



# I-35W & Lake Street Station

2017 CMAQ Funding Proposal  
April 16, 2014

Charles Carlson  
Metro Transit  
BRT/Small Starts Project Office  
[www.metrotransit.org/OrangeLine](http://www.metrotransit.org/OrangeLine)





## Addressing Corridor Challenges

- 7+ Hours/day congestion on I-35W northbound towards I-94
- Right shoulder stop not accessible to buses or to passengers
- Serving station adds 5+ minutes during peaks
- Infrastructure in poor condition



## Regional Significance

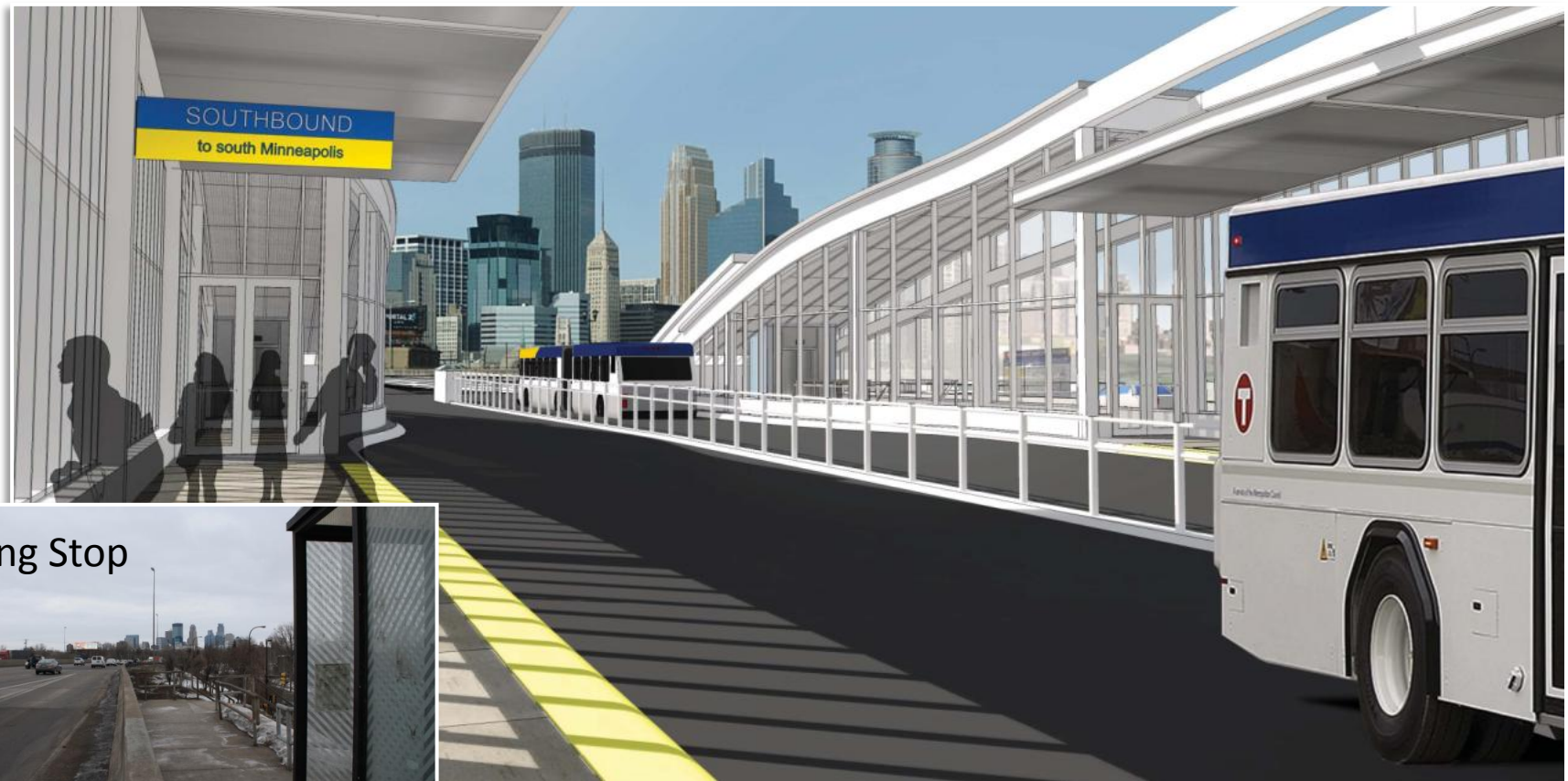
- Minnesota’s busiest commuter highway (>200,000 vehicles/day)
- >7 congested hours/day (2012)
- 14,000 bus passengers/typical day
- Upcoming bridge replacements
- Multiple job & activity centers
- Project advances BRT vision

	Station Area	Orange Line
Population	29,000	64,000
Jobs	8,400	162,000



# Project Usage

DURING PEAK HOURS, OVER **100 BUSES PER HOUR** WILL CONNECT LAKE STREET TO THE HEART OF DOWNTOWN IN **7 MINUTES**



Existing Stop



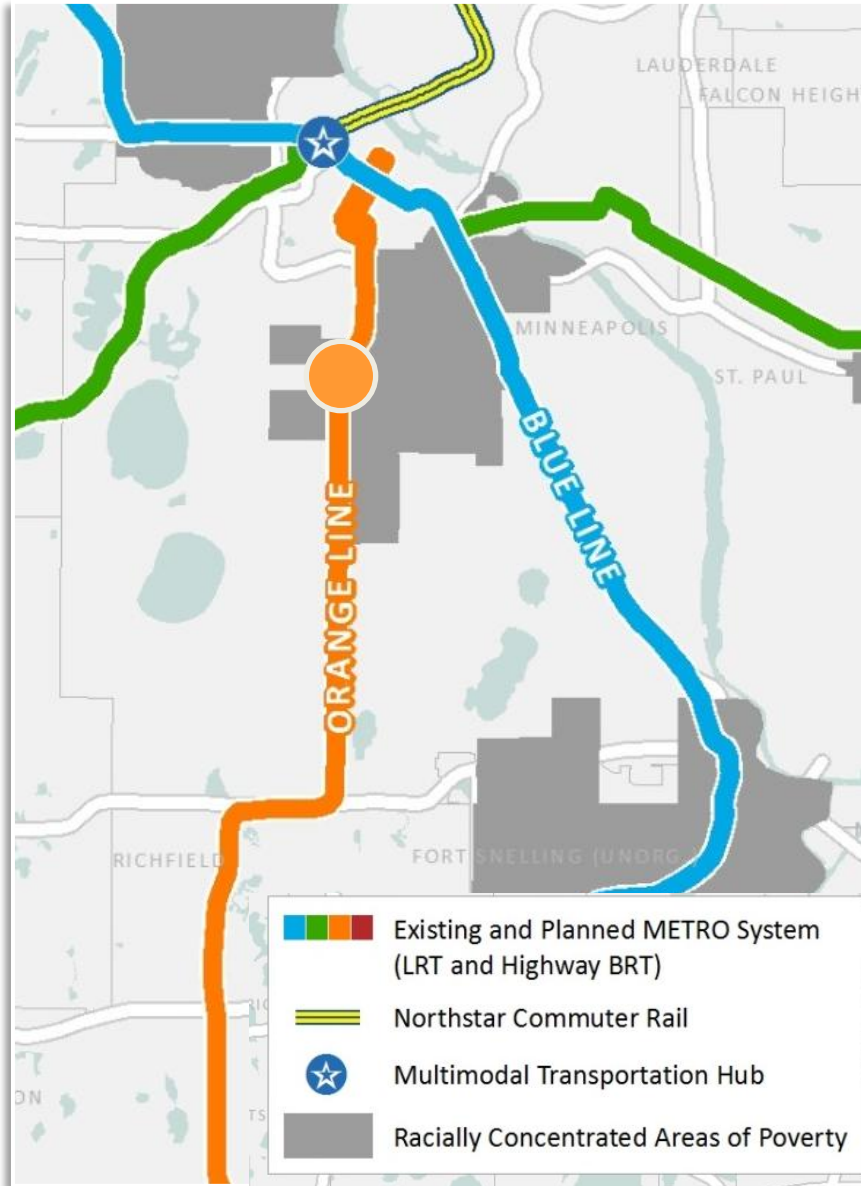


Existing Bus Stops

**253,000** ANNUAL RIDERS WILL USE THE NEW TRANSIT STATION,  
INCLUDING **139,000** NEW ANNUAL RIDERS

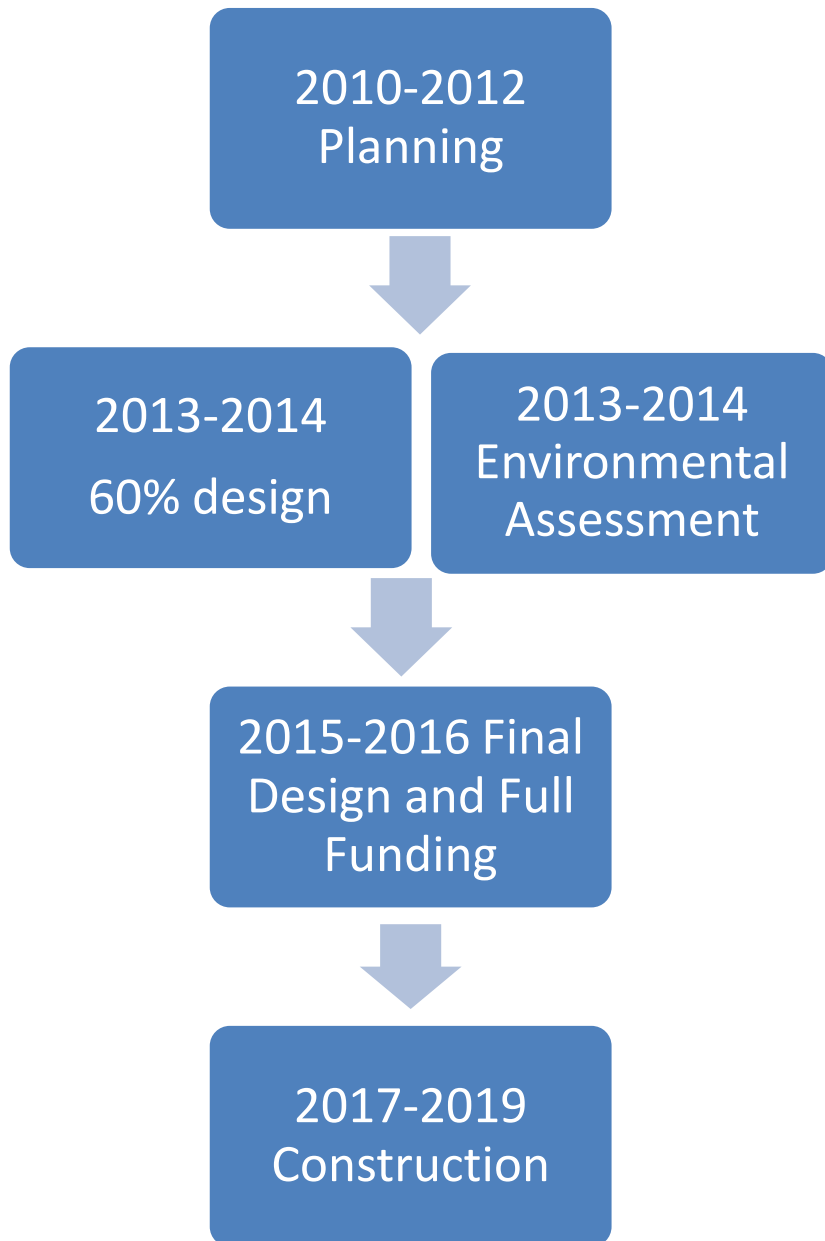
**537,000** ANNUAL REDUCTION IN VMT  **Metro Transit**  
*a service of the Metropolitan Council*





## Enhancing an Equitable Future

- Directly serves south Minneapolis RCAP area
- 73% minority population
- 46% no access to car
- Transit access reduced by worsening congestion
- Connections to other METRO Transitway investments
- Connects 30+ bus routes at station alone

