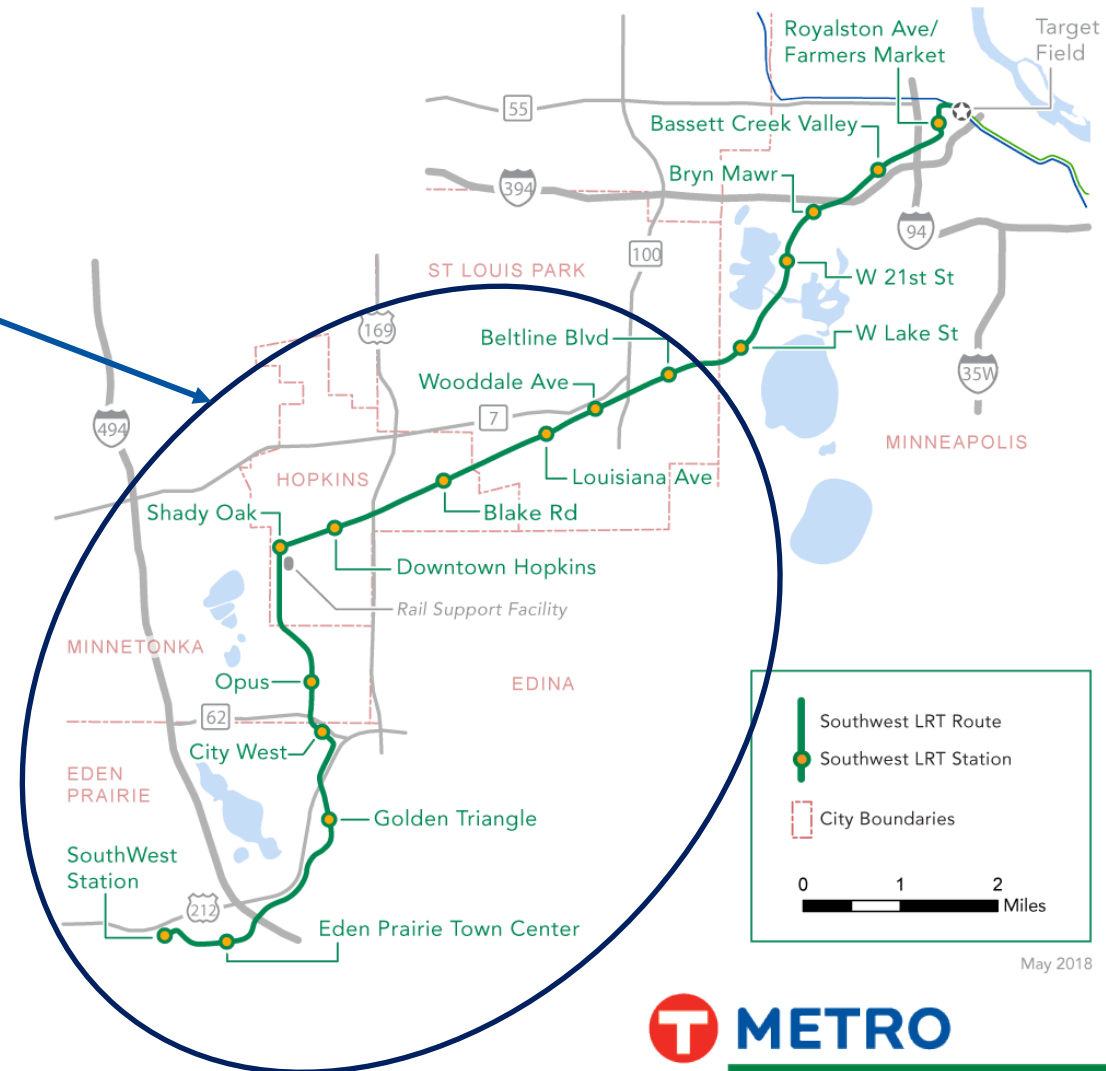
Construction workers

- 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

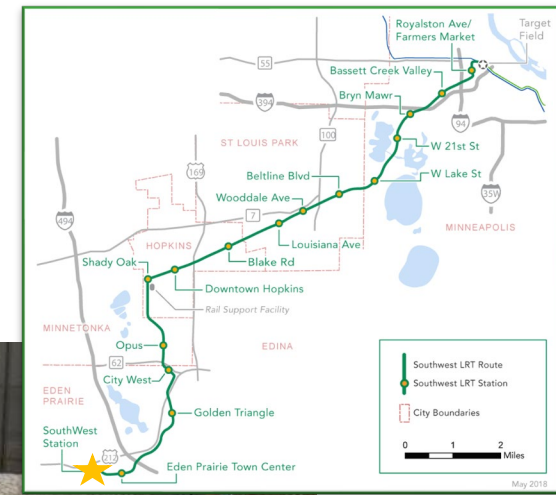
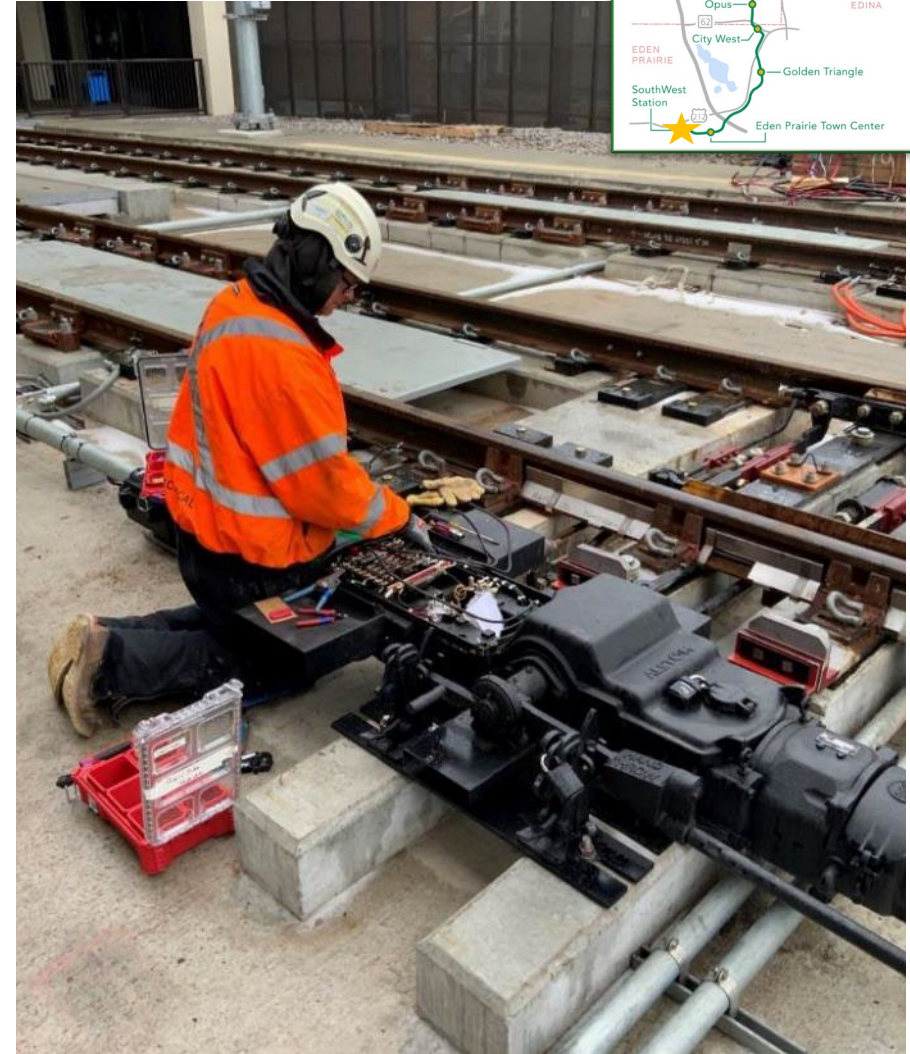
- Construction is ~80% complete
 - LRT track installed (~10 miles)
 - SouthWest Station in Eden Prairie through Beltline Boulevard Station in St. Louis Park
 - 11 of 16 stations completed (Civil contract)
 - 3 of 7 park-and-ride facilities completed
 - 29 of 29 new bridge structures completed
 - Kenilworth 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



