

## Transportation Committee

Meeting date: June 23, 2014

For the Metropolitan Council meeting of July 9, 2014

**Subject:** Approve Recommended Plan for A Line BRT project scope

**District(s), Member(s):** 8 – Duinick, 10 – McCarthy, 14 – Commers

**Policy/Legal Reference:** 2030 Transportation Policy Plan

**Staff Prepared/Presented:**

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**Division/Department(s):** Metro Transit / BRT/Small Starts Project Office

### Proposed Action

That the Metropolitan Council approve the Recommended Plan for the A Line BRT project scope.

### Background

Arterial bus rapid transit (BRT) on Snelling Avenue / Ford Parkway was first included in the 2030 Transportation Policy Plan adopted in January 2009. The 2011-2012 Arterial Transitway Corridors Study identified Snelling Avenue as the region's first priority for arterial BRT implementation.

In pre-design project planning during 2012 and 2013, community input helped solidify A Line BRT station locations, which were further analyzed for traffic operations and site suitability.

Project design activities on the A Line commenced in January 2014, leading to development of a Concept Plan, which identified intersection quadrant-level locations for each station. The Concept Plan was shared for public review through a series of open houses in May 2014. Following public review, staff developed the Recommended Plan, incorporating refinements to the Concept Plan.

### Rationale

Defining a final scope for the A Line project through approval of the Recommended Plan is necessary in order to advance the project into final design.

### Funding

All funding for the \$25 million A Line project budget has been identified. While this action carries no direct funding implications, approval of the Plan will direct the project to construct a defined number of stations in determined locations, a necessary step to delivering the project within the identified budget.

### Known Support / Opposition

Outreach activities have included direct mailings to nearby property and business owners, one-to-one meetings with business owners and riders, three rounds of widely publicized open houses, social media engagement, and project presentations to stakeholders. The majority of feedback has been supportive.

A Line project partners, including four cities, two counties, and MnDOT, are supportive of the project and have been closely involved in the planning efforts leading to the Recommended Plan.