



Metropolitan Council Transitway Program Update

November 9, 2023

Charles Carlson | Executive Director, Metropolitan Transportation Services



Agenda

- Program overview
- Project status
- 2023 session- funding outcomes and preliminary forecast
- Project advancement policy implementation

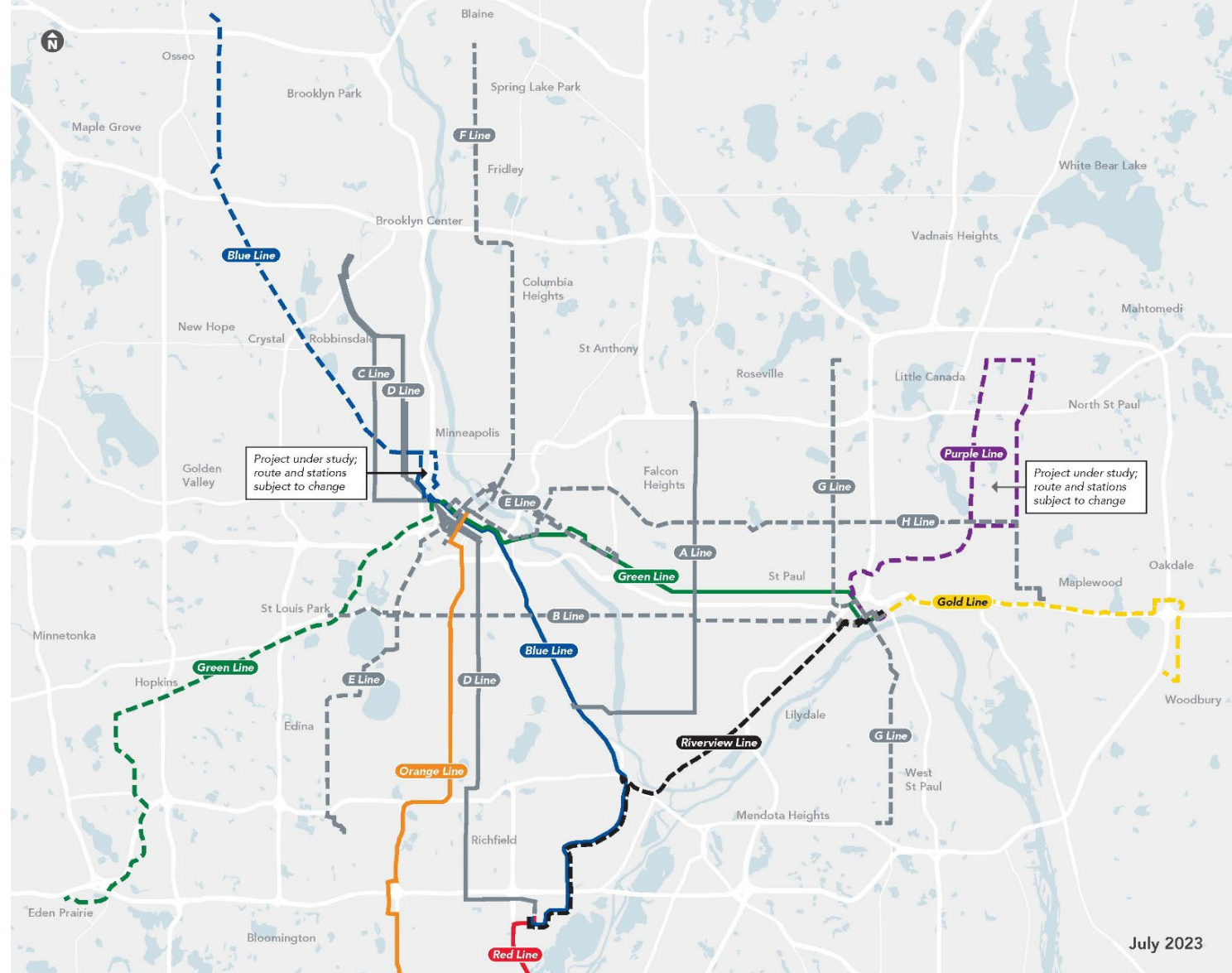


Program Overview and Project Status

2030 METRO Corridors

Existing, Underway, or Planned for construction by 2030

- Blue Line: Opened 2004
- Red Line: 2013
- Green Line: 2014
- A Line (Snelling): 2016
- C Line (Penn): 2019
- Orange Line: 2021
- D Line (Chicago/Fremont): 2022
- B Line (Lake/Marshall/Selby): 2025
- E Line (Hennepin/France): 2025
- Gold Line: 2025
- F Line (Central Avenue): 2026
- G Line (Rice/Robert): 2027
- Green Line Extension: 2027
- H Line (Como/Maryland): 2028
