Arterial BRT Changes

• Update METRO B Line (Lake/Marshall/Selby)
  - Updated alignment; included in Current Revenue Scenario

• Update METRO E Line (Hennepin/France)
  - Updated alignment; included in Current Revenue Scenario

• Incorporate Network Next planning outcomes into long-range plans
  - F, G lines in Current Revenue Scenario
  - H Line in Increased Revenue Scenario
  - 7 additional unnamed lines in Increased Revenue Scenario to be prioritized for implementation timing in a future plan update
METRO B Line (Lake/Marshall/Selby)

- 2012-2019: Initial corridor alignment from West Lake to Snelling & University
- 2019: St. Paul request to extend line to downtown, following Route 21
- Nov. 2019: Alignment recommendation
- 2020-2021: Corridor planning and continued engagement
- Oct. 2021: Council approval of Final Corridor Plan
METRO B Line (Lake/Marshall/Selby)

• Rider and community engagement
  - 2019 alignment recommendation process included extensive in-person outreach in St. Paul, specifically targeting riders and potential station neighbors
  - 2020-2021 corridor plan engagement largely online, with door-knocking and in-person engagement with riders
  - Over 2,500 public comments received across 2019-2021 planning process

• Local government engagement
  - Alignment extension studied in response to St. Paul requests
  - Ongoing Technical Advisory Committee participation
  - Support and formal / informal comments received

• $65 million project (preliminary budget), fully funded by federal, state, and Council sources

• 2023-2024 construction, 2024 operations
METRO E Line (Hennepin/France)

- 2012-2018: Initial corridor alignment from downtown to West Lake Street Station
- Unresolved study-phase questions around network integration

- 2018-2019: E Line Corridor study considered alignment alternatives

- Jan. 2020: Council adopted recommended alignment
- 2020-2021: Development of Corridor Plan
METRO E Line (Hennepin/France)

• Rider and community engagement throughout 2018-2019 study
  - Community Advisory Committee
  - Open houses
  - Online survey with interactive map
  - Door knocking at businesses along corridor and meeting riders at stops
  - Meetings with neighborhoods
  - Communications to riders and community through established channels

• Local government engagement
  - Technical Advisory Committee support for recommendation
  - Resolution of support from Edina

• $60 million project (preliminary budget), fully funded by federal, state, and Council sources

• 2024-2025 construction, 2025 operations
Network Next 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.

---

3-4 near-term

3-4 mid-term

3-4 longer term

- **METRO F Line**
- **METRO G Line**
- **METRO H Line**
Engagement throughout Network Next BRT planning

- Late 2019: Community-hosted conversations around transit values and priorities; used to form plan principles
- 2020: Shift to online focus with intensive supplemental outreach at bus stops
- Summer 2020: Engagement around priorities and evaluation criteria for 10 advanced corridors (2,600 responses received)
- December 2020: Engagement on prioritizing F Line from top tier of corridors (4,100 responses received)
- Local government engagement at each step in the process
  - Engagement “toolkit” to leverage existing resident connections with city/county
  - Several formal and informal comments received
19 initial candidate corridors identified

Based on:

- High-Frequency Network
- High ridership corridors
- Previously studied corridors
- Network balance
19 candidates narrowed to 10 through quantitative + qualitative screening

<table>
<thead>
<tr>
<th>Corridors advancing</th>
<th>Corridors not advancing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing service level (10%)</td>
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<th>Market Potential</th>
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Plan outcomes: Corridors by Tier

• Near-term:
  - F Line (Central)
  - G Line (Rice/Robert)
  - H Line (Como/Maryland)

• Mid-term:
  - Johnson/Lyndale
  - Nicollet
  - Randolph/East 7th
  - West Broadway/Cedar

• Longer-term:
  - 63rd/Zane
  - Grand
  - Lowry
Council action: Adopt F, G, and H lines

• March 2021: Council adopted Network Next BRT planning results and named the F, G, and H lines from near-term priority corridors

• April 2021: TAB action to award $25 million in Regional Solicitation funds to F Line

• Planning and project coordination underway on F, G, and H lines
Council action:
Additional 2040 candidate corridors

- Oct. 2021: Council adopted Network Next recommendations for 2040 expansion corridors
- 7 additional BRT corridors identified as region’s 2040 expansion priorities
- Positions these corridors to replace expansion priorities identified in the current TPP increased revenue scenario
Changes to corridors currently included in TPP

• Six new/modified corridors
• Corridors no longer included in 2040 expansion priorities:
  - East 7th/White Bear Avenue
  - American Boulevard
  - North Snelling/Lexington (A Line extension)
• Arterial BRT planning update in 2025
19 candidates narrowed to 10 through quantitative + qualitative screening

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Existing service level (10%)
Existing ridership (30%)
Market potential (20%)
Planned land use (10%)
Equity (30%)
A fully realized 2040 METRO network would provide fast, frequent, high-quality transit access to the region

- 5% of the region’s land area, but 28% of its residents
- 77% of Minneapolis & St. Paul residents
- 46% of the region’s BIPOC residents
  - 65% of Black residents
  - 58% of Indigenous residents
- 30% of region’s households
  - 60% of renter households
  - 60% of zero-car households
A fully realized 2040 METRO network would provide access to opportunity for those who need it most

- 47% of people with low incomes in the region
- 60% of renter households
- 60% of zero-car households
- 44% of all jobs in the region (750,000)
Next steps

• Advance F, G, H line development
• Update BRT plans in 2025 to prioritize corridors after H Line