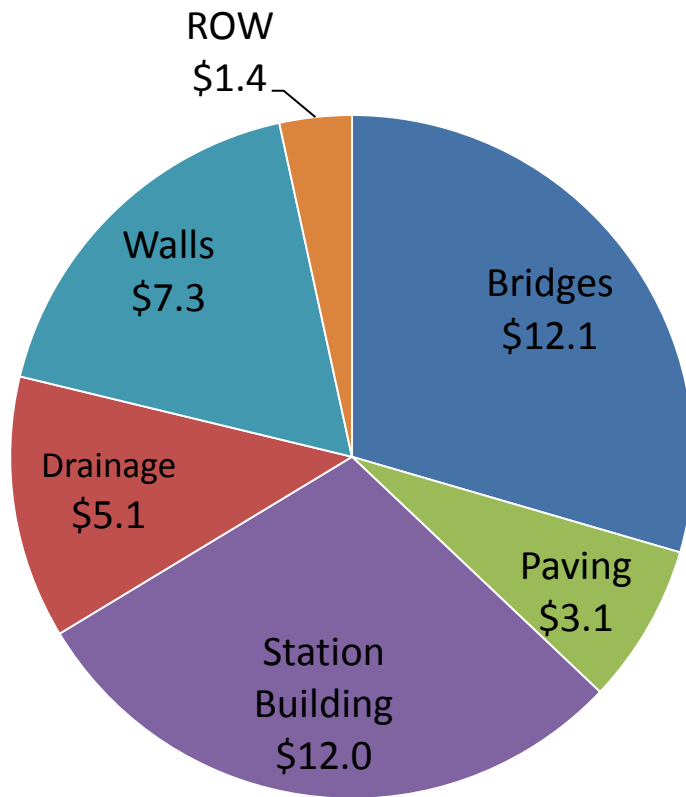


## Project Readiness

- Chapter 152 Bridges require replacement by 2018, prompts concurrent Transit/Access work
- Environmental Documentation (EA) under development, FHWA lead coordinated with FTA for Lake Street Transit/Access
- Separate document for Orange Line (EA expected, TBD 2014)
- 60% design plans complete
- \$7M Governor's bond request

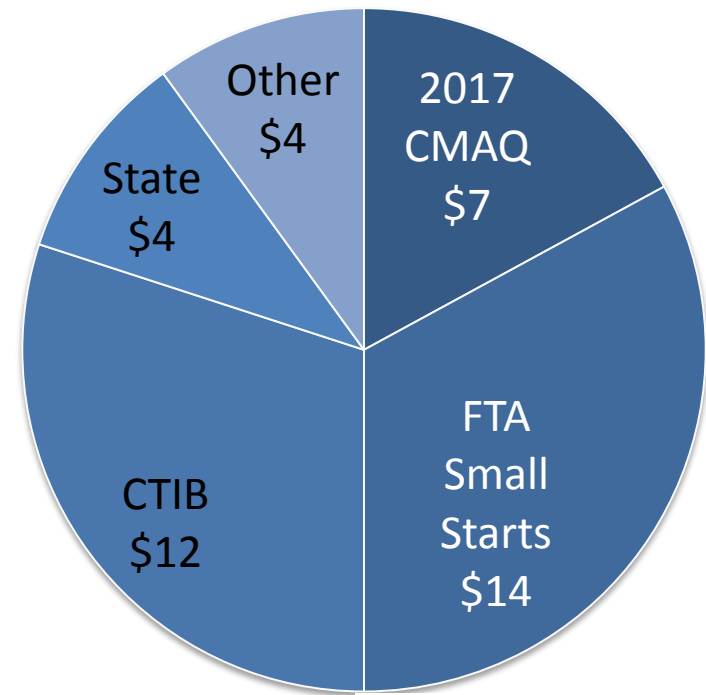
# Project Costs & Funding Share (costs in millions)

## \$41M Cost Components



Current year construction costs

## Anticipated Participation in Construction Funding



CTIB \$1.75M construction match to 2017 CMAQ to be requested



# Discussion & Questions



**Charles Carlson**  
**Metro Transit**  
**BRT/Small Starts Project Office**  
**[www.metrotransit.org/OrangeLine](http://www.metrotransit.org/OrangeLine)**

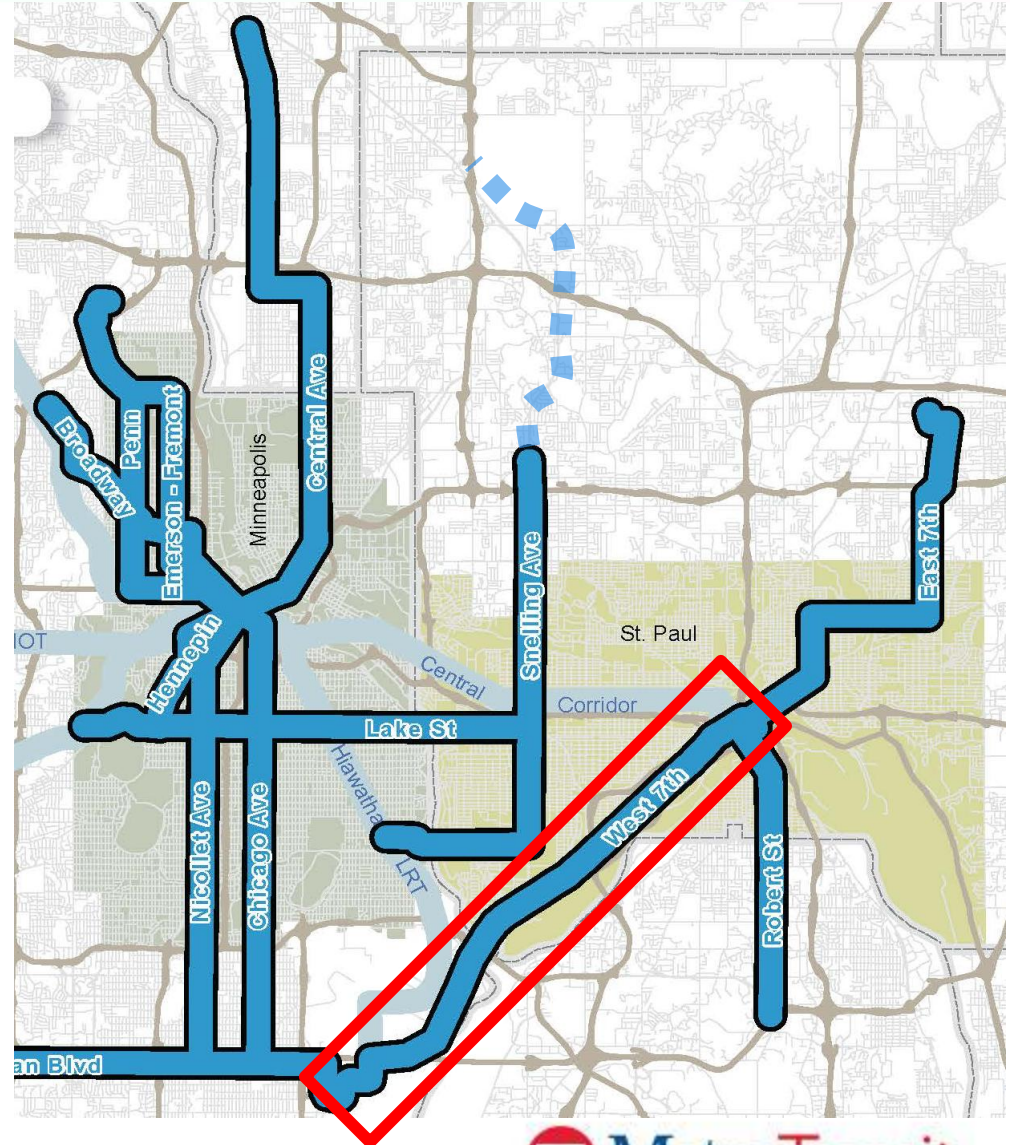
# B Line (West 7th) BRT 2017 CMAQ Funding Proposal

Charles Carlson, Metro Transit  
BRT/Small Starts Project Office  
[charles.carlson@metrotransit.org](mailto:charles.carlson@metrotransit.org)  
612-349-7639  
[metrotransit.org/arterial-study](http://metrotransit.org/arterial-study)



# Regional Significance

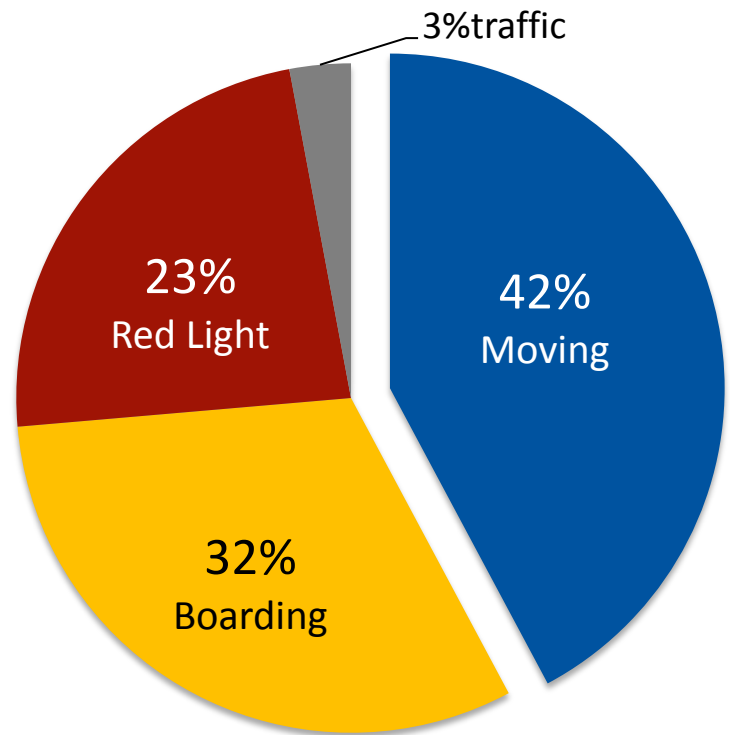
- Most productive east metro bus route
- Transitway LPA adopted in 2030 TPP
- Connects two largest multimodal hubs and MSP Airport
- 82,000+ corridor jobs
- High frequency, limited stop corridor
- Positioned for near-term implementation





# Addressing Key Local Bus Corridor Challenges

- Slow transit speeds caused by significant signal and boarding delay
- Lack of attractive, easily identified facilities