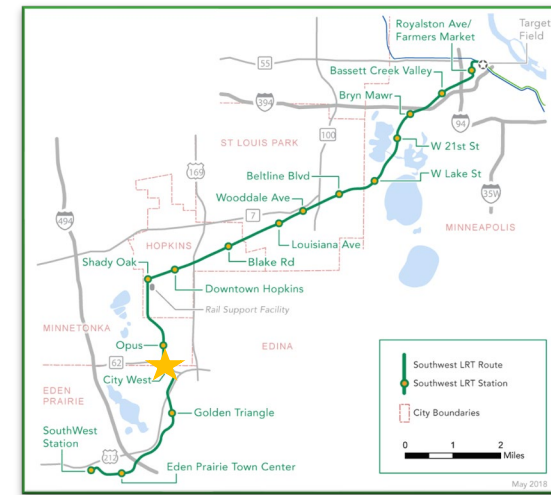
LRT Signal and Switch installation work - SouthWest Station



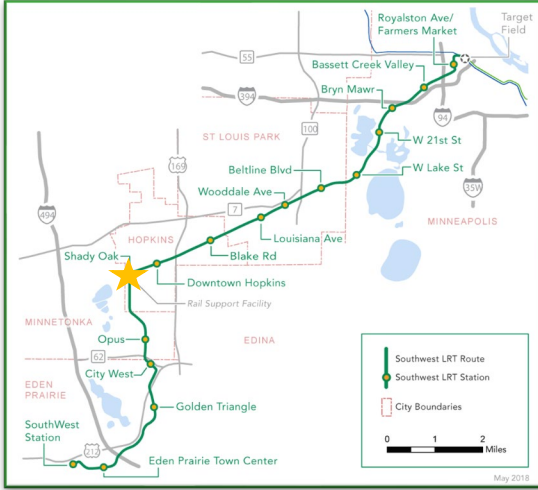
Eden Prairie/Minnetonka



Lighting in TH62 LRT tunnel

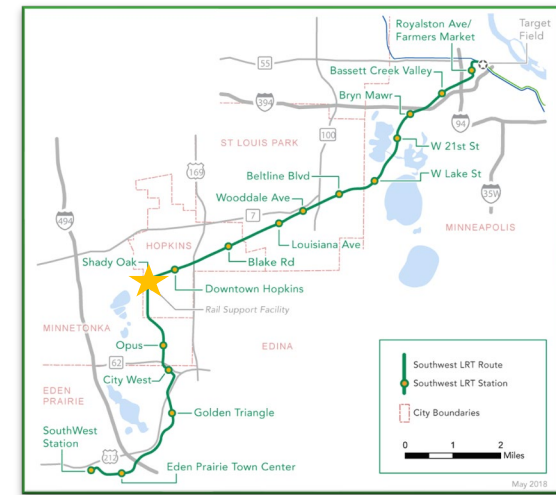


Minnetonka/Hopkins

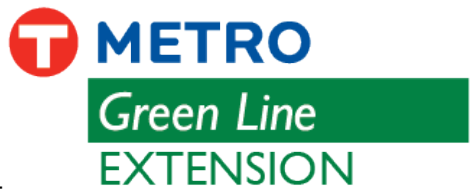


Overhead catenary pole installation near Shady Oak Station

Hopkins



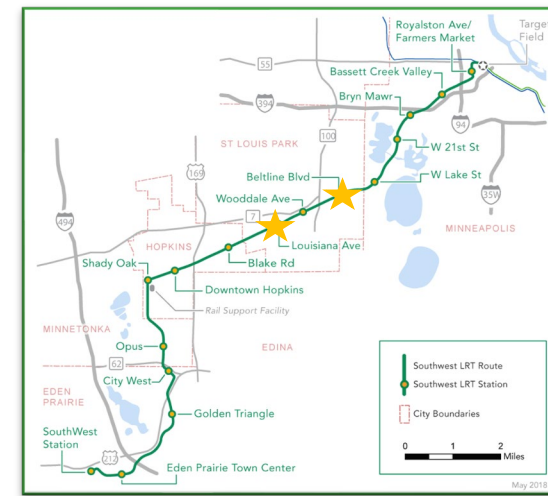
17th Avenue Roadway and Park-and-Ride construction & Shady Oak Station



