



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



-  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

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.

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

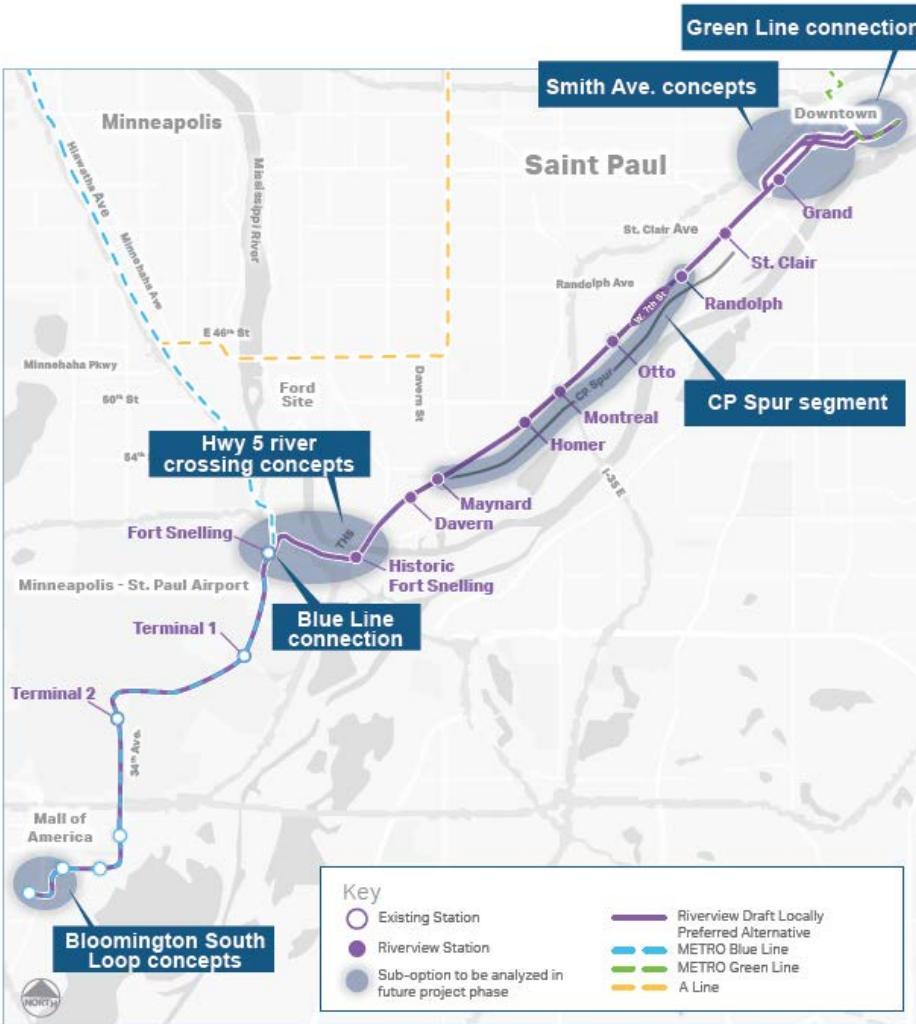
44 min. - End-to-end travel time

\$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



Detroit

Source: Qline, M-1 Rail



Seattle

Source: Seattle Department of Transportation



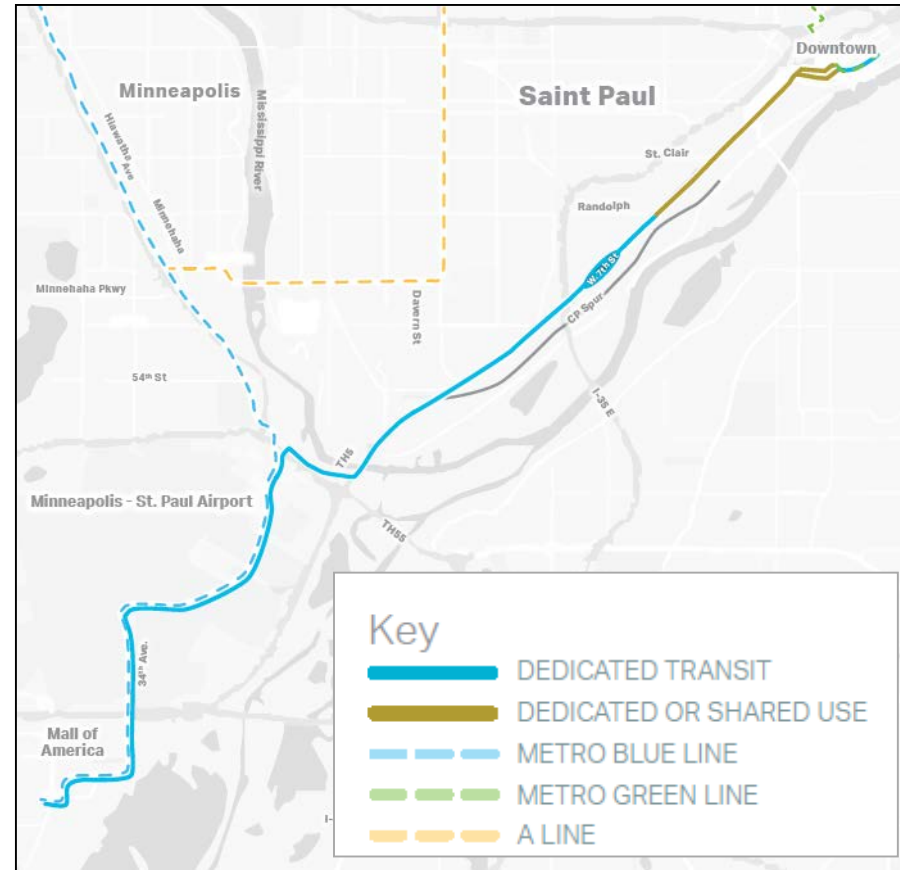