- Blue Line Extension: TBD
- Purple Line: TBD
- Riverview Line: TBD



Current METRO network

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Orange Line
- Red Line

Planned METRO network

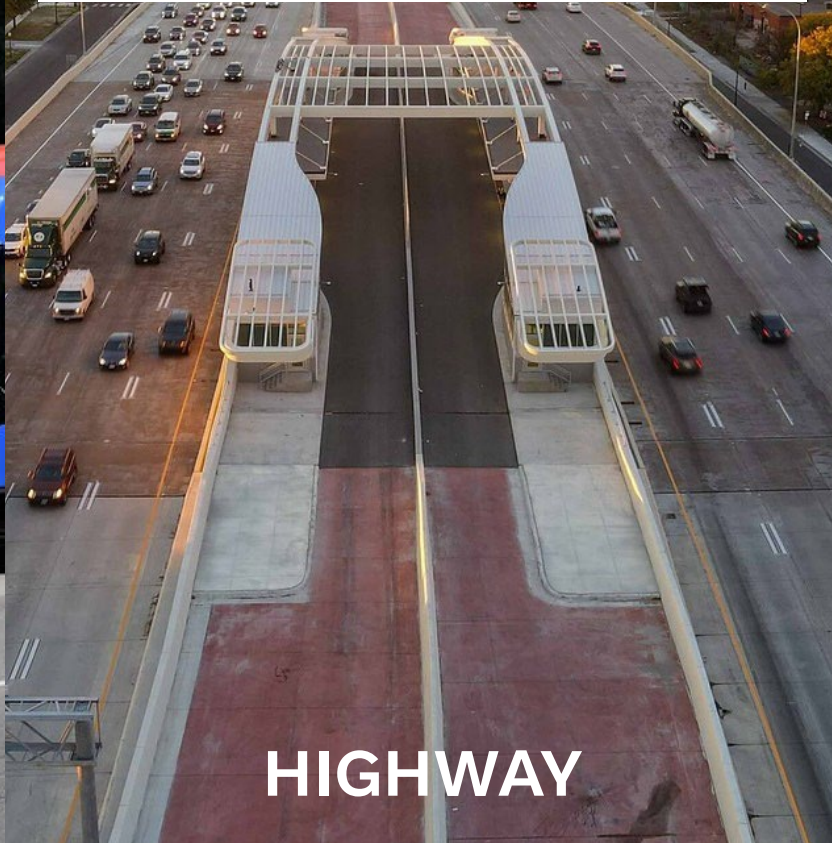
- - - Planned BRT
- - - Gold Line
- - - Purple Line
Project under study; route and stations subject to change.
- - - Riverview Line
- - - Green Line Extension
- - - Blue Line Extension
Project under study; route and stations subject to change.

- Lettered lines (A, C, D lines)
- Mix of state/federal funds, FTA Small Starts
- Primarily in mixed traffic, some bus-only lanes



ARTERIAL

- Orange Line & Red Line
- FTA Small Starts
- Local County sponsor/funding
- Primarily HOV/HOT lanes



HIGHWAY

- Gold Line & Purple Line
- FTA New Starts
- Local County sponsor/funding
- Exclusive BRT guideway