St. Louis Park

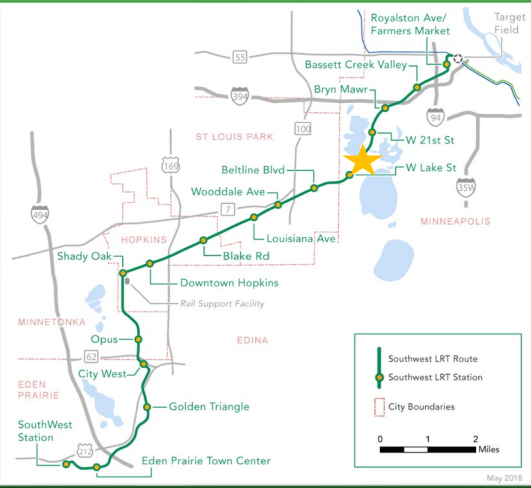


Louisiana Avenue Station

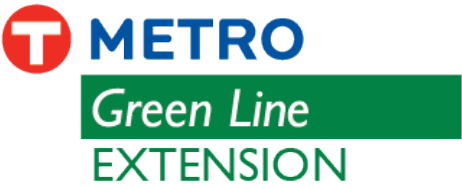
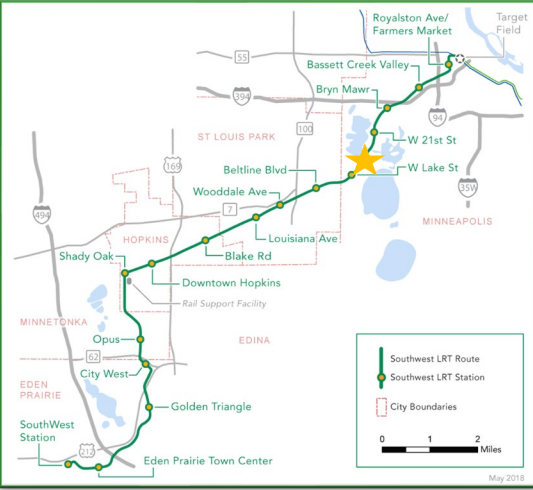
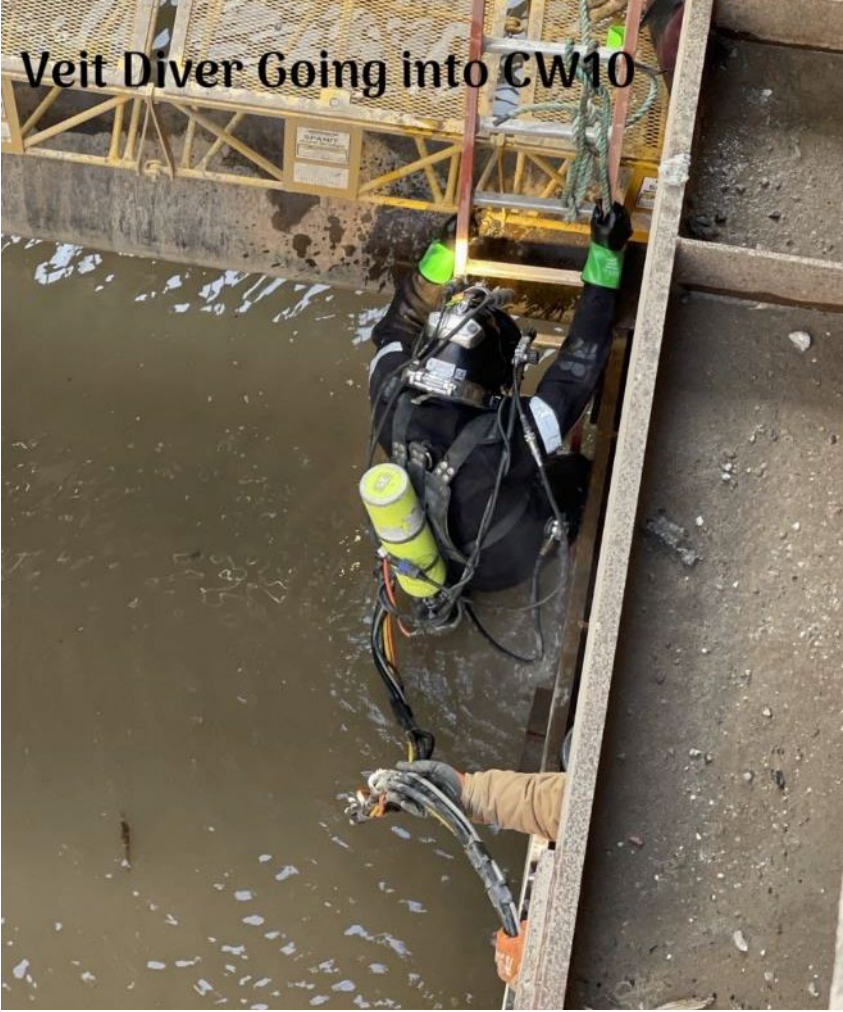


South Cedar Lake Trail Bridge adjacent to Beltline Boulevard Station

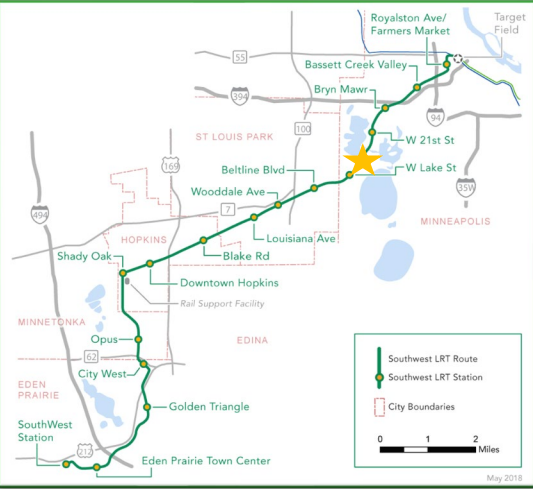
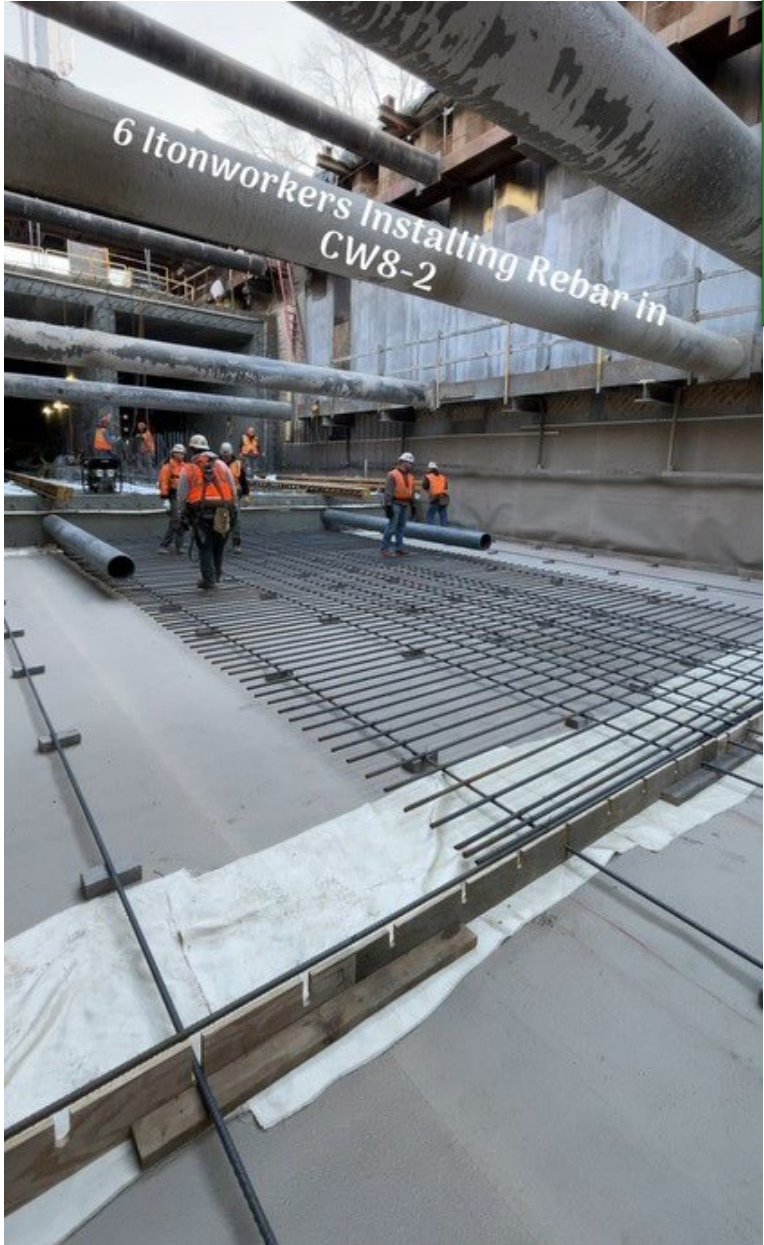
Minneapolis - Kenilworth LRT Tunnel West Heading



