Rapid Bus Program Update

Katie Roth
Project Manager, BRT/Small Starts
katie.roth@metrotransit.org | 612-349-7772

Transportation Committee
July 10, 2017
A Line Performance – One Year In

A Line Total Corridor Rides
Year-Over-Year

One year after A Line launch

- Ridership analysis
- Operations
- Customer reactions
- Station/corridor design

A Line Performance Evaluation underway

1,332,895
June 11, 2015
through
June 10, 2016

1,491,725
June 11, 2016
through
June 10, 2017

271,604

+32%

Metro Transit
a service of the Metropolitan Council
- Design revisions
  - Improved pylon for better maintainability
  - Deeper shelter walls
  - Emergency phone & camera repositioning
- July: 90% plans complete
- September: Plans & specifications complete
- Spring 2018: Construction begins
- **BRT station construction**
  - Early BRT-ready construction at Transit Centers
  - “Pocket” station construction (similar to most of A Line)
- **Hennepin County partnership for Penn Avenue street construction**
  - 5 full intersections
  - 0.6 mile of full street reconstruction
- **Stations built through interagency agreement in coordinated projects**
  - Brooklyn Boulevard reconstruction
  - 8th Street reconstruction (2019-2020)
C Line Funding

- Non-fleet project total cost: $20 million
- $14 million in secured grants
- $6 million to be pursued in Federal formula and local match (RTC) to fully fund C Line
- Electric fleet component being pursued throughout 2017

![Pie chart showing funding breakdown:]
- $11 million Secured Federal grants
- $3 million Committed local match (RTC) to secured Federal grants
- $5 million Planned Federal funds
- $1 million Planned local match (RTC)
D Line Planning

- Will serve 16,000 existing daily customers
- $7 million in CMAQ funds awarded; joins $18 million in previous awards
- Station planning underway
  - Technical Advisory Committee review of proposed station locations
  - Local policymaker engagement
  - Direct community issue engagement
- Late 2017 Station Plan release
Chicago-Lake Transit Center Alternatives

- Current routing adds 3 minutes of delay for 1,000 daily Route 5 riders (16,000 hours per year)

- Factors under consideration
  - Travel time
  - Ease of transfers
  - Customer volumes / street space
  - Safety
  - Customer experience
  - Traffic operations
  - Adjacent uses, street “fit”
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<th>2017</th>
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<td>Planning issues resolution</td>
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<td>Publish &amp; approve station plan</td>
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<td>Complete NEPA document</td>
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<td>Develop service plan</td>
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<td>Construction</td>
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*Construction duration to be identified based on scope and coordination opportunities*

*Revenue service to begin following construction & testing*