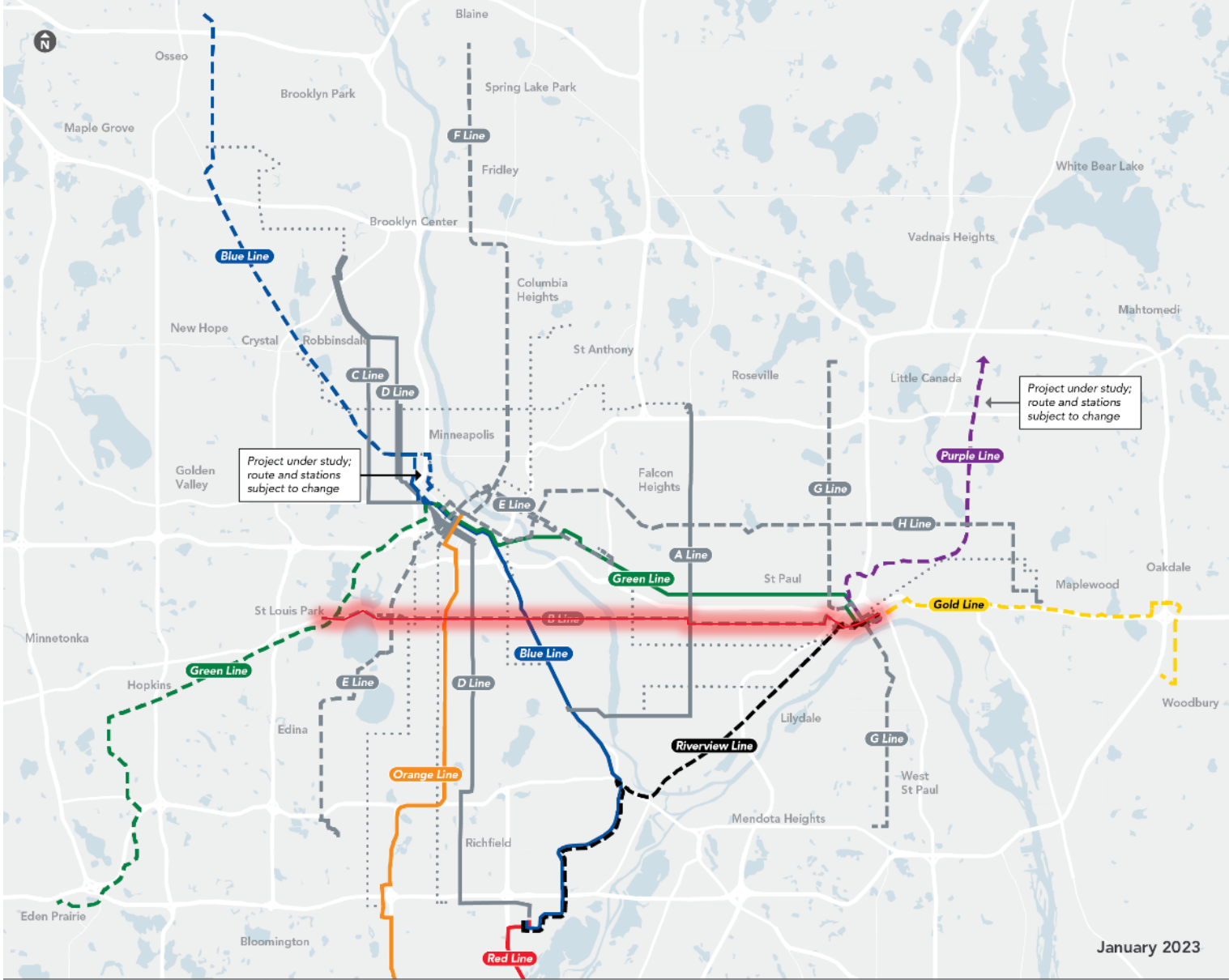


GUIDEWAY

Three varieties of BRT, one METRO system

METRO B Line (Lake/Marshall/Selby)

- Upgrades Route 21, highest ridership local route
- Current phase: Design (West) / Construction (East)
- \$65 million project cost
- Planning & engagement began 2019
- Planned opening 2025