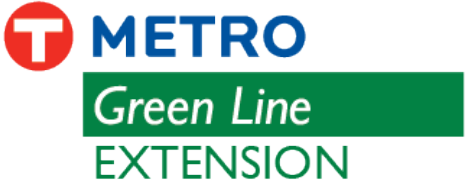
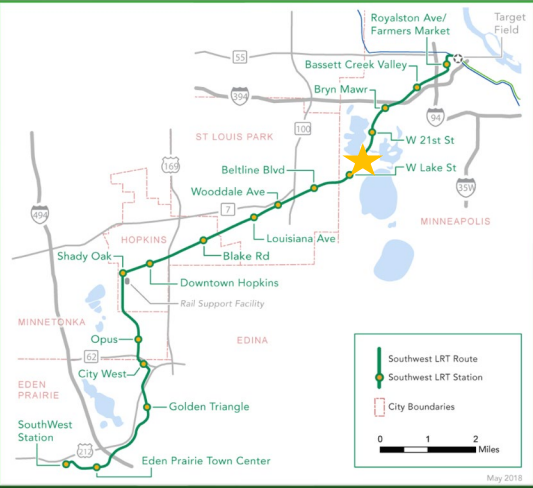
Minneapolis - Kenilworth LRT Tunnel West Heading



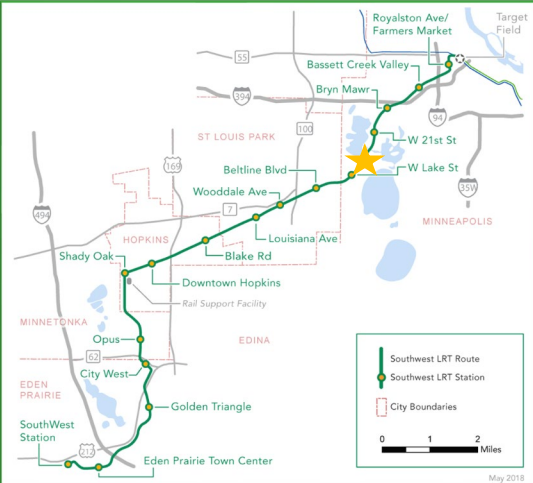
Minneapolis - Kenilworth LRT Tunnel West Heading



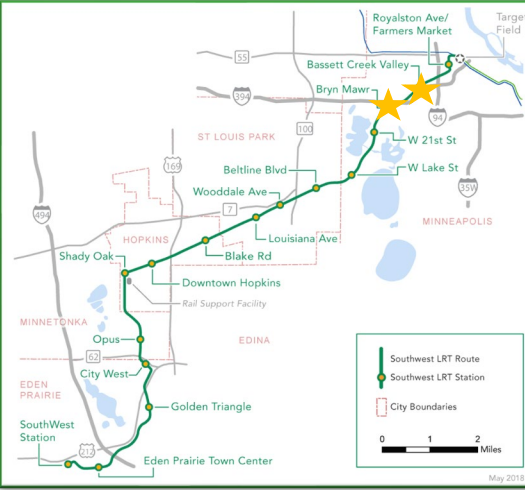
Minneapolis - Kenilworth LRT Tunnel East Heading



Minneapolis - Kenilworth LRT Tunnel East Heading



Minneapolis - Vertical Circulation Structures

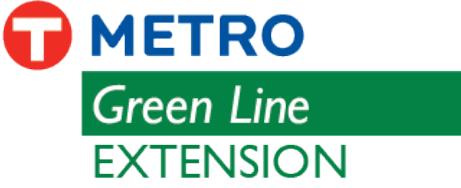
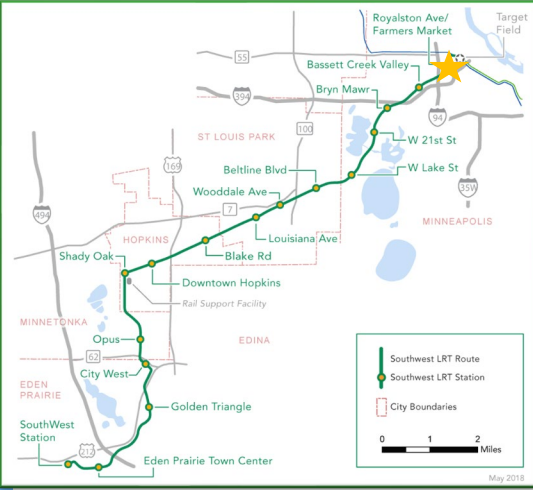


Bassett Creek Valley Station



Bryn Mawr Station

Minneapolis - Royalston Avenue / Farmers Market Station



Thank You!

