Locally Preferred Alternative
Riverview Corridor Study Area

- Approximately 12 miles long.
- Connects major destinations, neighborhoods and job concentrations.
- Serves growing and diverse population and employment areas.
- Provides regional and local connectivity.
Study Process

August, 2015
CORRIDOR VISION
• Purpose and need.
• Goals and objectives.

August, 2017
ALTERNATIVES ANALYSIS
• Initial Screening
• Detailed Evaluation.

December, 2017
LOCALLY PREFERRED ALTERNATIVE
• Vehicle and route.
• Implementation Plan.

Public Engagement
2014-2017

• 60 alternatives examined.
Public Engagement

- ~4,600 people engaged
- ~100 events
- 650 comments
- Shaped:
  - Purpose and need, goals and objectives.
  - Route and vehicle analysis.
  - Potential station locations.
  - Challenges and Opportunities
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.**
Evaluation Based on Technical Criteria

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

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

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

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

- **STATION AREAS**
  - 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
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.
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)
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.

- Operates in dedicated and shared use lanes.
- Compatibility with Blue & Green Lines.
  - Tracks, signals, stations, power.
  - Operations and maintenance.
- Station Features.
  - Level boarding.
  - Pay before you board.
  - High amenity stations.
Why the LPA?

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 the fixed guideway.
Community Input Received on the LPA

**Opportunities**
- Higher development potential.
- Better accessibility
  - Most riders
  - Faster, direct service.
  - Proximity to business and other activity centers.
  - Increased opportunity for people with reduced mobility.
  - Serves low-income communities.
  - Attracts/retains young people.
- Support for additional transit service to Ford Site.

**Challenges**
- Potential neighborhood and business impacts.
- Cost.
- Safety in neighborhoods and along the 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>
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</thead>
<tbody>
<tr>
<td>TAC Planning Review and Recommend Draft for public comment</td>
<td>October 11th</td>
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<tr>
<td>Council Approve 2040 TPP Update</td>
<td>October 24th</td>
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<tr>
<td>TAC Review and Recommend Draft for public comment</td>
<td>November 7th</td>
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<tr>
<td>TAB Review and Recommend Draft for public comment</td>
<td>November 21st</td>
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<tr>
<td>Transportation Committee Recommend Draft for public comment</td>
<td>November 26th</td>
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<tr>
<td>Council Approve Draft for public comment (same week)</td>
<td>November 28th</td>
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<tr>
<td>Public Comment Period on Amendment begins</td>
<td>November 29th</td>
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<tr>
<td>Public Hearing at Council Meeting</td>
<td>January 9th</td>
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<tr>
<td>Public Comment Closes</td>
<td>January 21st</td>
</tr>
<tr>
<td>Transportation Committee Recommended Adoption</td>
<td>February 11th</td>
</tr>
<tr>
<td>Council Approve Adoption (same week)</td>
<td>February 13th</td>
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</tbody>
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Questions or Comments?

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