



560 Sixth Avenue North
Minneapolis, MN 55411-4398

April 22, 2022

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Robert Street
Saint Paul, MN 55101

Dear Ms. Koutsoukos,

Metro Transit is pleased to submit the METRO G Line in the Rice Street / Robert Street corridor as the Arterial Bus Rapid Transit Project for funding in the 2022 Regional Solicitation.

Metro Transit led a robust planning process across 2020-2021 to identify the region's next arterial BRT priorities. Staff conducted extensive technical analysis and engaged the public and regional stakeholders, including TAB. In March 2021, the Metropolitan Council named the METRO F Line (Central Avenue), G Line (Rice/Robert), and H Line (Como/Maryland) as the region's arterial BRT expansion priorities. Following TAB's award of 2020 Regional Solicitation funds to the F Line in April 2021, the G Line is the region's next priority for arterial BRT expansion.

The 11.5-mile G Line corridor begins in Little Canada, continues south to downtown Saint Paul via Rice Street, and ends at the Dakota County Northern Service Center in West St. Paul via Robert Street. Today, the corridor is primarily served by Route 62 along Rice Street and Route 68 along Robert Street. The project would construct approximately 30 BRT stations, implement off-board fare collection, transit signal priority and other bus priority treatments, and purchase approximately 16 BRT vehicles. The G Line would provide fast, frequent, and all-day bi-directional service in this corridor, enhancing access to nearly 75,000 jobs and improving transit accessibility in this key East Metro corridor. A map and the preliminary corridor concept developed during Network Next in 2021 is attached.

The preliminary capital cost estimate for the G Line is \$78 million. Costs will be refined as the project is developed across planning in 2022-2023 and design in 2024-2025. Pending full funding, Metro Transit plans to construct the G Line in 2026-2027 and open the line for revenue service in 2027. A 2026 program year is requested for this award to best align TAB's investment with other corridor infrastructure projects and continue the timely expansion of the METRO system.

The TAB award would fund project components throughout the corridor, including vehicle purchases, construction of stations, bus priority treatments, and equipment and technology purchases. Metro Transit commits to providing the 20% local match of \$6.25 million for the TAB award amount, and will continue to seek funding to advance the full project through available sources.

We thank TAB for the opportunity to submit the G Line project for funding in the 2022 Regional Solicitation and look forward to developing the project.

Sincerely,

Weston Kooistra

Weston Kooistra (Apr 21, 2022 15:41 CDT)

Wes Kooistra
General Manager

CC: Nick Thompson, Deputy General Manager, Capital Programs
Katie Roth, Director, Arterial Bus Rapid Transit

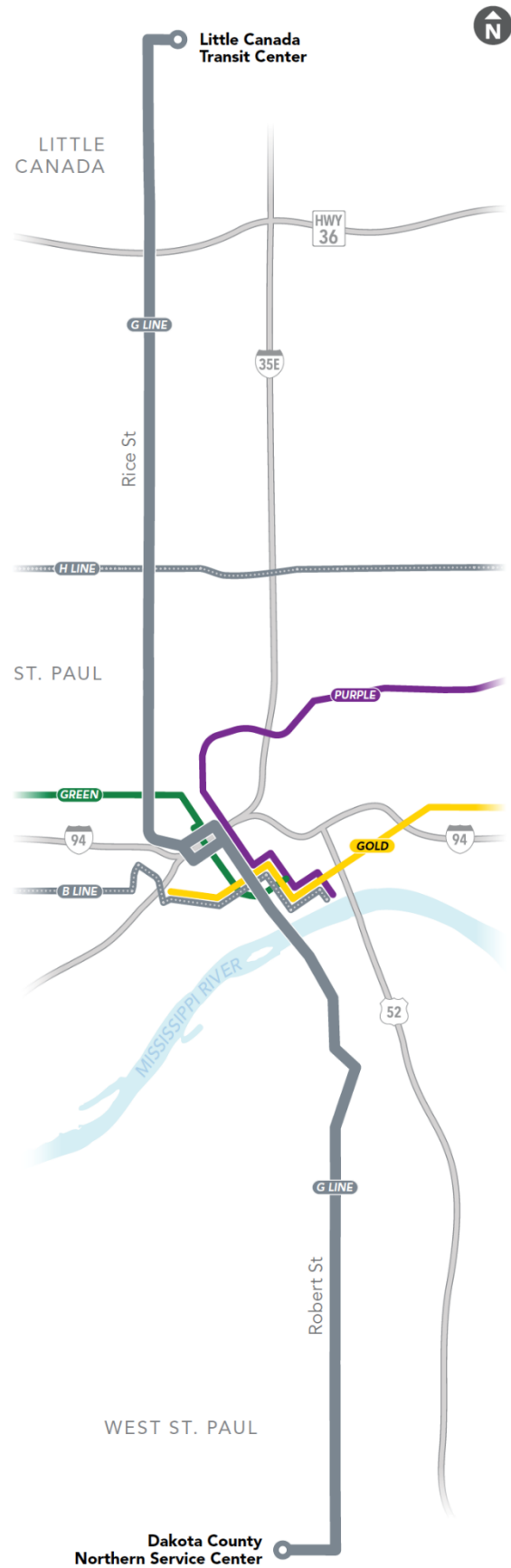
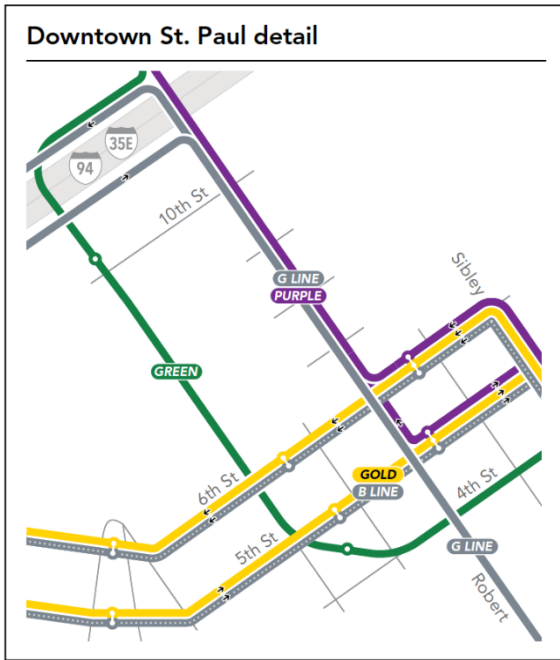
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G Line

