

2020 Regional Solicitation Project Selection: F Line Arterial Bus Rapid Transit

Technical Advisory Committee to the Transportation Advisory Board
April 7, 2021

Charles Carlson, Director, BRT Projects

2020 Regional Solicitation

- TAB Action 2019-63: 2020 Regional Solicitation includes Arterial BRT category
 - Not scored through application process
 - BRT prioritization to occur through Metropolitan Council's Network Next planning process
 - Funding recommendation/TAB project selection
- TAB Action 2020-32 (September 2020)
 - Directed \$25 million for arterial BRT projects in the 2020 Regional Solicitation
 - Amended the timeline for project selection from December 2020 to April 2021
 - Matches revised Network Next plan schedule after pandemic and unrest effects on outreach
- BRT planning updates provided to TAB via information items through December 2020

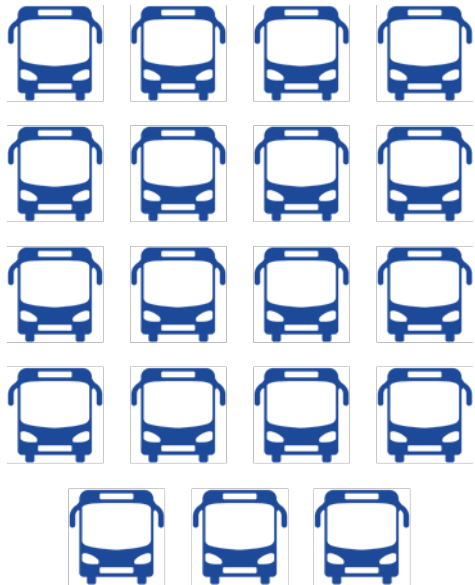


Arterial BRT Corridor Development Process

1. IDENTIFY

Spring 2020

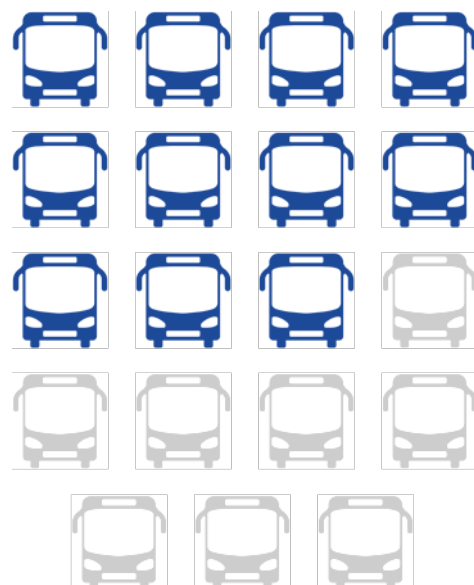
Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.



2. SCREEN

Summer 2020

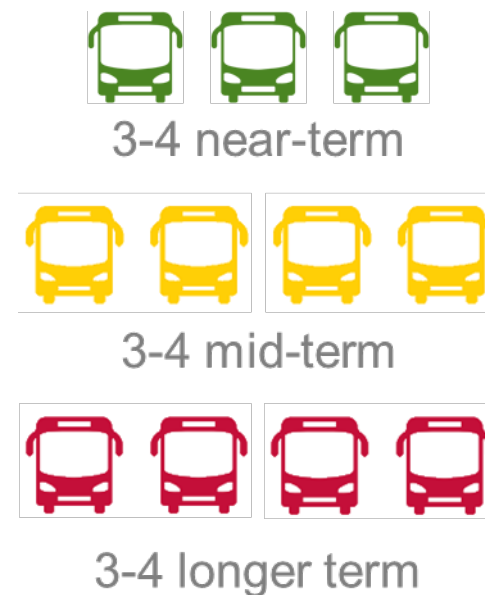
Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.



3. EVALUATE

Fall 2020

Develop detailed arterial BRT concepts and apply robust evaluation criteria including cost, ridership & other benefits to sort lines into **three tiers**.