Jim Alexander

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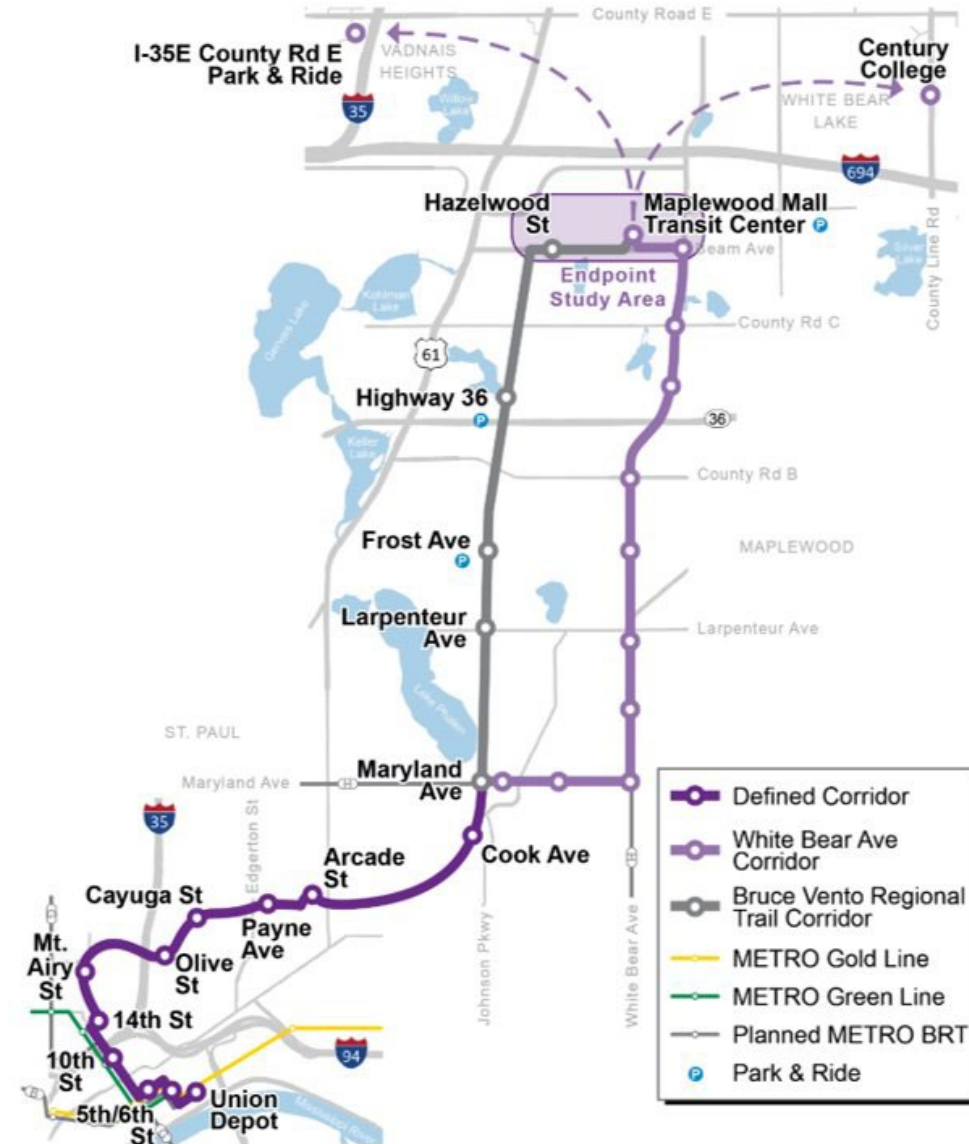
Purple Line Bus Rapid Transit Project Update

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

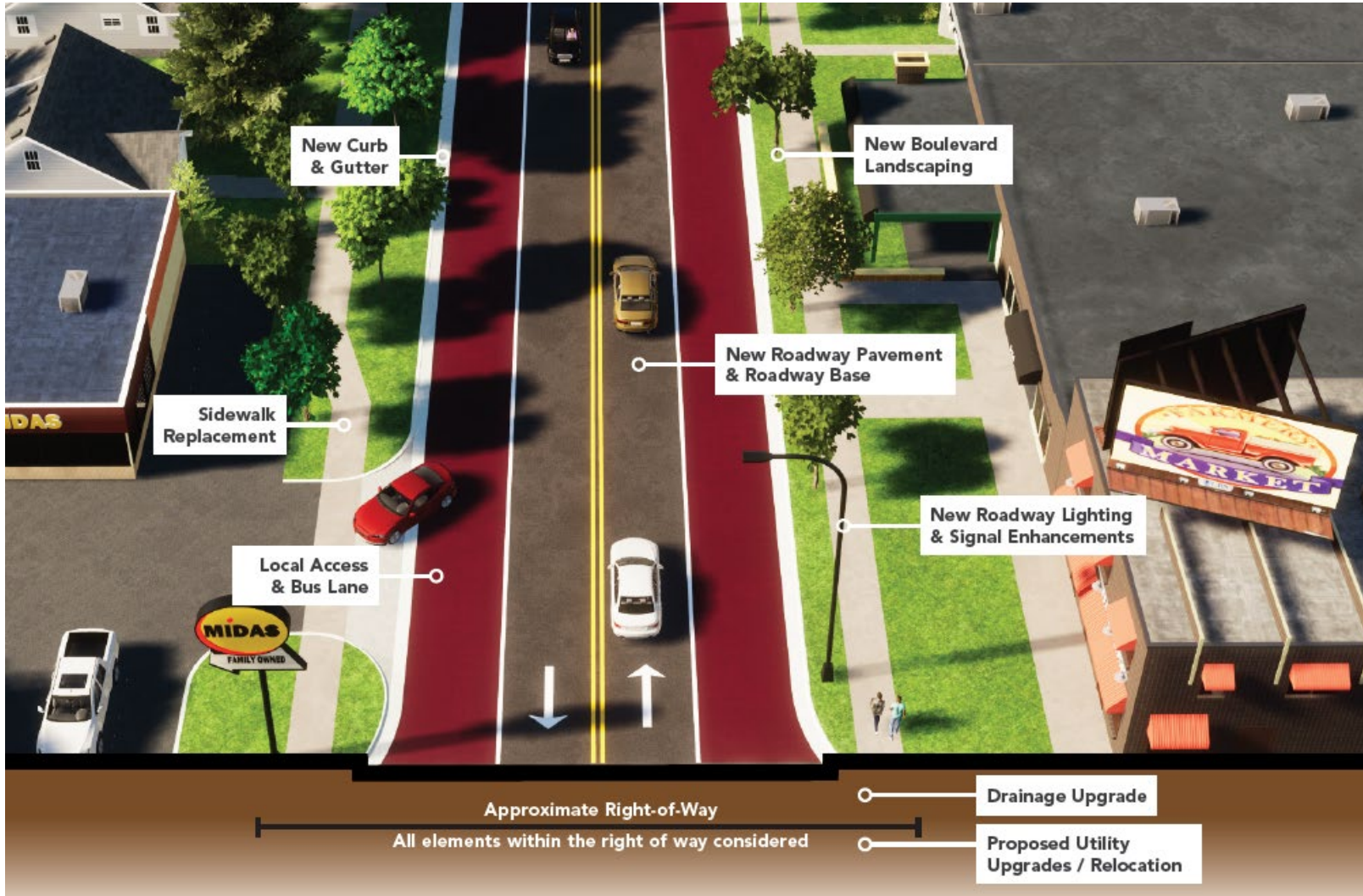


Project Profile

- 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



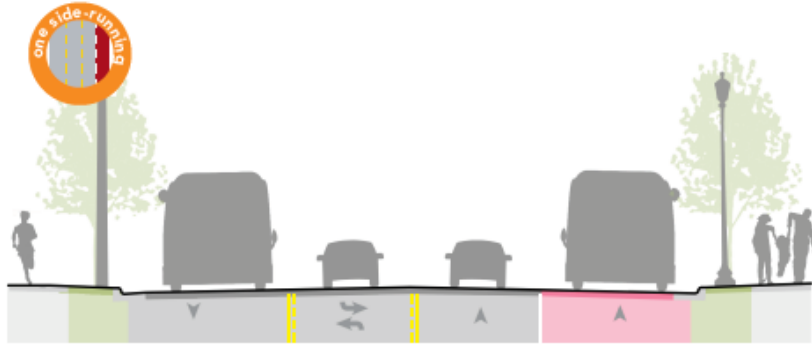
Project Benefits of Full Reconstruction



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.