1,000  
weekday  
boardings

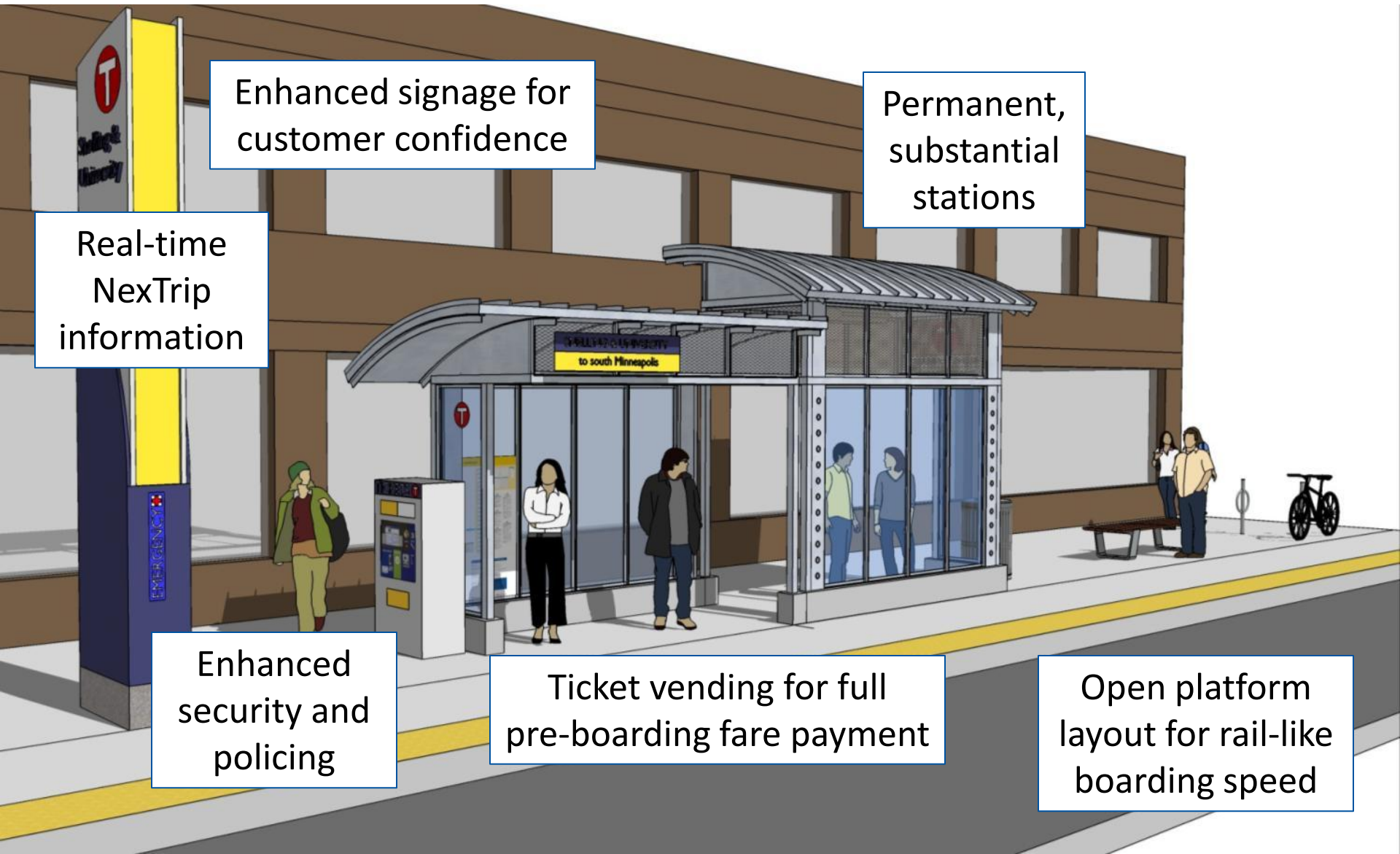


4,000  
weekday  
boardings

Based on Route 18 NB observation, American Blvd to 5th/Nicollet



# A Visible Reflection of Service and Accessibility



Enhanced signage for customer confidence

Permanent, substantial stations

Real-time NexTrip information

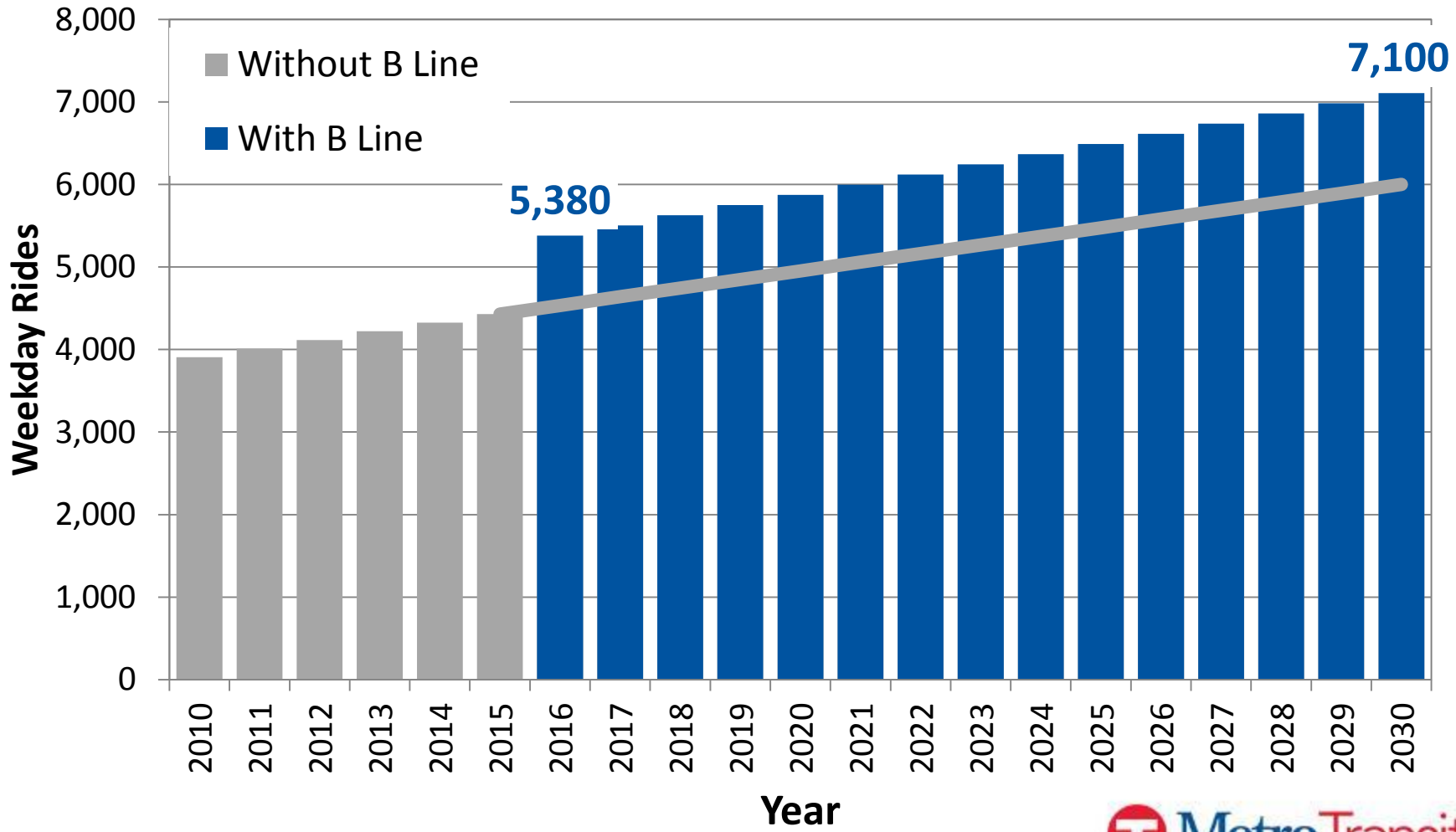
Enhanced security and policing

Ticket vending for full pre-boarding fare payment

Open platform layout for rail-like boarding speed



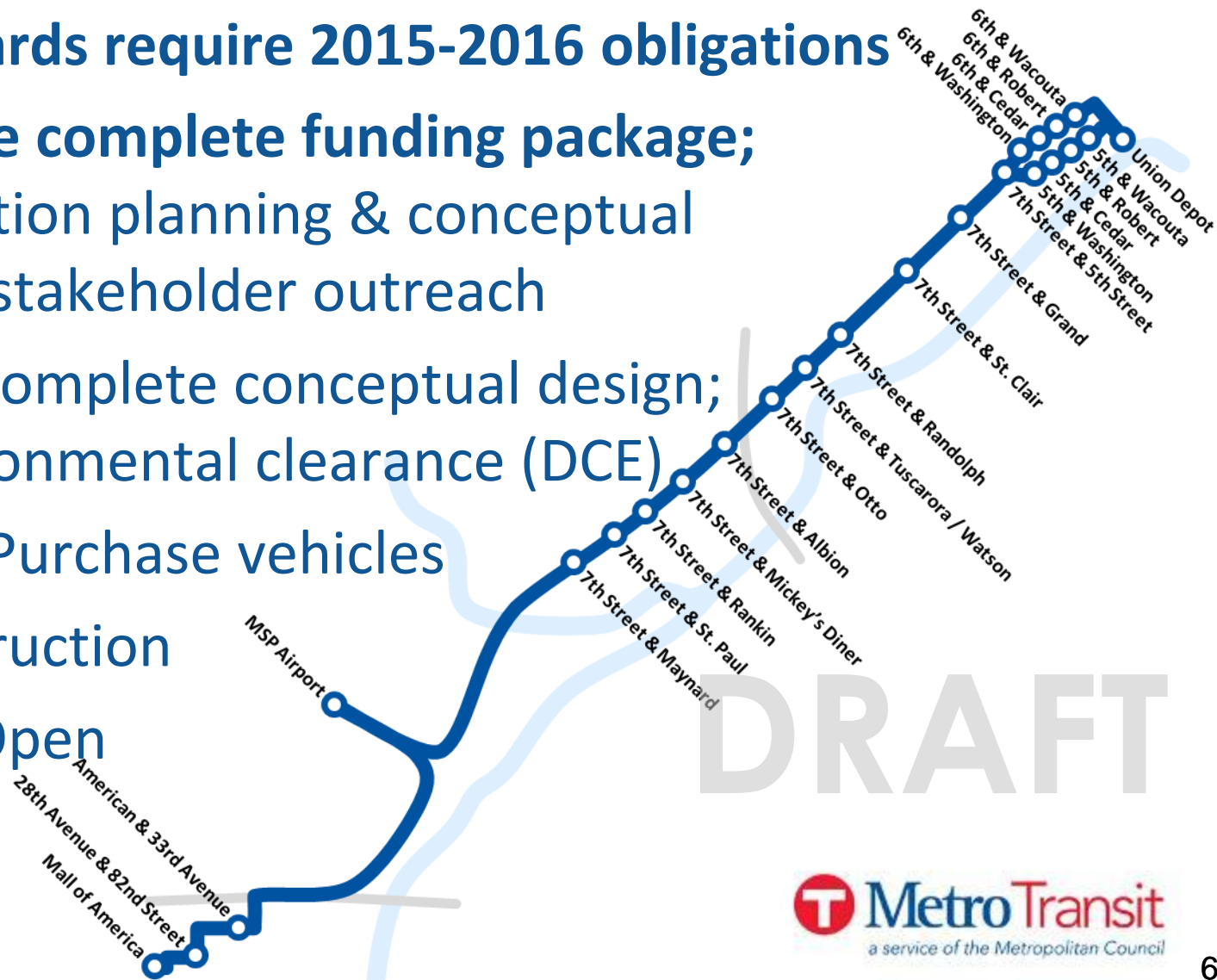
# Strong Ridership Today, Stronger With Investment





# Project Readiness: Key 2014-2016 Milestones

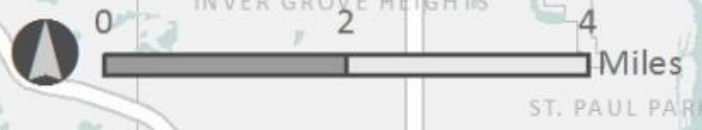
- Funding awards require 2015-2016 obligations
- **2014:** Pursue complete funding package; Advance station planning & conceptual design with stakeholder outreach
- **Late 2014:** Complete conceptual design; obtain environmental clearance (DCE)
- **Early 2015:** Purchase vehicles
- **2016:** Construction
- **Late 2016:** Open



# Increasing Equity

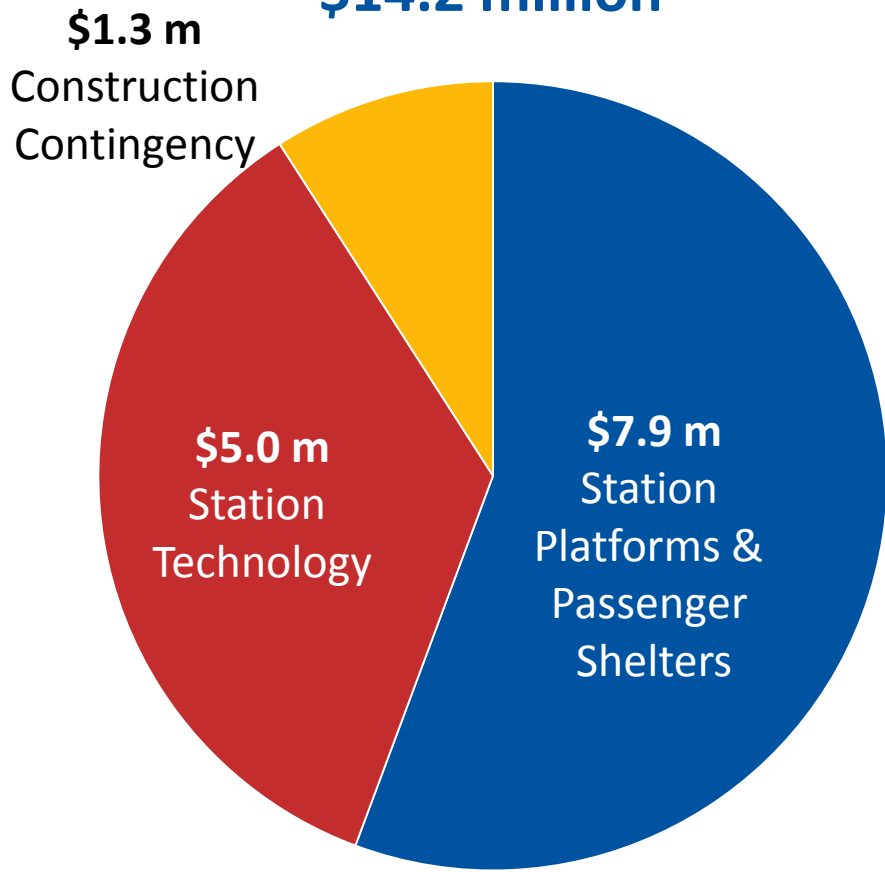
- Planned Arterial BRT Lines
- Existing and Planned METRO System (LRT and Highway BRT)
- Northstar Commuter Rail
- Multimodal Transportation Hub
- Racially Concentrated Areas of Poverty