4. PRIORITIZE

Winter 2020/2021

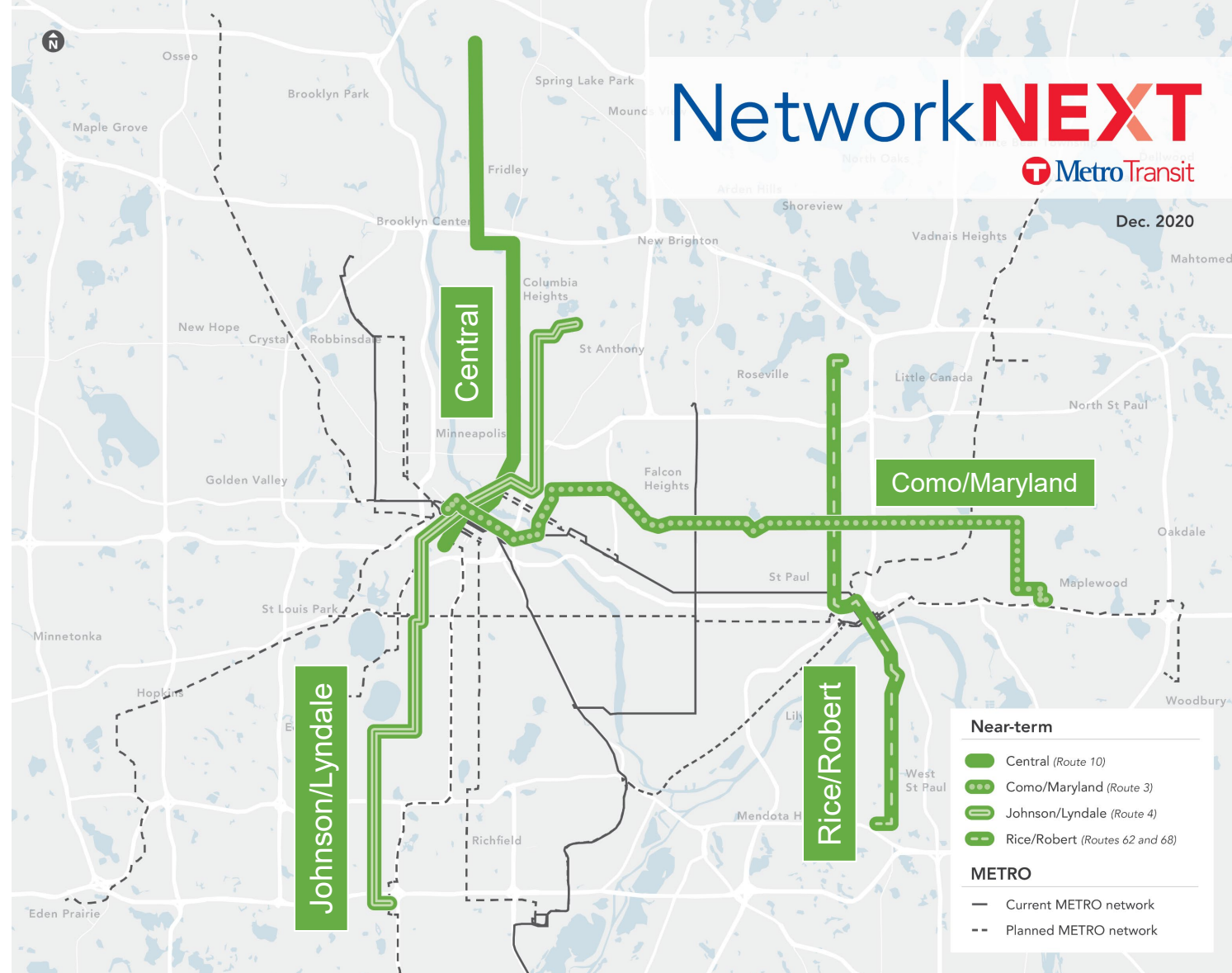
Review top performers based on readiness criteria to further prioritize the **next three lines** for implementation.



Selected March 2021

December 2020: Near-term candidate corridor outreach

- >4,100 completed surveys
 - 119 in person, 3,997 online
 - 31% BIPOC, 69% white
 - Support for all corridors
- What we heard:
 - Provide service to BIPOC communities
 - Provide service to areas not currently served by BRT, LRT
 - Facilitate connections to home, work, school, stores and key destinations



Key Factors in BRT Project Selection

		Central	Rice/ Robert	Como/ Maryland	Johnson/ Lyndale
F Line Selection Factors	Ridership	7,200–12,100	3,800–9,100	5,700–11,600	5,200–13,200
	Capital Cost	\$81M	\$78M	\$105M	\$93M
	Annual Operating Cost	\$15M	\$26M	\$21M	\$26M
G and H line Selection Factors		Expanding the reach of the METRO System	Good	Good	Fair
		Implementation order with other corridors	No constraints	Follow Rice/Robert	No constraints