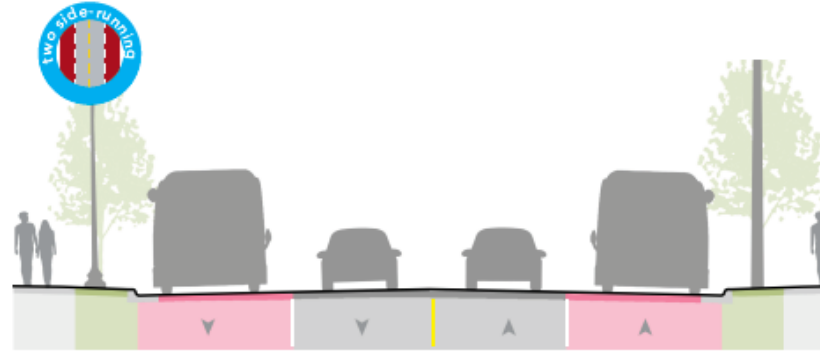
Design Options in the Saint Paul section



"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.

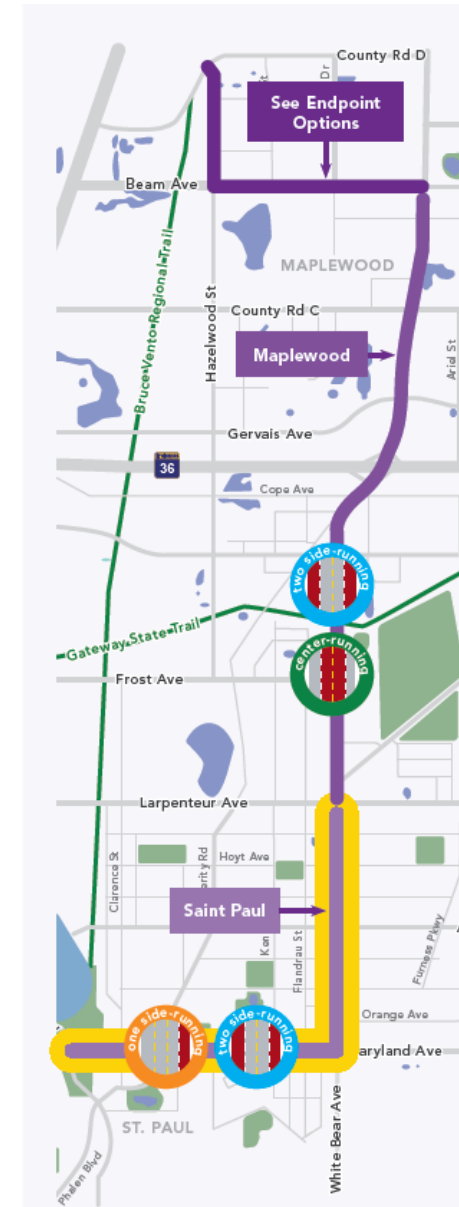
- + Larger medians for pedestrian and bike crossing safety
- + Fewer property impacts from left-turn lanes and medians
- Less reliable transit service in the southbound direction, more opportunity for buses to be delayed by cars and trucks



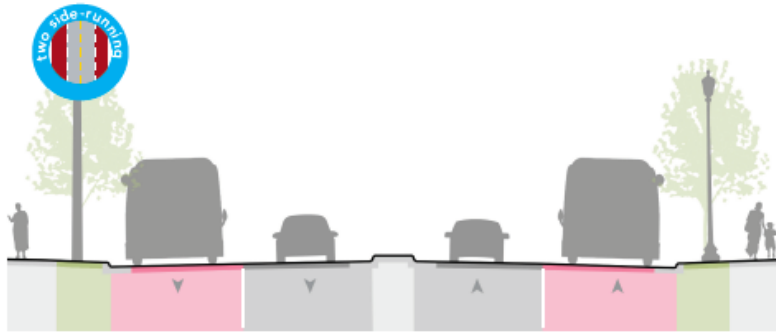
"Two Side-Running" Transit Lanes:

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



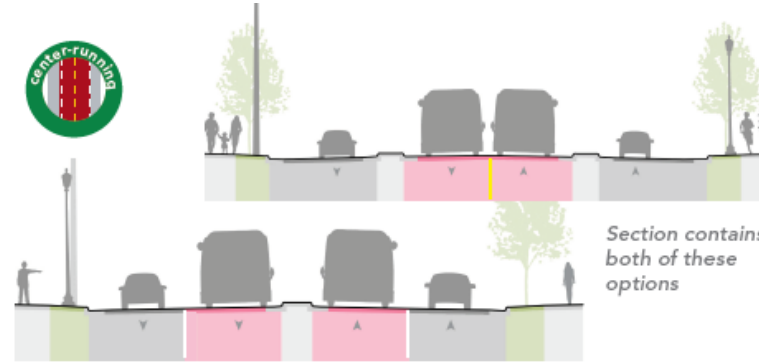
Design Options in the Maplewood section



"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.

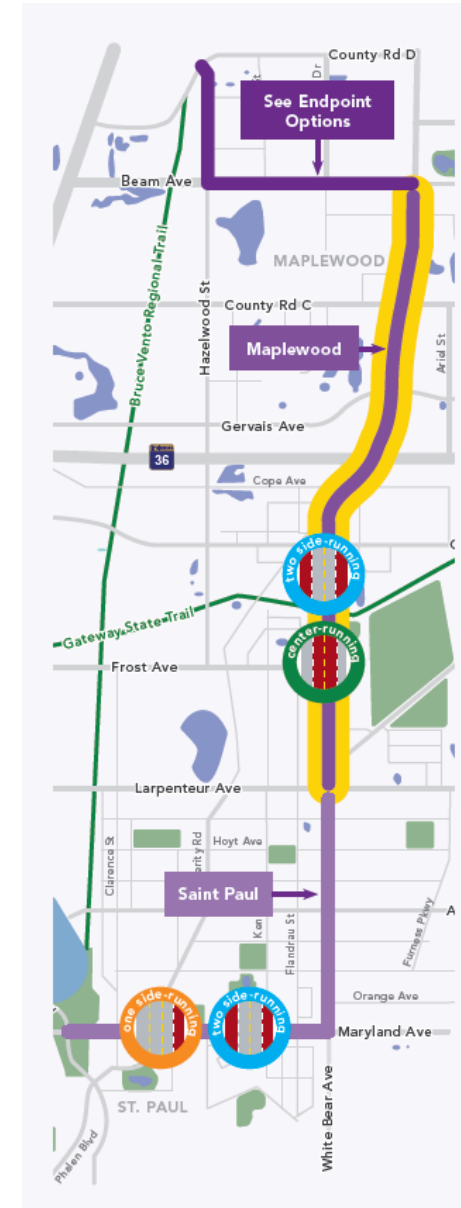
- + Preferred by disability advocates for consistency of station configurations
- + Fewer property impacts on White Bear Avenue
- + Easier for maintenance staff to access stations
- + Less traffic delay for cars and trucks
- More opportunities for buses to be delayed by cars using bus lane for right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



METRO PURPLE LINE BUS RAPID TRANSIT COMMUNITY MEETINGS

You're invited to attend community meetings taking place in March and April (see reverse side).