The B Line serves two of the region's Racially Concentrated Areas of Poverty

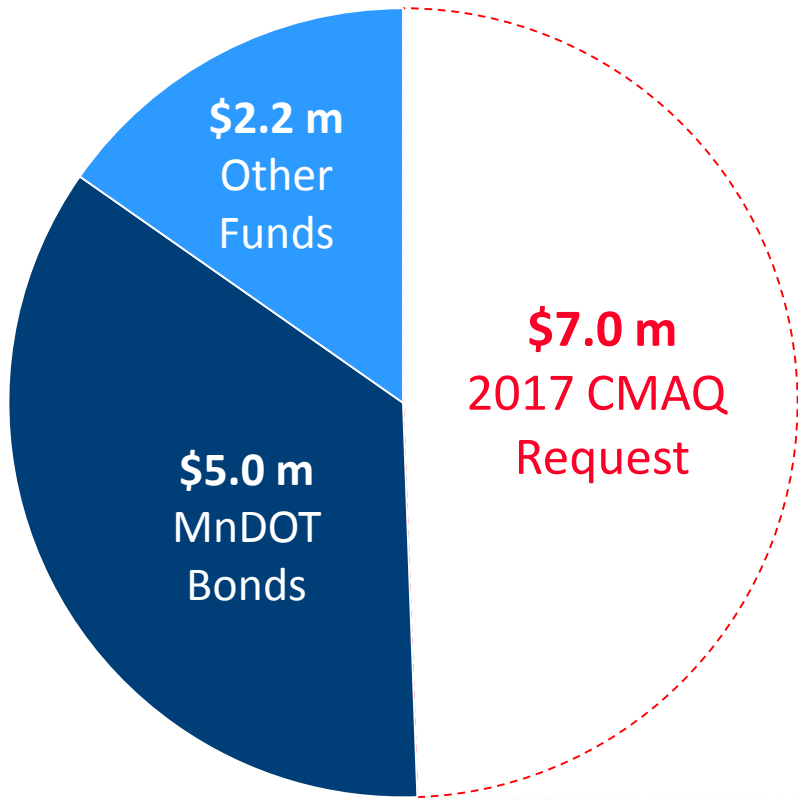


# Project Construction Costs & Identified Funding

**Project Costs:  
\$14.2 million**



**2017 CMAQ Request  
\$7.0 million**



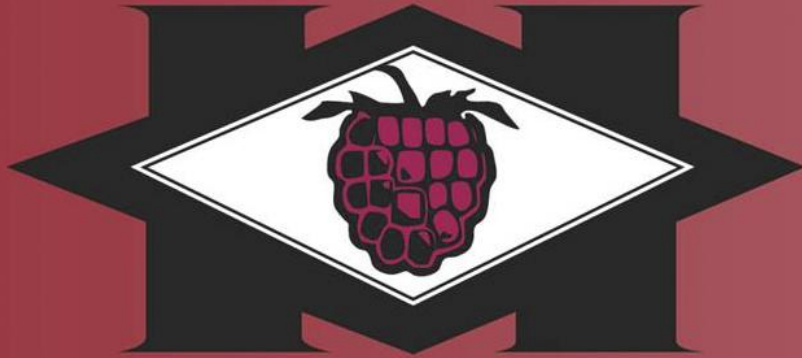
B Line also includes funded bus expansion and signal improvements (\$7.5M)  
No ROW anticipated. \$5M Soft cost and non-construction unallocated contingency  
revenue sources under development



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*City of*  
**Hopkins**  
Minnesota

# Downtown Hopkins Station Park-and-Ride Structure CMAQ Funding Request

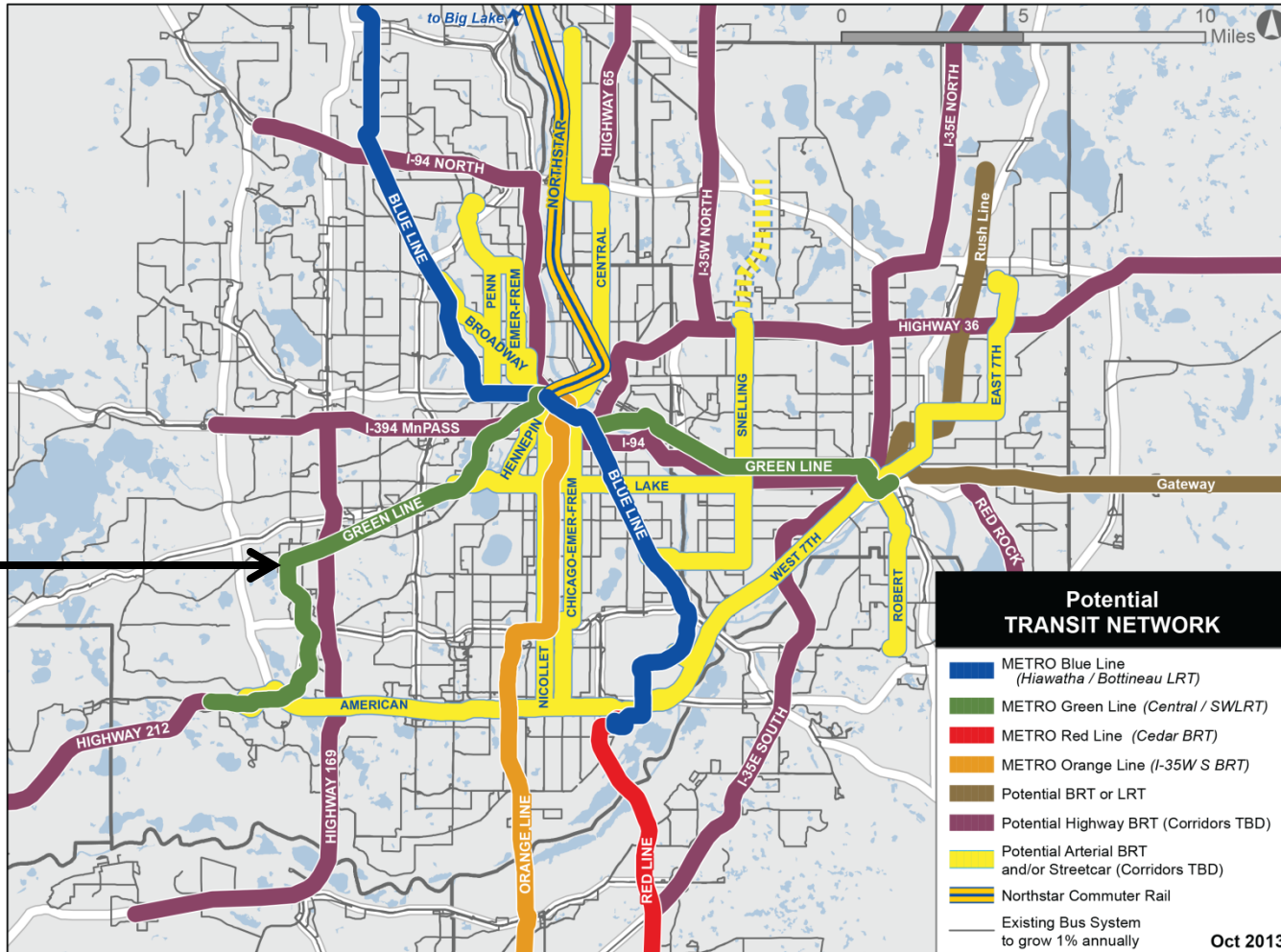
Kersten Elverum, Director of Planning & Development  
April 16, 2014

Partnering with the community to enhance the quality of life.

*Inspire* ♥ *Educate* ♥ *Involve* ♥ *Communicate*



# City of Hopkins Minnesota



SWLRT



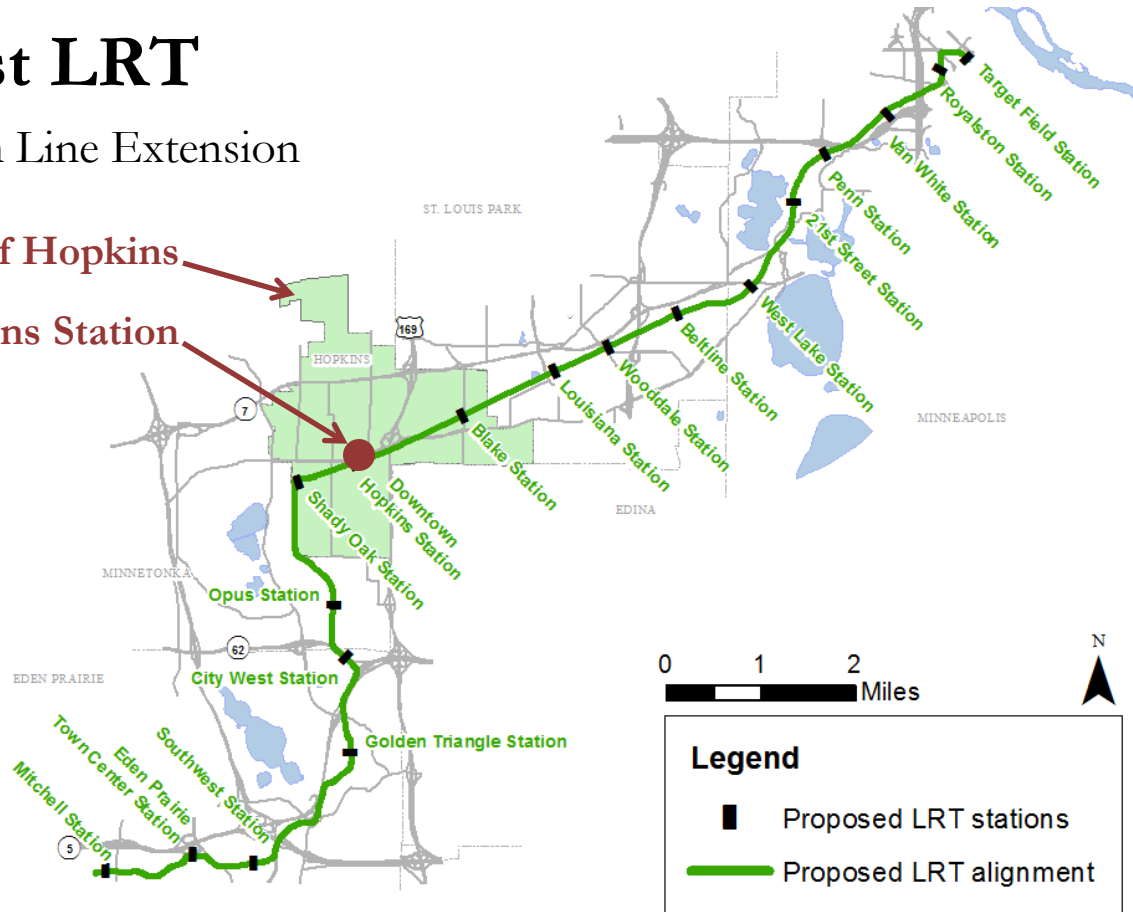




# Southwest LRT

METRO Green Line Extension

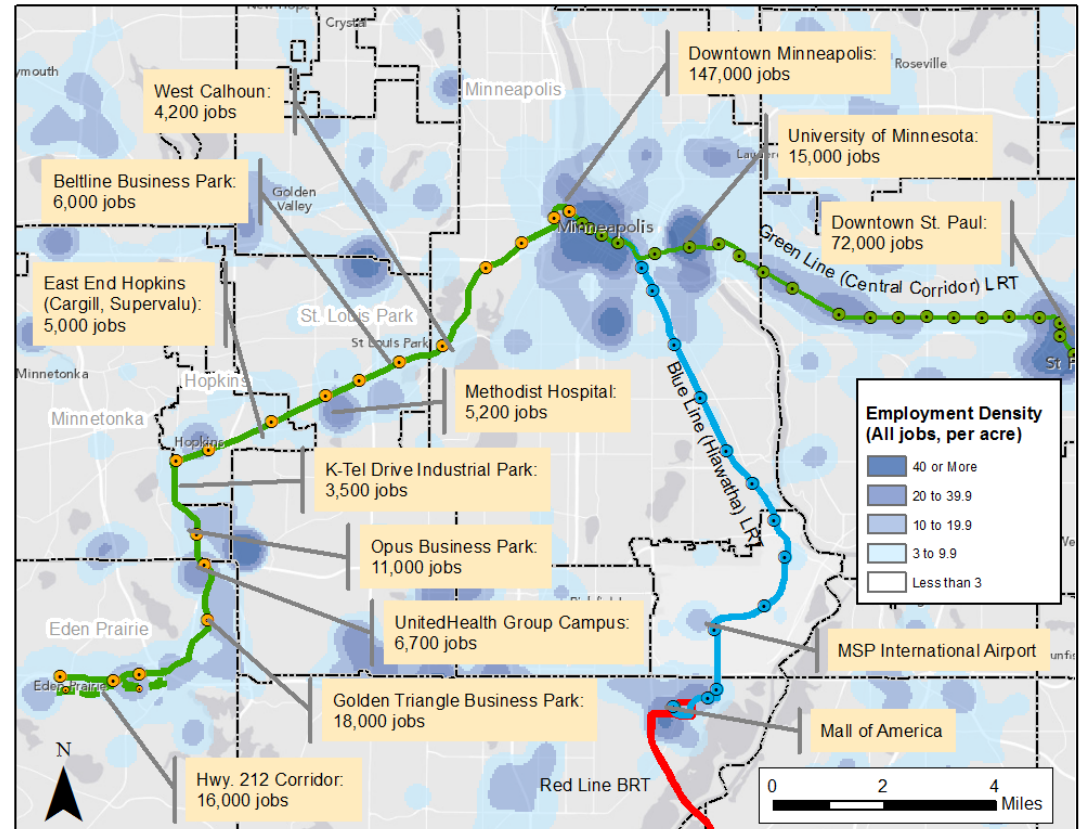
City of Hopkins  
Downtown Hopkins Station