Current METRO network

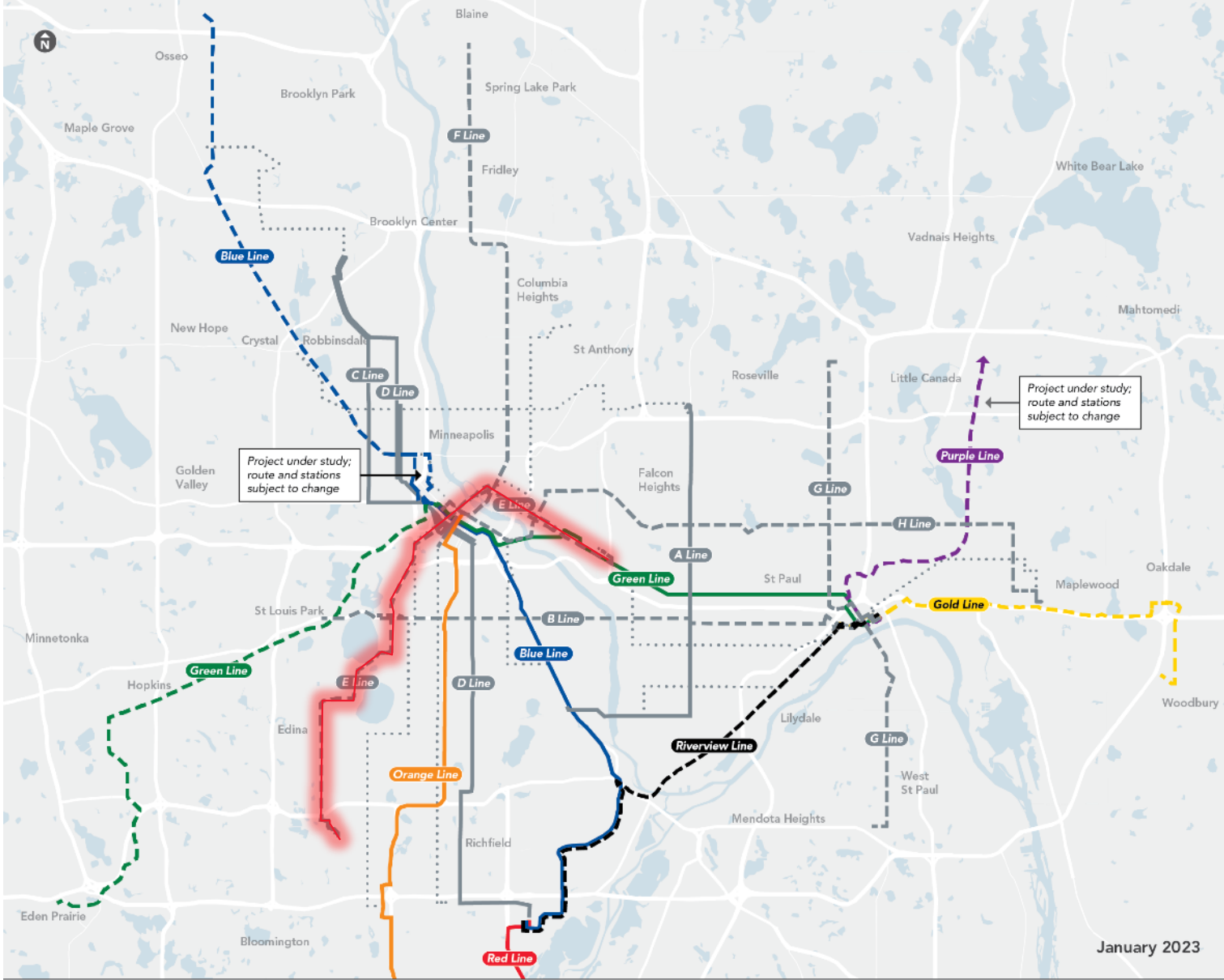
- A Line
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- D Line
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- Red Line

Planned METRO network

- - - Planned BRT
- ⋯ Additional candidates for BRT between 2030 and 2040
- Gold Line
- Purple Line
Project under study; route and stations subject to change.
- Green Line Extension
- Blue Line Extension
Project under study; route and stations subject to change.
- Riverview Line

METRO E Line (Hennepin/France)

- Upgrades Route 6 from U of M to Southdale
- Current phase: Design
- \$68 million project
- Planning began 2019
- Construction starts 2024
- Coordinated road projects
- Planned opening late 2025