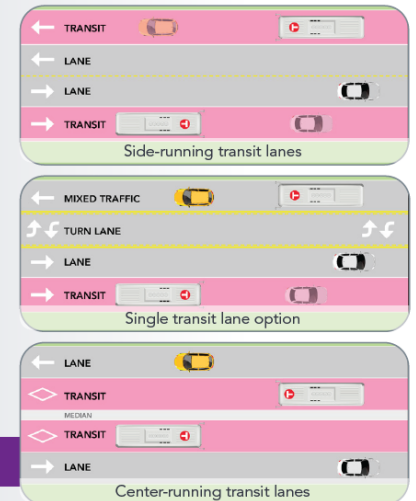
The METRO Purple Line Bus Rapid Transit Project has spent the last several months developing and evaluating potential layouts that show roadway design and transit station locations for White Bear Avenue route options.

Join us at upcoming in-person and virtual community meetings to learn more about the potential opportunities and impacts that these design options could have for residents and businesses.

Your feedback will inform the selection of the best option for the White Bear Avenue route.

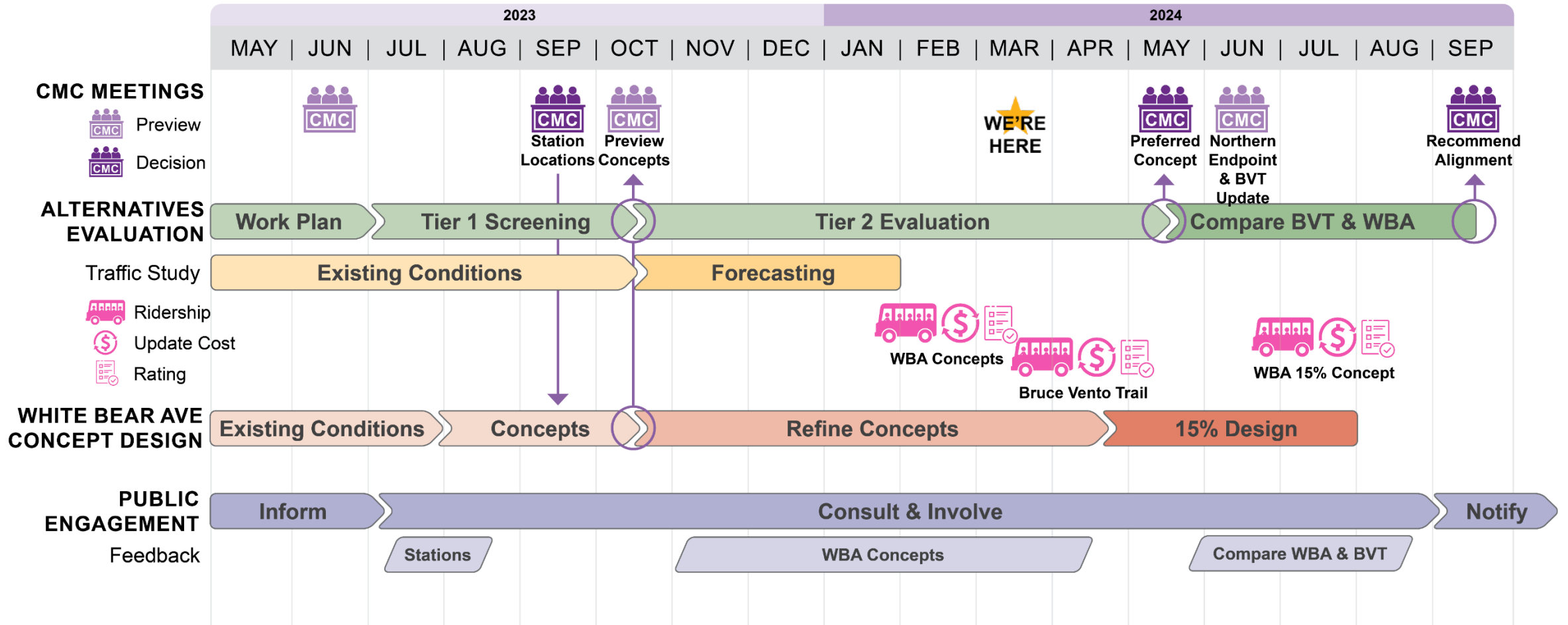
Visit the project website to find more information, the latest newsletter, and ways to share feedback.

Visit metrotransit.org/Purple-Line



Corridor-wide postcard

RMS Phase II Project Schedule



Thank You!

