Introduction to the 2025 Arterial BRT Plan Update

Katie Roth | Director, Arterial BRT
Kyle O’Donnell Burrows | Planning Manager, Arterial BRT
Current Planned Arterial BRT Network

- In 2020-2021, Metro Transit completed Network Next

- Identified three arterial BRT Lines programmed for implementation between 2025-2030 (F, G, and H lines) (BI 2021-52)

- Identified seven additional arterial BRT candidate corridors for implementation between 2030 and 2040 (BI 2021-245)

- Outcomes amended into the 2040 Transportation Policy Plan (BI 2022-60)
Network Next outcomes: F, G, H lines

- **F Line (Central Avenue)**
  - Corridor plan approved August 2023
  - Recommended for Small Starts funding
  - Extensive coordination with MnDOT

- **G Line (Rice / Robert)**
  - Significant coordination with agency partners on roadway project coordination
  - Corridor plan to be brought to Council for approval in late 2024
  - Construction fully funded through 2023 bonding bill

- **H Line (Como / Maryland)**
  - Planning underway
  - Included in Governor’s recommendation for 2024 capital investment
F Line & MnDOT construction coordination

• As of January 2024, MnDOT has programmed partial funding to deliver safety-focused multimodal improvements on Central Avenue

• Construction planned to begin in 2028

• Joint construction schedule & financial plan for Central and University avenues to be developed in partnership with MnDOT

• F Line opening day to be determined as construction schedule and funding are finalized

• F Line expected to remain eligible and competitive for federal funding on anticipated revised schedule
Outcomes of the 2025 Arterial BRT Plan Update

• Identify the next **programmed arterial BRT lines** to be implemented **between 2030-2035**
  – To be designated as the J, K, and L lines

• Identify additional **arterial BRT candidate corridors** for implementation **before 2050**
  – Aligned with the 2050 Transportation Policy Plan horizon

• Outcomes to be adopted into 2050 TPP via amendment following BRT plan update completion in late 2025
  – Timing anticipated in 2026; to be coordinated with MTS
Preliminary approach to corridor identification

• Candidates will be drawn from existing high performing corridors, starting with 2040 candidate corridors

• Use process established by Network Next as baseline

• Building on Network Now, refresh guiding principles, goals, and criteria
  – Council Policy basis
  – Performance data and trends
  – Engagement

• Technically evaluate candidate corridors against goals and criteria

• Prioritize based on technical performance & readiness
  – Alignment with city/county/state plans for road construction projects
  – Phasing with other METRO network plans
  – Other readiness factors identified through stakeholder engagement

• Engage public and partner agency stakeholders throughout process
## Preliminary 2025 Arterial BRT Plan Update schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>2024</th>
<th>2025</th>
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<tbody>
<tr>
<td></td>
<td>Q1</td>
<td>Q2</td>
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<tr>
<td>Project kickoff and introduction</td>
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<tr>
<td>Update guiding principles and candidate corridors</td>
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<tr>
<td>Evaluate and prioritize candidate corridors</td>
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<td>Finalize plan recommendations and adopt plan results</td>
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<tr>
<td>Stakeholder and public engagement throughout</td>
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Next steps

• Ongoing coordination with Network Now project team on stakeholder and public engagement

• Develop detailed project schedule and scope for consultant support