## Southwest Corridor

- Southwest LRT connects to 12 regional job and activity centers
- 30,000 new households and 60,000 new jobs added in Southwest Corridor by 2030

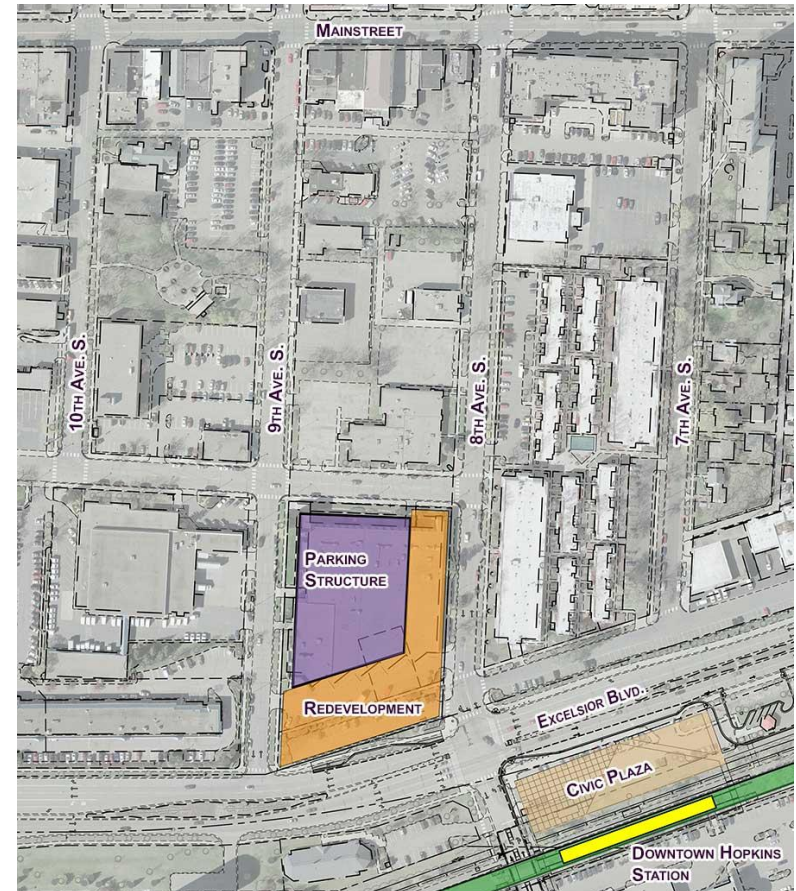


Major employment centers served by the Southwest LRT (METRO Green Line Extension)



## Project Location

- Excelsior Boulevard & 8th Avenue
- Near midpoint of Southwest LRT route
- Historic Mainstreet commercial district 2 blocks north
- Regional trail and bus connectivity







City of  
**Hopkins**  
Minnesota







City of  
**Hopkins**  
Minnesota

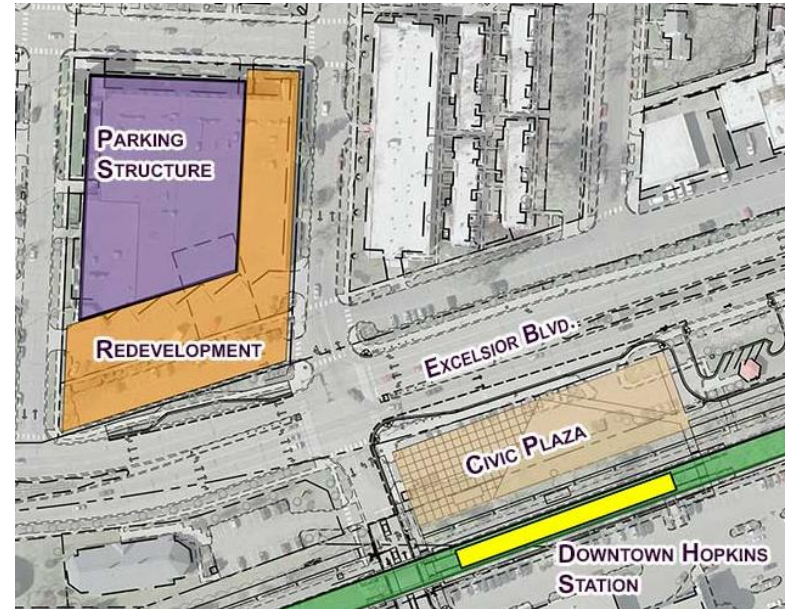


8<sup>th</sup> Avenue (looking from Downtown Hopkins Station north towards Mainstreet)



## Project Description

- 240-space structured park-and-ride facility
- Property acquisition and construction costs
- Existing city-owned 52-space surface lot converted to civic plaza
- Expanded park-and-ride capacity for LRT
- 1+ acres for Transit Oriented Development (TOD)

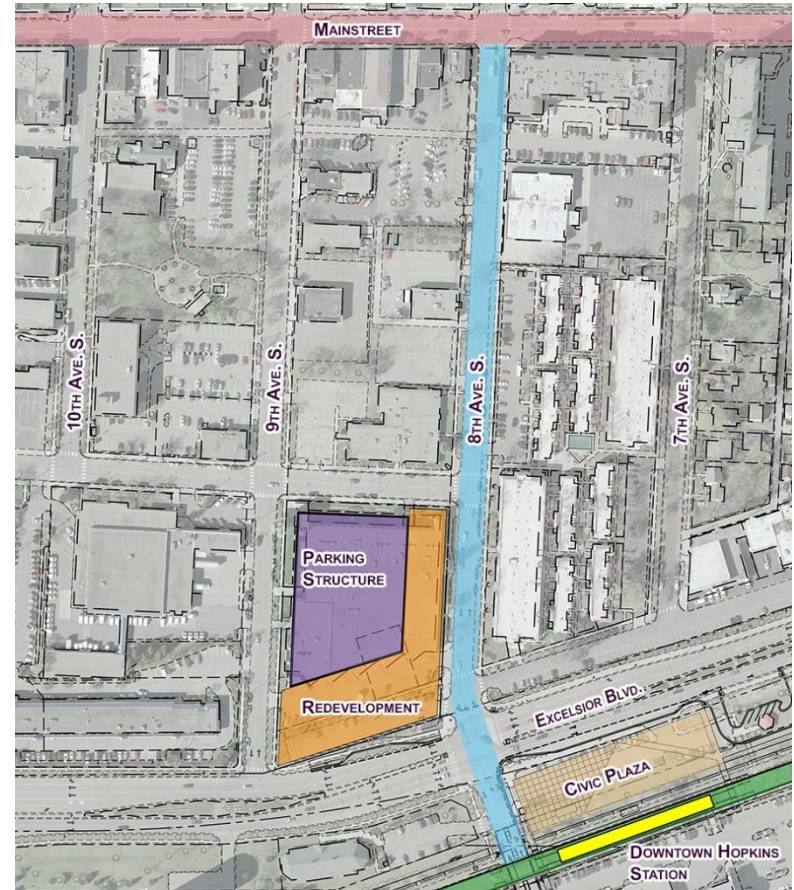






## Connection to Historic Mainstreet Via 8<sup>th</sup> Avenue

- Attract LRT riders to downtown businesses 2 blocks away
- Increase transportation options for local residents
- Enhance positive economic impact of new LRT service





## 8<sup>th</sup> Avenue – The Artery

- Streetscape reconstruction project emphasizing public art
- Strengthening connection between Mainstreet district and LRT station
- Creating high-quality pedestrian realm by opening day of LRT
- Building redevelopment to increase active uses, “eyes on the street”
  - Gallery Flats: 163 housing units, under construction
  - Conversion of Johnson Building to park-and-ride and mixed-use







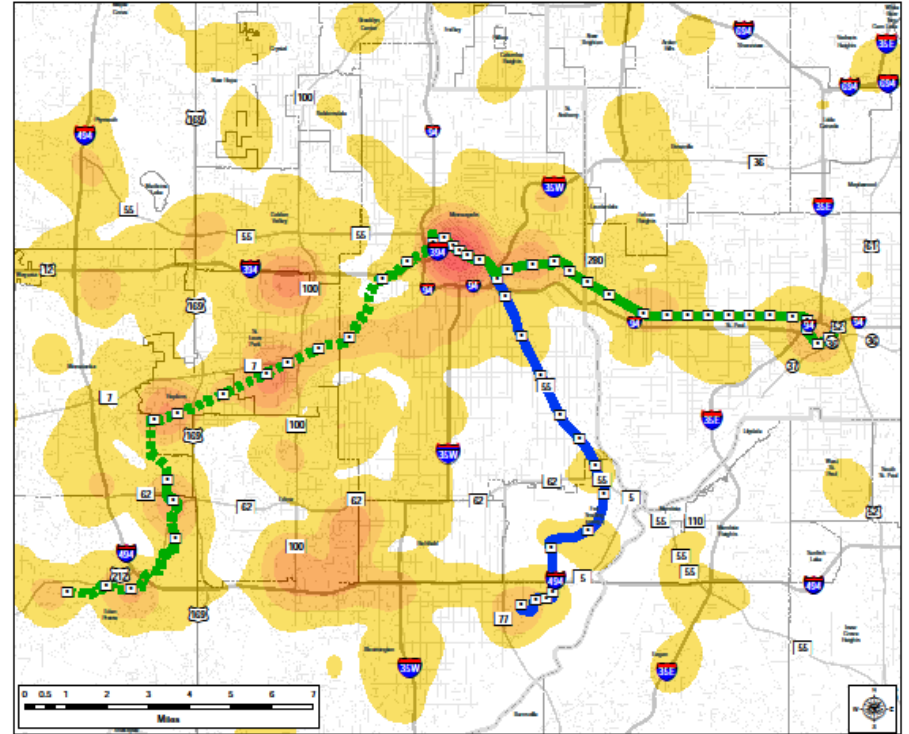
## Public Investments in 8<sup>th</sup> Avenue

Project	Amount	Funding Source
8 <sup>th</sup> Ave. Corridor – Phase 1	\$137,000	Met Council TBRA Grants (2 total)
8 <sup>th</sup> Ave. Corridor – Phase 1	\$900,000-\$1,675,000	Met Council LCDA Grant
The Artery – Phase 1	\$50,000	Met Council Corridors of Opportunity Grant
8 <sup>th</sup> Ave. S. Redevelopment	\$875,000	Hennepin County TOD Program Grant
8 <sup>th</sup> Ave. Corridor – Phase 1	\$400,000	Hennepin County Challenge Fund
Gallery Flats	\$50,000	DEED Cleanup Grant
Gallery Flats	\$96,000	Hennepin County ERF Cleanup Grant
<b>Total Investments</b>	<b>\$2,508,000 - \$3,283,000</b>	



## Equity Benefits

- Largest concentration of low-income residents along Southwest LRT, outside of Minneapolis, within three Hopkins station areas
- Cost of parking = barrier to employment in the urban core
- Major job concentrations with restricted parking include:
  - Downtown Minneapolis
  - University of Minnesota
  - Downtown St. Paul