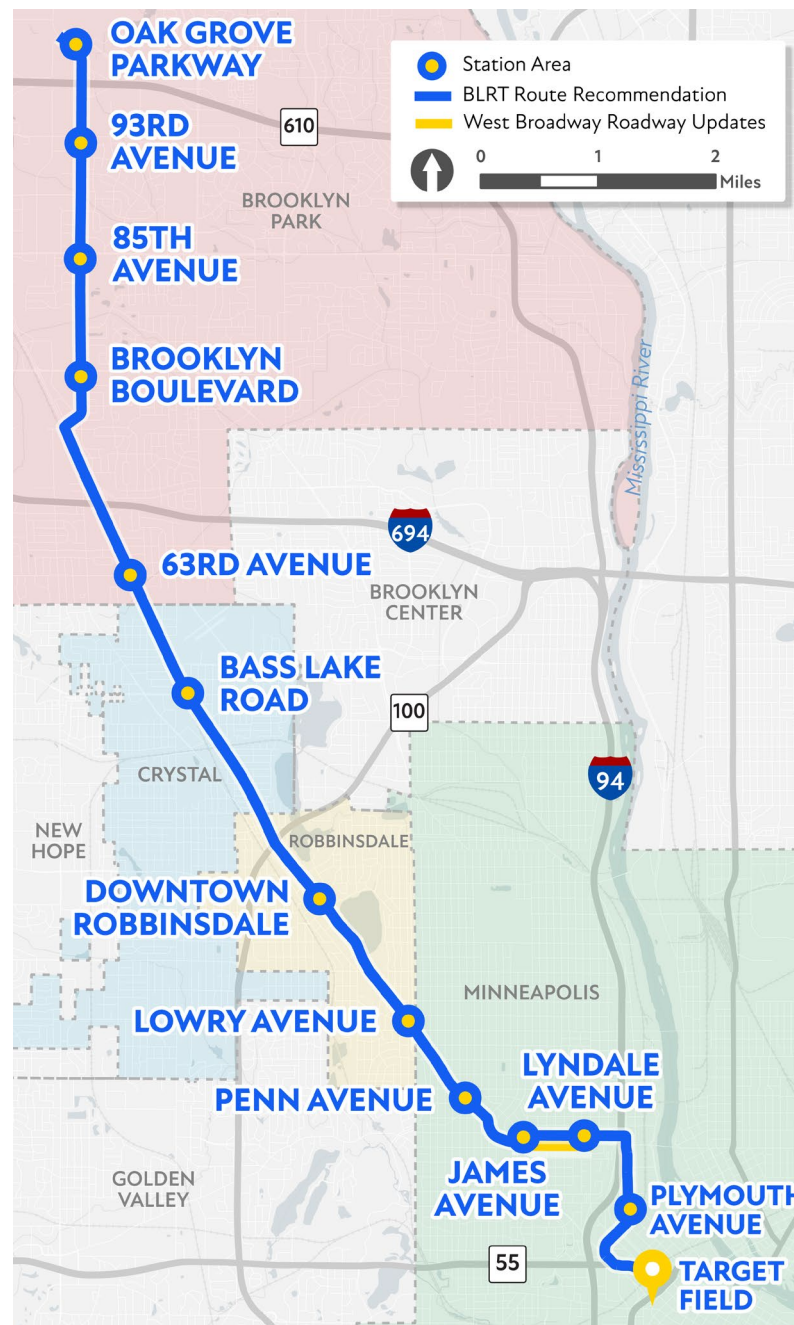
Stephen Smith

stephen.smith@metrotransit.org

Blue Line

EXTENSION

- 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



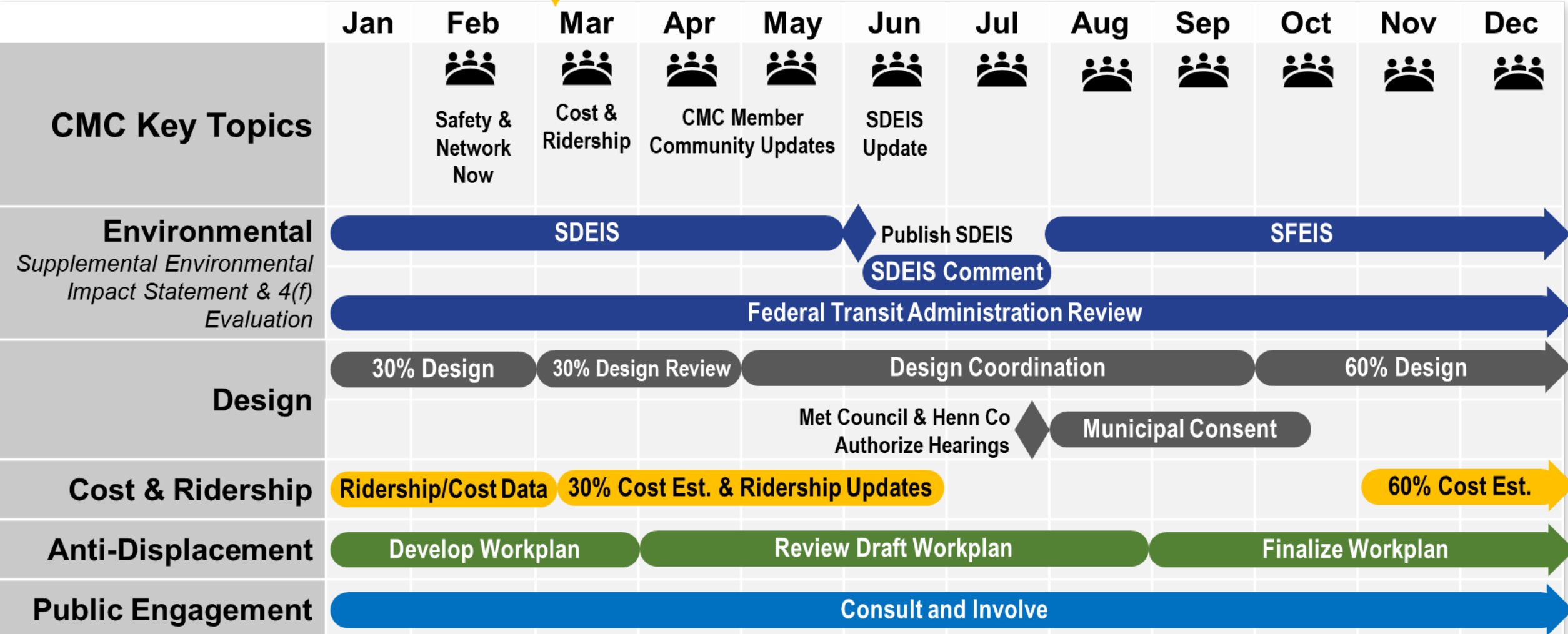
Next steps

- 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

WE ARE HERE



Estimated Ridership (Pre/Post Pandemic)

Metric	FTA Blended Forecast (Forecast Year)*	Overall Blue Line (w/ extension)
Trips on Project	11,500-13,000	30,000+

**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

	35% Contingency	45% Contingency
Base Cost Estimate	\$2.2B	\$2.2B
Contingency	\$0.7B	\$1B
Total Estimate	\$2.9B	\$3.2B

**All costs represented in Year of Expenditure dollars*



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
- In progress 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

Now

Outside of the Project

Planning: Years 2024-2026

-  Community ownership
-  Cultural placemaking
-  Development/preservation plans
-  Engagement plan
-  Small business support
-  Workforce planning & recruitment




Inside of the Project

Engineering: Years 2024-2026





-  Access/staging plans
-  Architectural design
-  Environmental justice
-  Relocation
-  Right of way acquisition
-  Safety design elements
-  Workforce planning & recruitment

Later

Implementation: Years 2027-2030

-  Accountability metrics
-  Development/preservation benefits
-  Small business support

Construction: Years 2027-2030

-  Access to places
-  Architectural elements [cultural]
-  Environmental justice mitigation
-  Infrastructure improvements

How



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

	Q2	Q3	Q4
METRO Gold Line		<ul style="list-style-type: none"> Washington Co Operating Agreements 	<ul style="list-style-type: none"> MnDOT and St. Paul Agreements
METRO Green Line Extension	<ul style="list-style-type: none"> Budget amendment for additional federal funding Change order for time extension 	<ul style="list-style-type: none"> Award Rail Support Facility construction contract Adopt revised project budget Freight rail construction agreement 	<ul style="list-style-type: none"> 2025 MnDOT funding agreement Amend consultant contracts
METRO Purple Line	<ul style="list-style-type: none"> Amend Engineering Contract 	<ul style="list-style-type: none"> Select Locally Preferred Alternative 	<ul style="list-style-type: none"> Amend County Grant Agreement
METRO Blue Line Extension	<ul style="list-style-type: none"> Anti-Displacement Framework Release SDEIS release 	<ul style="list-style-type: none"> Municipal Consent Process 	<ul style="list-style-type: none"> Advancement of Engineering Contracts Amend County Grant Agreement

Thank You!

Nick Thompson

nick.thompson@metrotransit.org