Portland

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.



Work in progress; subject to change without notice

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

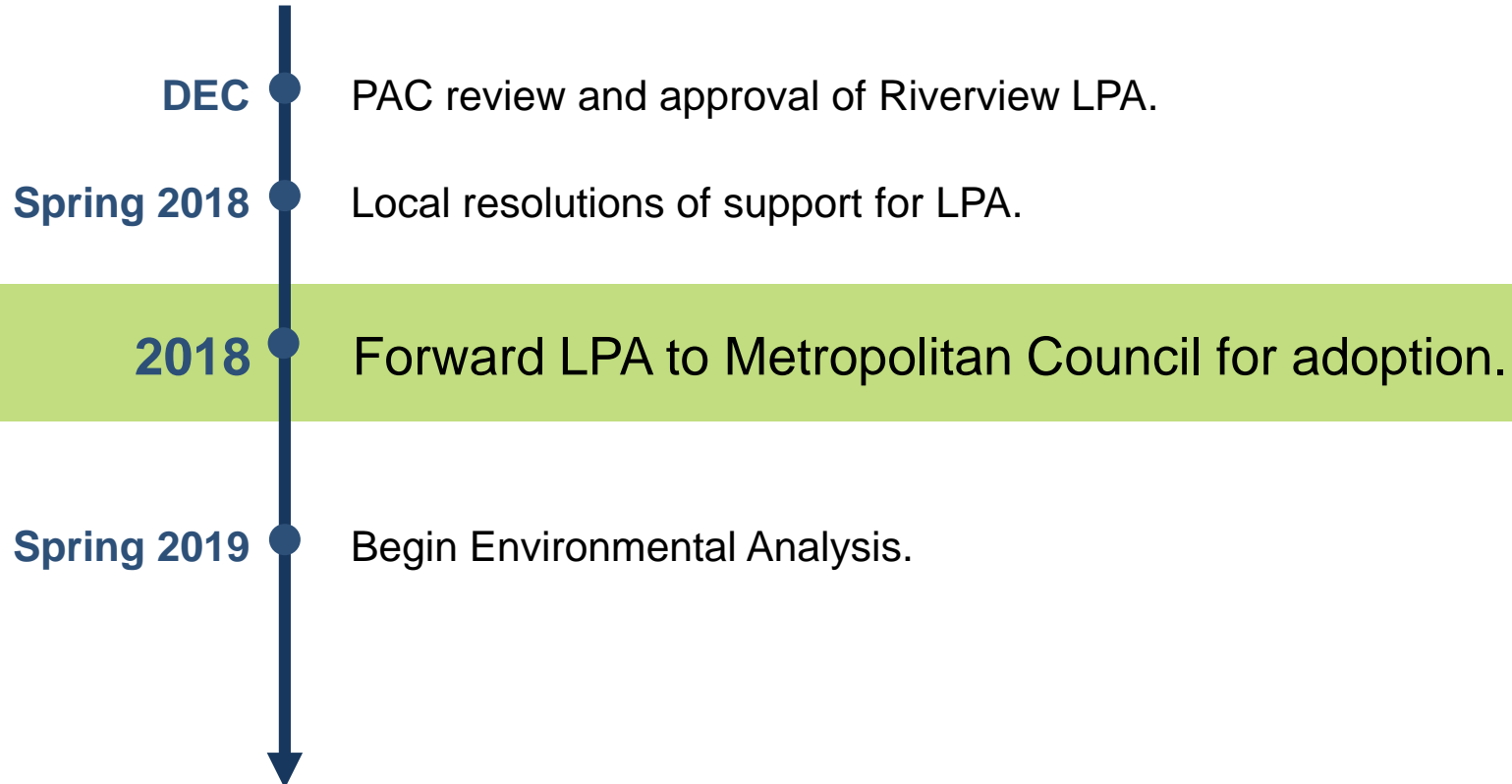
Opportunities

- 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





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
Council Approve 2040 TPP Update	October 24 th
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?

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