Current METRO network

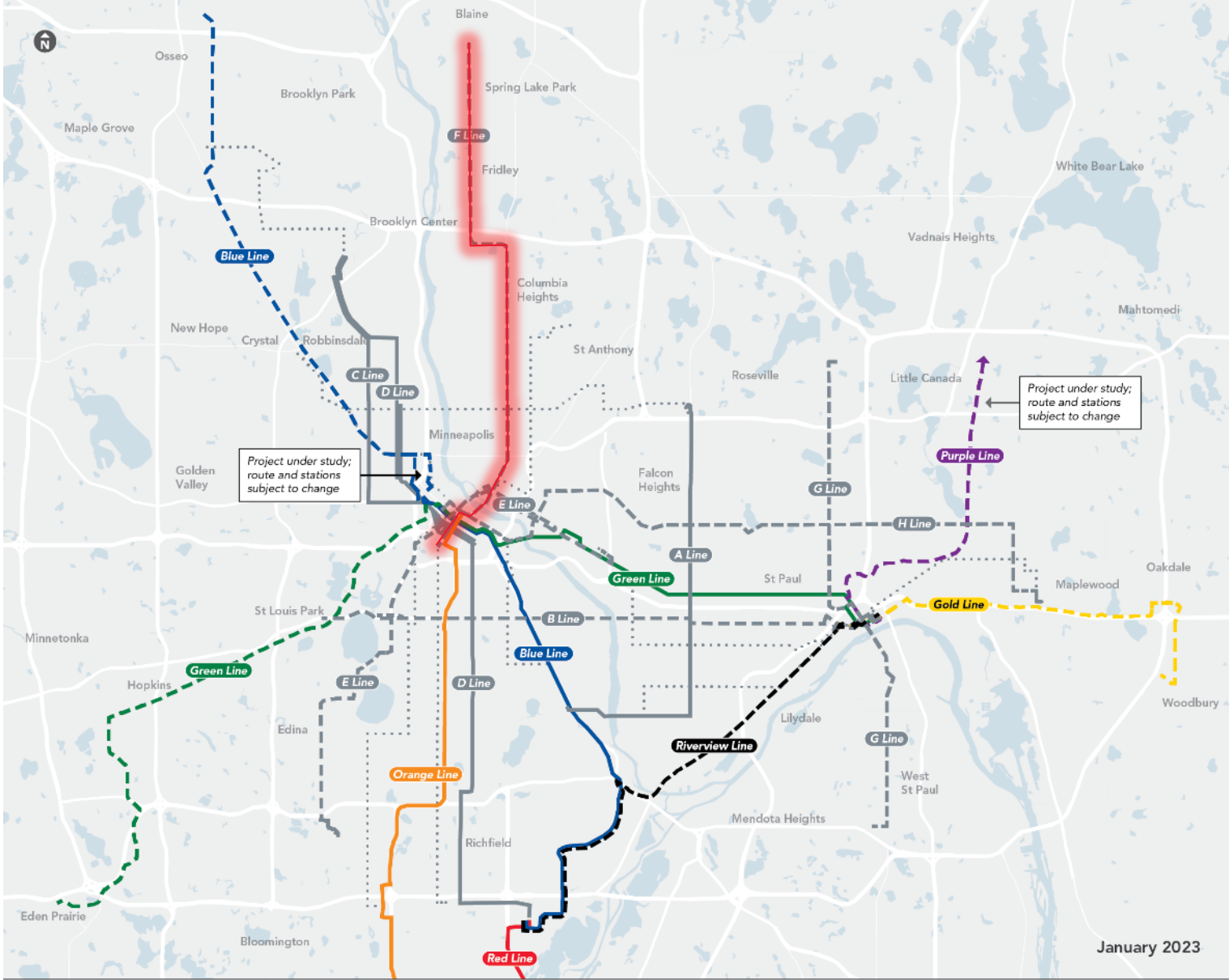
- A Line
- C Line
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- Red Line

Planned METRO network

- - - Planned BRT
- Additional candidates for BRT between 2030 and 2040
- Gold Line
- Purple Line
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- Green Line Extension
- Blue Line Extension
Project under study; route and stations subject to change.
- Riverview Line

METRO F Line (Central Avenue)

- Upgrades Route 10
- Current phase: Planning
- \$98 million estimated project
- FTA Small Starts Project Development
- Planning & engagement began 2021
- Planned opening late 2026