Commuted for low-wage jobs along the METRO Green and Blue Lines



## Southwest LRT Ridership (in 2019)

Including a Downtown Hopkins Station Park-and-Ride Facility

- Average Weekday Ridership: 25,421
- Total Annual Weekday Ridership: 8,414,351

Attributable to a Downtown Hopkins Station Park-and-Ride

- 117 new weekday park-and-ride users
- 234 new weekday rides (1 outbound + 1 return trip)
- Total Annual Ridership Increase: 77,454



## Emissions Reduction

- Key roadways serving the Southwest Corridor have high mobility deficiency ratings per MnDOT
- 600,000 annual VMT reduction

<b>Daily</b>	117 vehicles x 2 trips x 10.5 miles = <b>2,457 VMT</b>
<b>Annually</b>	2,457 daily VMT x 248 avg. working days = <b>609,336 VMT</b>





## Project Readiness

- Meets CMAQ readiness criteria
- Metropolitan Council's track record on New Starts
  - METRO Blue Line (2004)
  - Northstar (2009)
  - METRO Green Line (June 2014)
- City of Hopkins will provide local match
- Park-and-ride will be incorporated into SWLRT project design
- Environmental Clearance in 2015/Construction in 2016-18 for SWLRT
- SWLRT opens in 2019



## Project Costs & Budget

Budget Category	Units	Cost (YOE \$)
Property Acquisition	2 acres	\$4,800,000
Facility Cost	240 spaces	\$7,400,000
Total Cost		\$12,200,000

Funding Source	Contribution*
CMAQ	\$7,000,000 (57%)
Non-Federal (Hopkins)	\$1,750,000 (14%)
SWLRT Project	\$3,450,000 (28%)
Total Budget	\$12,200,000

\*Percentage totals may not sum due to rounding



*City of*  
**Hopkins**  
Minnesota

## Contact Information

For more information, please contact:

**Kersten Elverum**

Director of Planning & Development

City of Hopkins

[kolverum@hopkinsmn.com](mailto:kolverum@hopkinsmn.com)

Partnering with the community to enhance the quality of life.

*Inspire* ♥ *Educate* ♥ *Involve* ♥ *Communicate*

# MN River Valley TH 169 Connector CMAQ Application

April 16, 2014

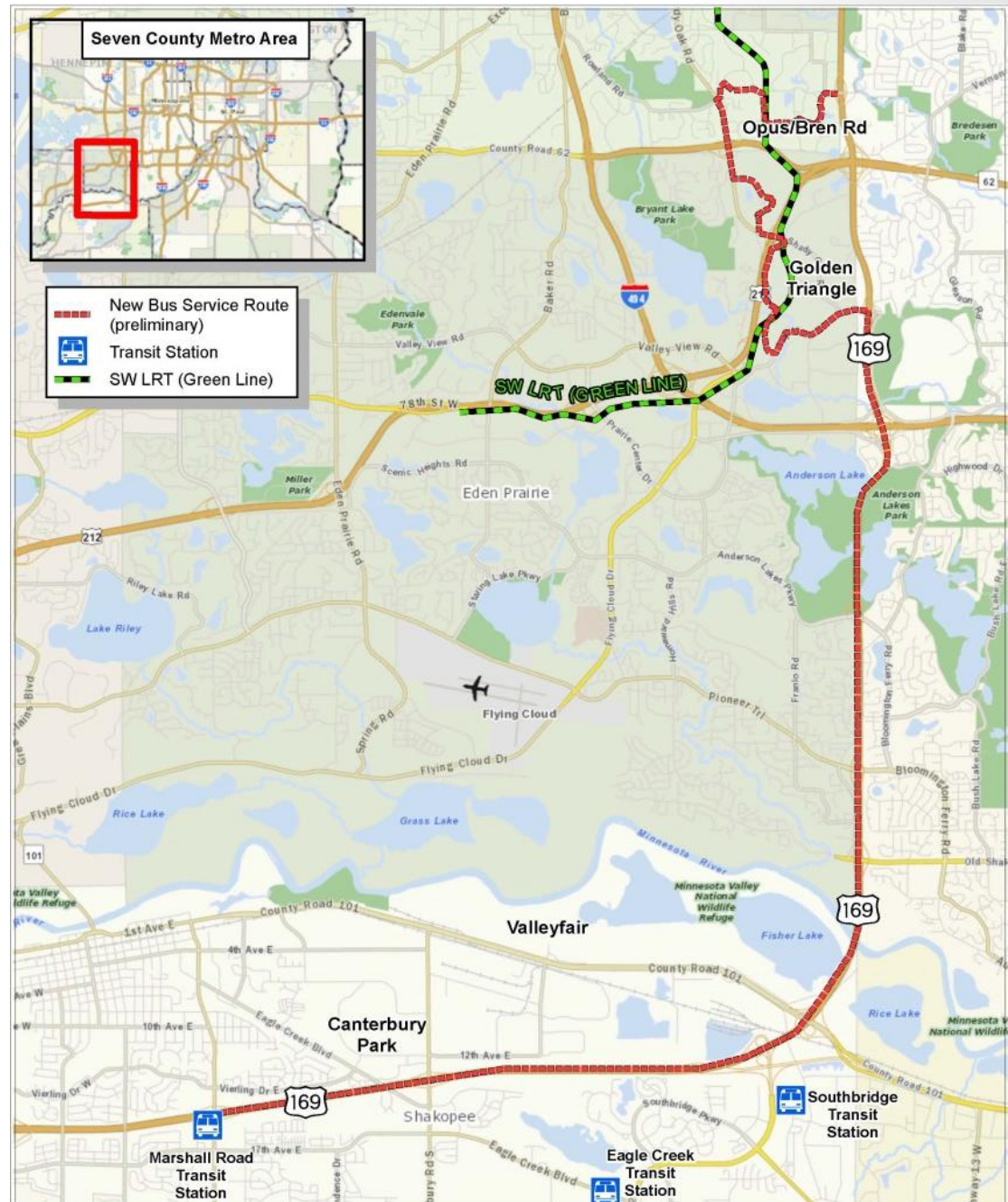
City of Shakopee, City of Prior Lake, Scott County





# Proposed Project

- Bus Purchases for new service between Scott County Transit Stations and Golden Triangle/Bren Rd.
- Peak and Mid-Day Service plus Reverse Commute
- Serves 2 Counties & Connects to Green Line LRT



# Project Highlights

- Demand Exists Today
- 700 New Daily Riders
- 175,000 Annually
- 100 Additional Riders/Day with Green Line LRT Connection (200,000yr)
- High Cost Effectiveness
  - \$1.2 Million Project Cost
  - \$960,000 Requested CMAQ Funds
- Consistent with Transit Operations and Capital Plan and TPP

SmartLink Transit BLUE X PRESS

2012-2018

Scott County Transit Operations and Capital Plan

BLUE X PRESS  
Prior Lake

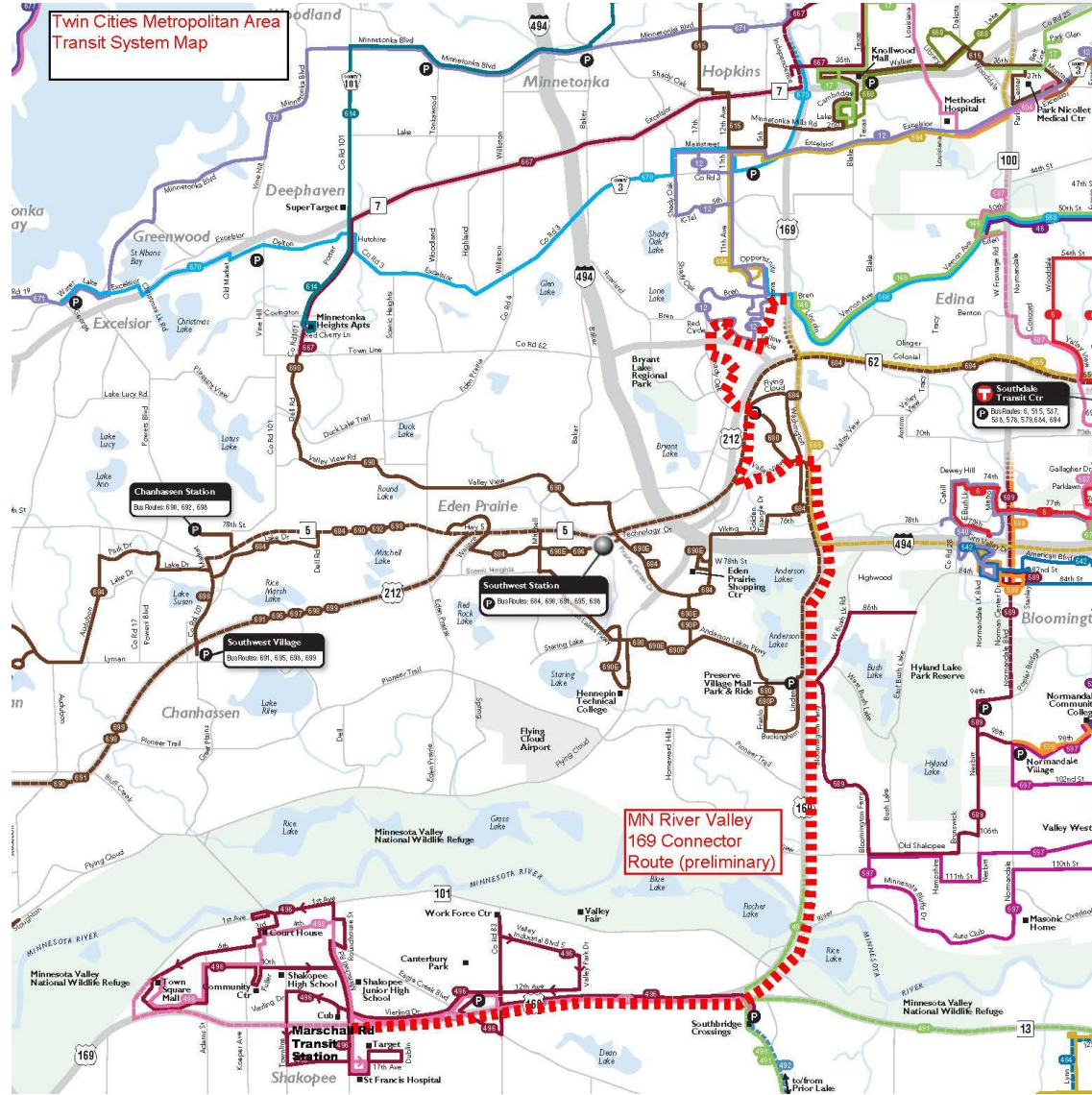
SHAKOPEE  
COMMUNITY PRIDE SINCE 1857

CITY OF PRIOR LAKE  
MINNESOTA

Scott

A Joint Plan among the Cities  
of Shakopee and Prior Lake  
and Scott County  
January 2013

# Service Connections



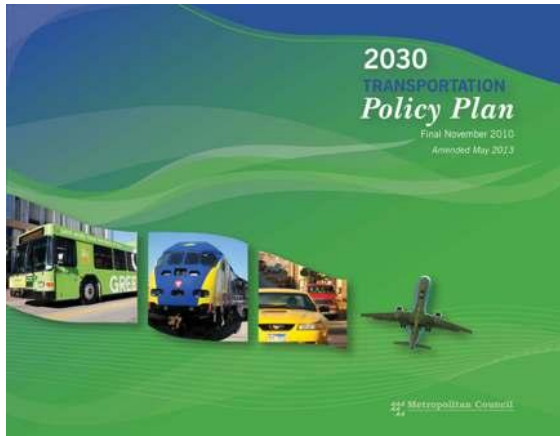


# Summary

- Builds on Existing and Future Investments



- Grows Transit Ridership



- Low Cost



Questions?