Outcome

F Line

G Line

H Line

Mid-term

Key to colors

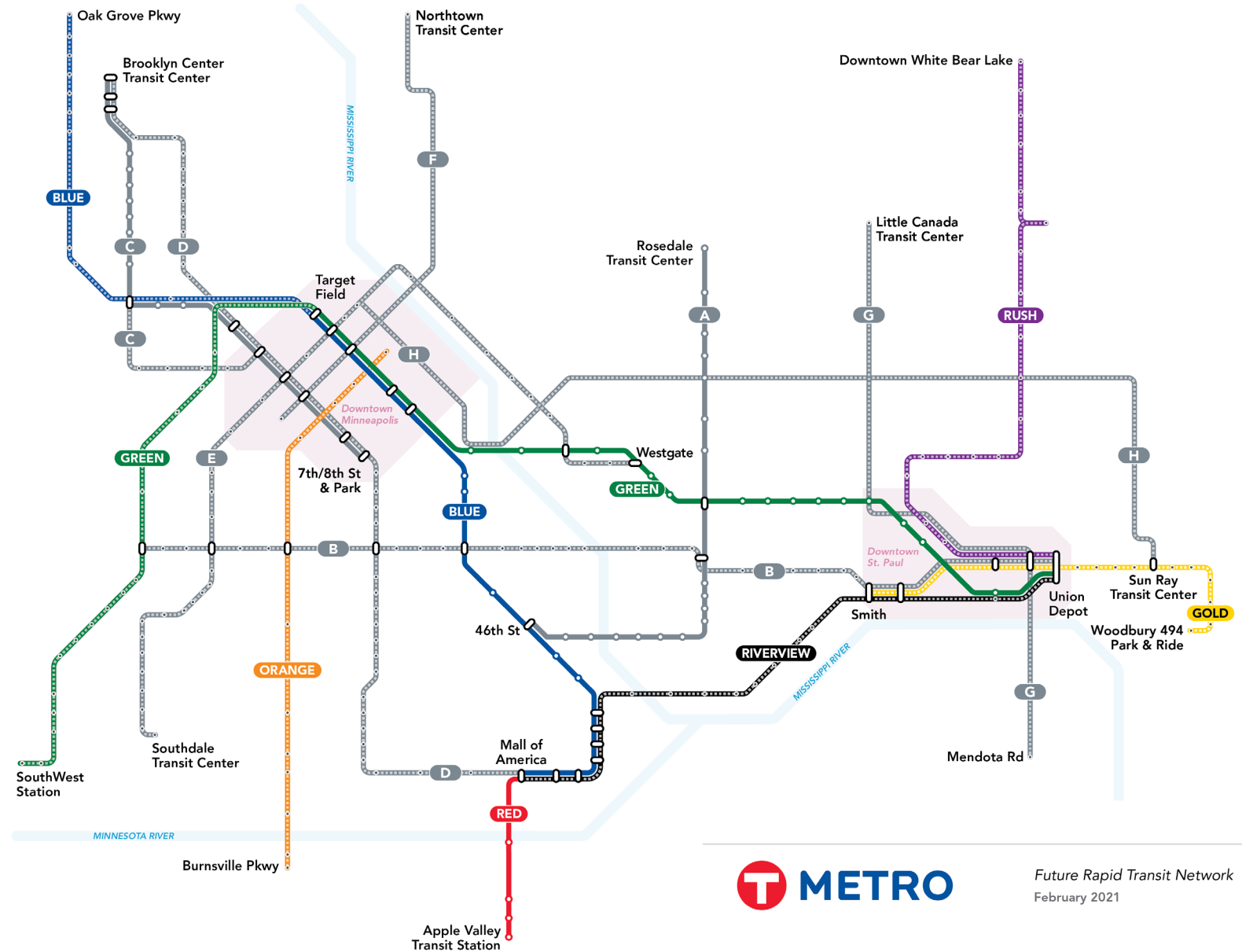
Good

Better

Best

Network Next Near-term BRT corridors

- F Line (Central)
- G Line (Rice / Robert)
- H Line (Como / Maryland)
- Serves Anoka, Dakota, Hennepin, Ramsey counties
- Adopted by the Metropolitan Council on March 24, 2021
- Plan update in ~2025 will select next BRT lines



Future Rapid Transit Network
February 2021

Network**NEXT**

Requested Action 2021-15

That TAC recommend to TAB to award \$25 million identified in the 2020 Regional Solicitation to the METRO F Line along current Route 10 from Downtown Minneapolis to Northtown Mall via Central and University Avenues.