January 2022

- Planned METRO G Line (Bus Rapid Transit)
- METRO Green Line (Light Rail)
- Planned METRO Bus Rapid Transit
- Planned METRO Gold Line (Bus Rapid Transit)
- Planned METRO Purple Line (Bus Rapid Transit)



RICE/ ROBERT

From north to south, the corridor begins in Little Canada, continues south to downtown Saint Paul via Rice Street, and ends at the Northern Dakota County Service Center in West St. Paul via Robert Street. Today, the corridor is primarily served by Route 62 along Rice Street and Route 68 along Robert Street. The arterial BRT concept would operate on Robert Street in downtown Saint Paul, with a shared station with the planned Rush Line at 10th Street. Also in downtown Saint Paul, the Rice Robert BRT would connect with the METRO Green Line and planned METRO Gold and B lines.

Within the Corridor

- **50,100** people – 56,800 by 2040
- **26,100** people of color
- **21,100** low-income people
- **26,900** renters
- **74,300** jobs, including 26,900 low-wage jobs
- **43%** of Route 62 and Route 68 riders are people of color or live in low-income households

Concept Service Plan

The Rice/ Robert arterial BRT concept would operate every 10 minutes for most of the day, seven days per week. Route 62 would be replaced by the BRT and a modified Route 68; the latter would serve areas south of Marie Avenue, to the west of the corridor (e.g., Smith Avenue, today served by Route 62), and east of the corridor (e.g., Jackson Street north of downtown Saint Paul). Modified Route 68 would operate approximately every 15-20 minutes throughout most of the day, seven days per week. Additionally, a new Route 222 would connect the BRT's northern terminal station at Little Canada Transit Center to the Shoreview Community Center about four miles north via Rice Street and Hodgson Road, similar to the existing Route 62C branch. Route 222 would operate approximately every 30 minutes throughout most of the day, seven days per week.

Proposed Service Headways in Corridor

Route	Early	AM Peak	Midday	PM Peak	Evening	Night
BRT	20	10	10	10	20	30
68	20	15	20	15	30	-
222	-	30	30	30	30	-

BRT Concept by the Numbers

- **11.5 miles** long
- **30** station intersections
- **0.38 miles** on average between stations
- **81%** of existing Route 62 and 68 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	3,800
Corridor Ridership Propensity (out of 5.0)*	2.0
Corridor Weekday Forecast Ridership (2040)	9,100

*Calculated using a statistical demand model based on demographic and land use predictors of Metro Transit's existing bus ridership. For additional details, see the Arterial BRT Corridor Evaluation and Prioritization memorandum at metrotransit.org/network-next.

Cost Estimates

Capital Costs (\$ Millions, Year 2024)	
Stations and construction	\$46.2
Fleet	\$15.9
Other (e.g., right of way, professional svcs., etc.)	\$15.9
Total capital costs	\$77.9

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$15.8
Savings from local service changes	+\$3.9
Net service costs	\$19.7
BRT improvement costs (e.g., maint., TSP, etc.)	\$6.7
Net total annual operations costs*	\$26.4

*Expenses alone; excludes passenger revenue