# **Mall of America Transit Station Renovation and Expansion**

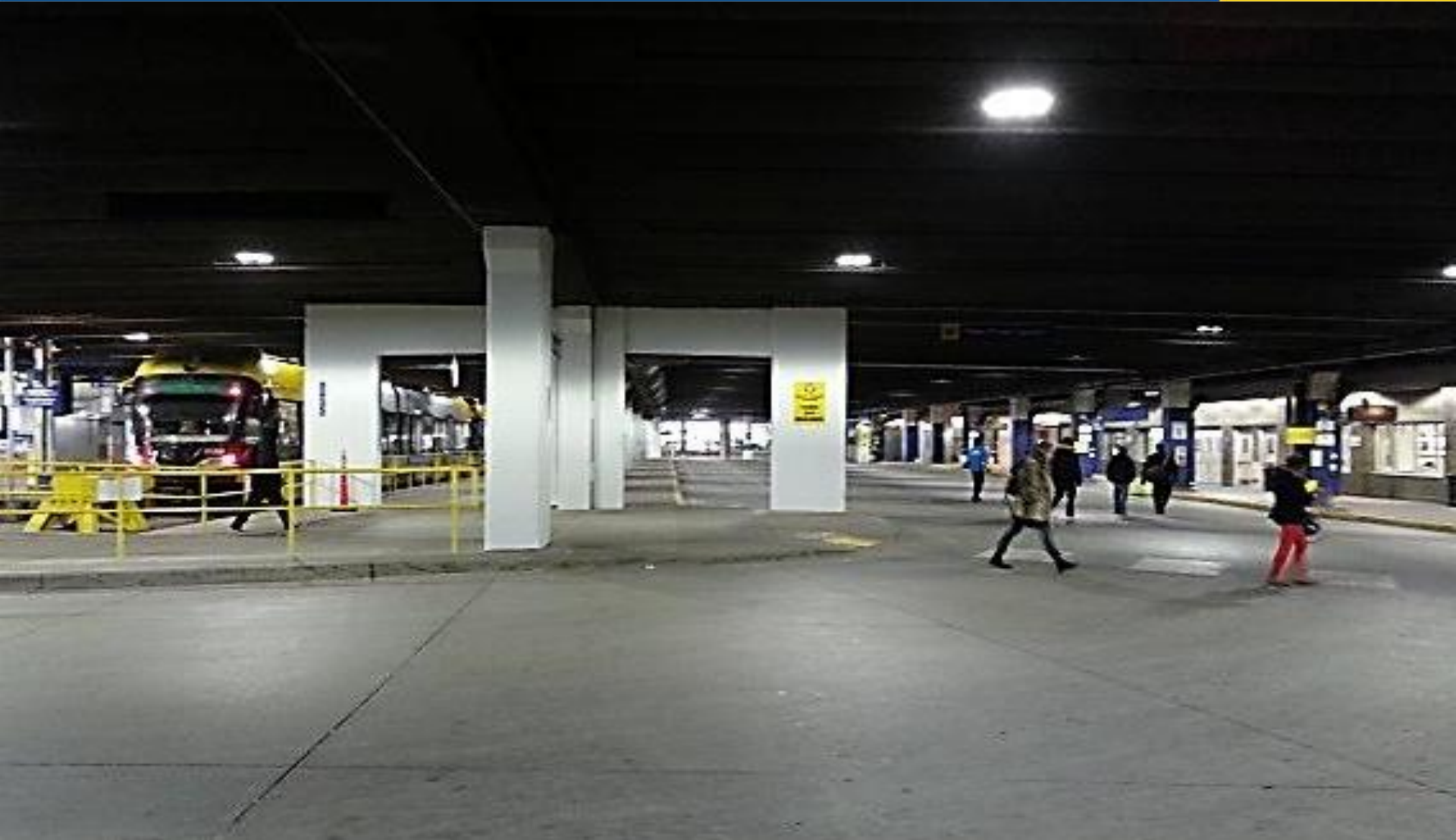
**Transit Advisory Board  
April 16, 2014**

**Jeff Freeman  
Metro Transit – Engineering & Facilities  
612-349-7527**

# Visualizing the Problem



# Visualizing the Problem



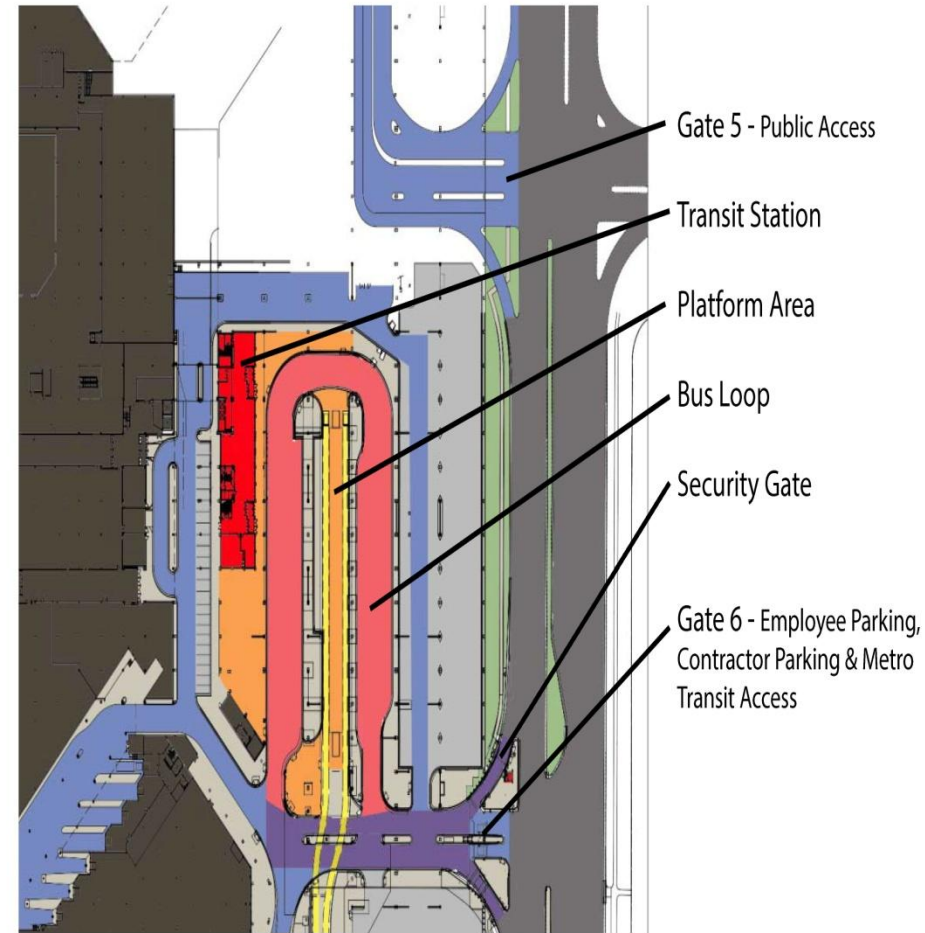
- **Busiest Transit Station in Minnesota**
- **At the Start of the Renovation/Expansion Project the MOA is projected to have:**
  - **62 Million Annual Visitors – 40% Tourists**
  - **13,500 Jobs**
  - **865 Hotel Rooms within 1000 ft of the Station**
  - **Annual Economic Impact over \$2 Billion**

## City Of Bloomington South Loop

South Loop Growth	2010	2030	2050
Employees	21,600	35,500	49,700
Residents	2,100	4,970	6,800
Total Population	23,700	40,470	56,500
Transit Trips	2,370	8,090	16,950



- **Expand Facility to Serve More Routes**
- **Improve Efficiency of Bus Operations**
- **Provide Safe, Clear and Convenient Pedestrian Access, Within the Facility and to/from the Mall**
- **Improve Station Amenities, Aesthetic Appeal and Visitor Experience**
- **Increase the Exterior Visibility**



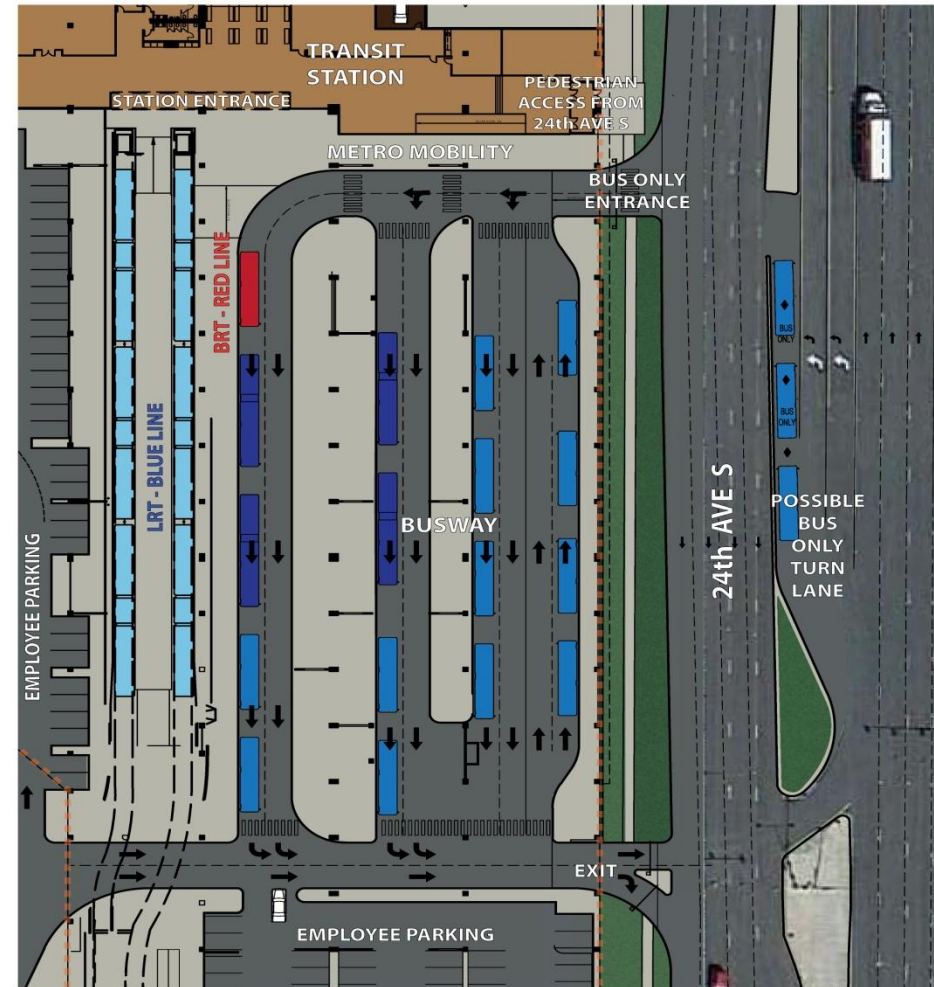
Existing Station & Busway Conflicts



Mall of America Transit Station



- Eliminates nearly 400,000 annual Bus Crossing Over LRT Tracks
- Eliminates Need to Cross MOA Ring Road to Enter the MOA
- Provides Visible South Loop Access to MOA and Transit Station
- Expands Max Route Capacity from 11 to 16
- Allows for Tighter Scheduling due to Elimination of Variable Time Delays



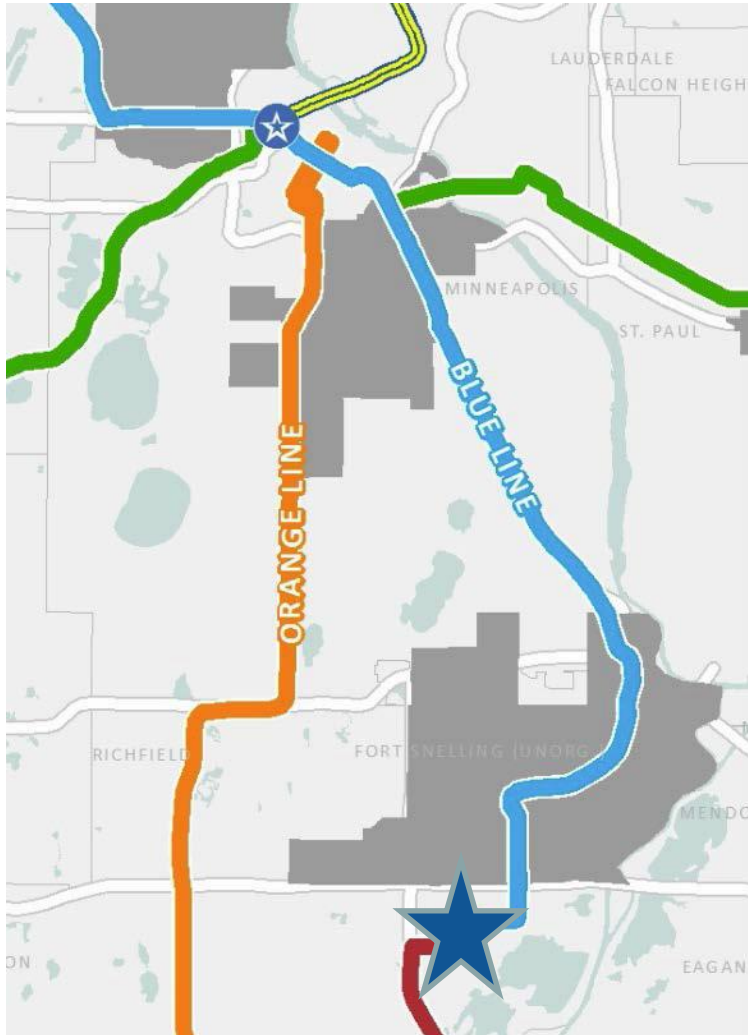
STATION TRANSIT PLAN



Mall of America Transit Station

- **Policy 2: Prioritizing for Regional Transportation Investments**
  - **System Preservation**
  - **Multimodal Investments**
  
