

## Transportation Committee

Meeting date: March 8, 2021

For the Metropolitan Council meeting of March 24, 2021

<b>Subject:</b>	Adoption of Network Next Arterial Bus Rapid Transit (BRT) Expansion Recommendations
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	PIC 2-2a - Accountability to the Public Policy
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Charles Carlson, Director, BRT Projects, 612-349-7639 Katie Roth, Assistant Director, BRT Projects, 612-349-7772 Kyle O'Donnell Burrows, Senior Planner, BRT Projects, 612-349-7783
<b>Division/Department:</b>	Metro Transit / BRT Projects

### Proposed Action

That the Metropolitan Council adopt the recommendations for arterial BRT expansion resulting from Network Next, naming the METRO F Line (Central Avenue), G Line (Rice/Robert), and H Line (Como/Maryland).

### Background

In 2020 and 2021, as part of the Network Next 2040 vision for the bus network, Metro Transit led a planning process to identify the region's next arterial BRT priorities. Staff conducted extensive technical analysis and engaged regional stakeholders and the public. In February 2021, Metro Transit staff finalized recommendations for the next expansions in the BRT network:

- The METRO F Line will serve the Central Avenue corridor, largely replacing Route 10 from downtown Minneapolis to Northtown Mall via Central and University avenues.
- The METRO G Line will serve the Rice/Robert corridor, running from West St. Paul to Little Canada via Robert and Rice streets and replacing portions of routes 62 and 68.
- The METRO H Line will serve the Como/Maryland corridor from downtown Minneapolis to Sun Ray Transit Center in St. Paul via Como Avenue and Maryland Avenue, replacing and extending Route 3.

A map of the corridors is attached. Pending full funding, the F Line would be constructed starting in 2025, with the G and H lines following in order. All three lines are planned to be operational by 2030, pending full funding.

### Rationale

Council adoption of Network Next recommendations will establish priorities for the F, G, and H lines, allowing for advancement of project development and coordination with local infrastructure projects. These priorities would be reflected in the Transportation Policy Plan through a future amendment, anticipated in fall 2021.

### Thrive Lens Analysis

The Network Next process has advanced the equity outcome by engaging a full cross-section of the community in decision making and using equity as a lens to evaluate candidate corridors. The BRT lines recommended for expansion further address equity through significantly expanding transit access for BIPOC communities to jobs and

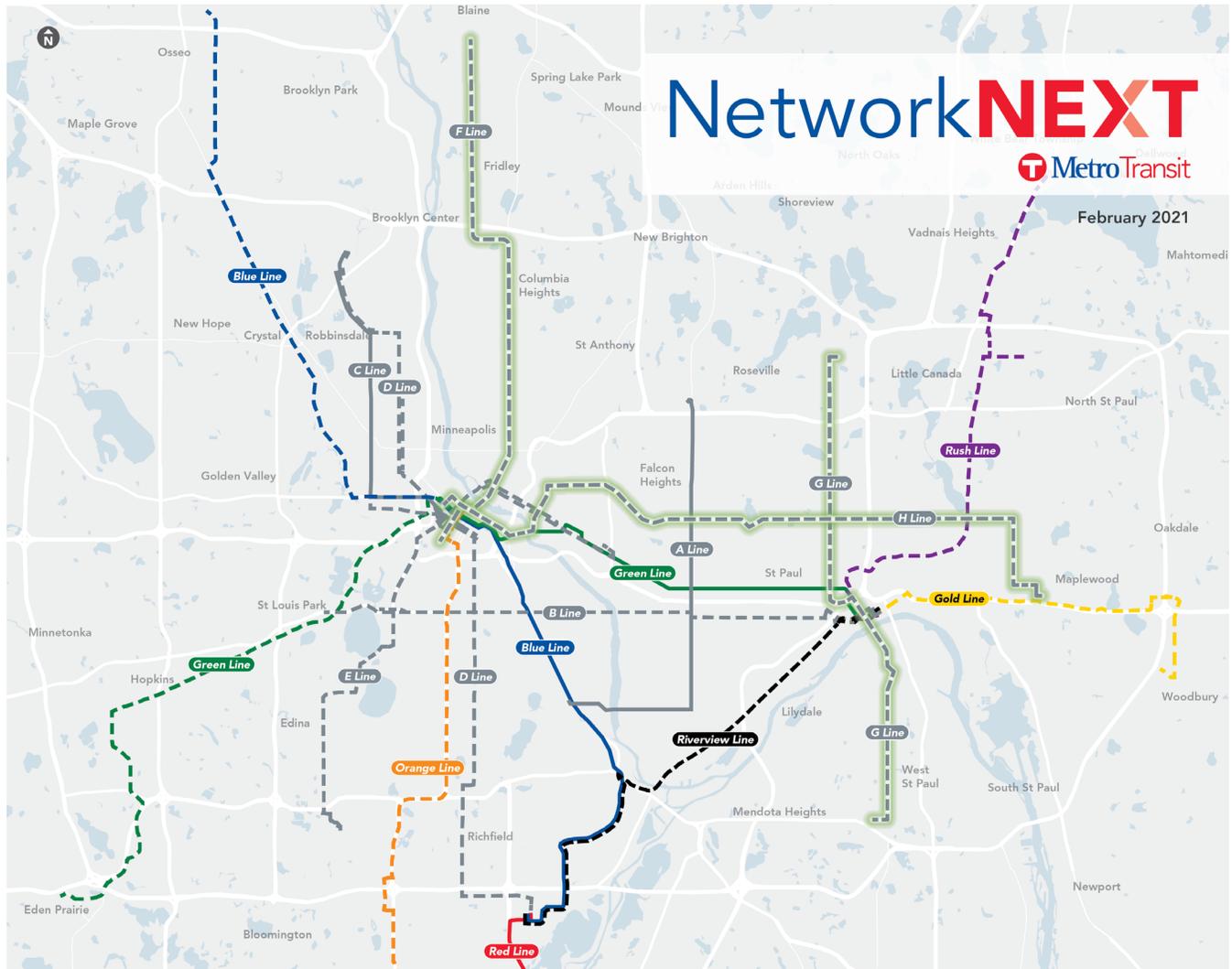
opportunity. The plan recommendations advance prosperity, through considering the reach of the METRO network and balancing major investments in the F, G, and H lines across the region. Finally, the recommendations advance stewardship by prioritizing expansion of the arterial BRT network in areas with infrastructure and development patterns to support a successful transit system, balancing transit ridership with added connectivity.

## Funding

There is no funding attached to this action. Naming the F, G, and H lines as the region's next arterial BRT priorities will allow for funding to be pursued for these projects.

## Known Support / Opposition

Recommendations were made following a robust process that included multiple rounds of community input and feedback, along with ongoing engagement with regional stakeholders.



### Current METRO network

- A Line
- C Line
- Blue Line
- Green Line
- Red Line

### Planned METRO network

- - - Planned BRT
- - - Orange Line
- - - Green Line Extension
- - - Gold Line
- - - Blue Line Extension
- - - Rush Line
- - - Riverview Line