- **Policy 4: Coordination of Transportation Investments and land Use**
  - **Local Comprehensive Plans**
  - **Local Transportation Planning**
  
- **TPP Appendix G: Regional Transit Standards**

- **Annual Ridership**
  - **Currently:** 2,100,000 Rides
  - **New:** + 400,000 Rides
  
- **Operating Savings**
  - **First Year:** \$1,020,000
  - **30 Year:** \$60 million
  - **Future:** \$34,000 (with online Cedar Grove Station)
  
- **Passenger Time Savings**
  - **\$740,000 Value**
  
- **Emissions Reductions**
  - **210 Metric Tons**

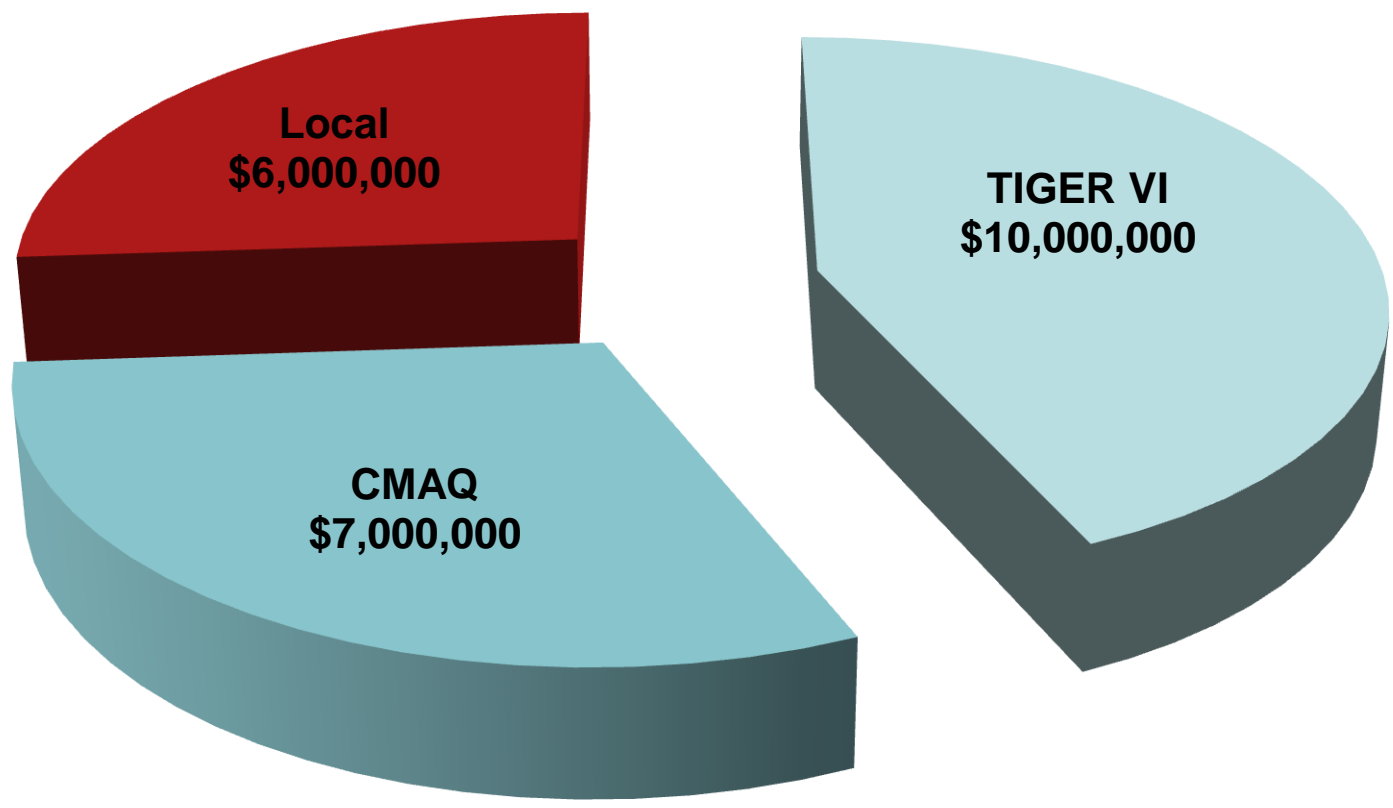


## Equity Enhancements

- Connections to major job centers
- MOA Employment
  - Today: 11,000
  - Phase I-C: 13,500
- South Loop Employment
  - Today: 21,600
  - 2030: 35,600
- Connects to METRO Blue and Red Lines and 9 bus routes
- Connections between jobs and racially concentrated areas of poverty



- **Support**
  - **Metropolitan Council**
  - **City of Bloomington**
  - **Dakota County Regional Rail Authority**
  - **Mall of America**
  
- **Design/Construction**
  - **2014: RFP issued for consulting services**
  - **2015: Design**
  - **2016: Construction**
  - **2017: Open for Service**





# QUESTIONS?

**Jeff Freeman**

**Metro Transit – Engineering & Facilities**

**612-349-7527**



# TH77/Cedar Grove Transit Station

TRANSPORTATION ADVISORY BOARD MEETING

April 16, 2014

Pat Jones

Metro Transit

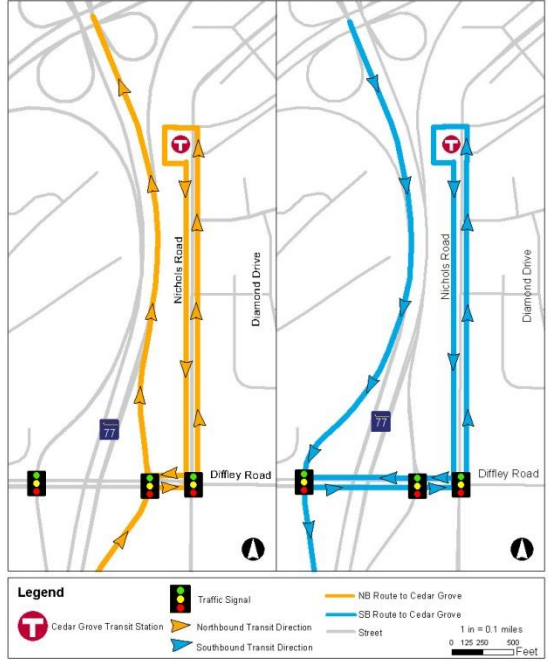
612-349-7606



# Red Line BRT Corridor Need



Existing Transit Access From Hwy 77 to Cedar Grove Park-and-Ride



Today, to serve the Cedar Grove Station, each round trip Red Line bus travels an extra 3.5 miles and passes through 10 traffic signals.





- **Center median station with an enclosed walkway connecting to the existing station.**
- **Red Line Operating Benefits:**
  - Over 10 minute (20%) bus travel time savings.
  - Average 6 minute passenger travel time savings.
  - Reduces peak bus need from 5 to 4 buses
- **Aligns with future TH 77 MnPASS lane**





- **Policy 2: Prioritizing for Regional Transportation Investments**
  - System Preservation
  - Multimodal Investments
- **METRO Red Line**
  - Leverages \$87M recently invested in corridor
- **Jobs in Project Area at Opening: 1,600 to 2,000**
  - Paragon Outlet Center opening in Fall 2014

## ■ Annual Ridership

- Currently: 244,596 Rides
- New: +40,872 Rides (Online Station)

## ■ Operating Savings

- Red Line: \$396,000
- MVTA: \$ 30,000
- Future: \$ 68,000 (with MOA Renovation)

## ■ Passenger Time Savings

- \$518,000 Value

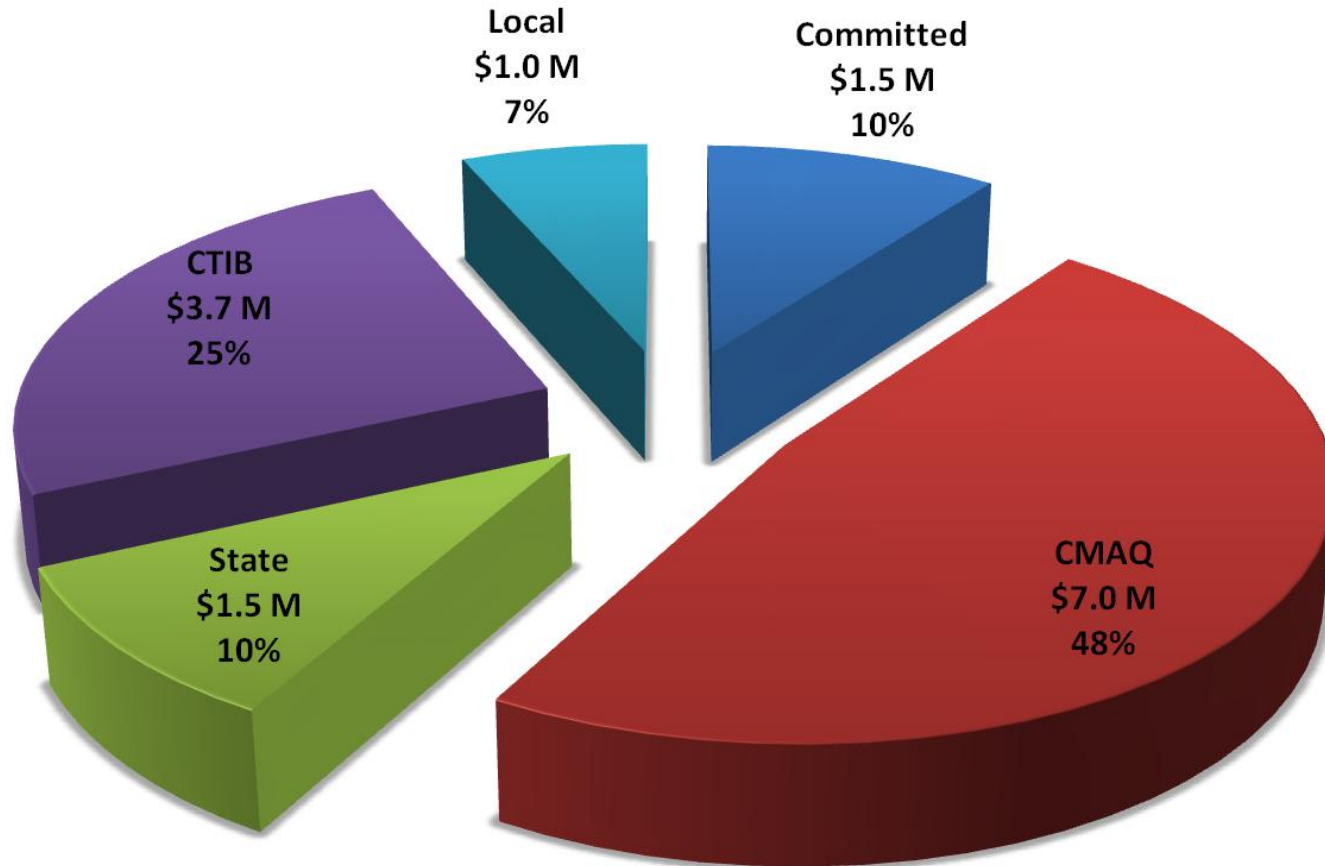
## ■ Emissions Reductions

- Buses: 81,744 VMT
- Autos: 355,587 VMT



- **Agency Support/Approvals**
  - 1/7/14: DCRRA Board
  - 1/29/14: MnDOT Metro Projects Committee:
  - 2/12/14: Metropolitan Council
  
- **Meetings/Presentations**
  - 3/19/14: Public Open House
  
- **Design/Construction**
  - May '14: RFP issued for consulting services
  - 2014: Begin Design
  - 2015: Begin Construction
  - 2016: Open for Service

## Funding Sources



**Estimated Total Cost: \$14.6 M**



# QUESTIONS?

Pat Jones

Metro Transit – Engineering & Facilities

612-349-7606