Current METRO network

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

Planned METRO network

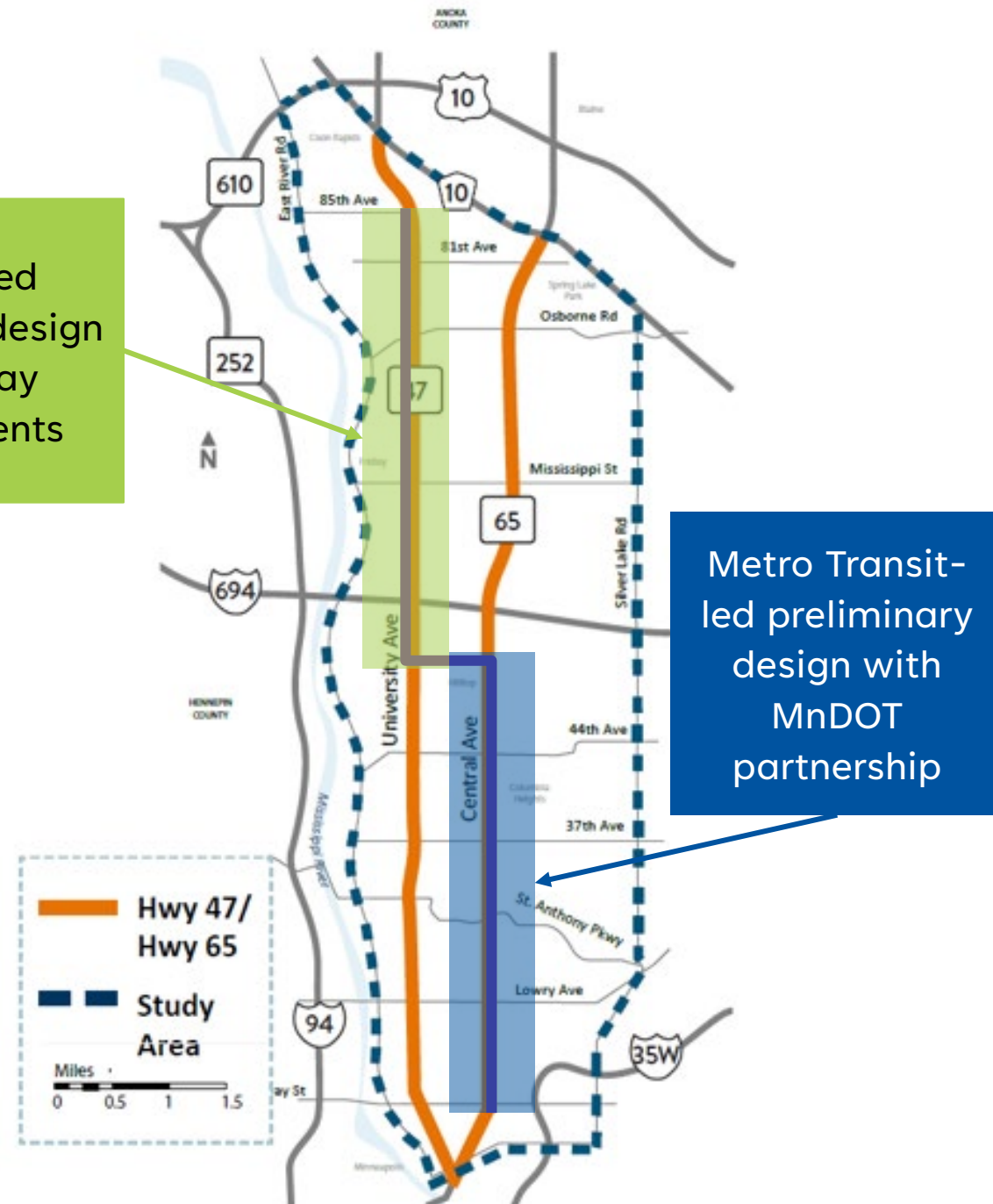
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- Riverview Line

F Line / MnDOT Coordination Partnership

- Significant coordination through planning with MnDOT-led study of Trunk Highway (TH) 47 and 65
- Intent to coordinate design of F Line stations and roadway improvements
- Construction timing to be determined as MnDOT project funding is identified

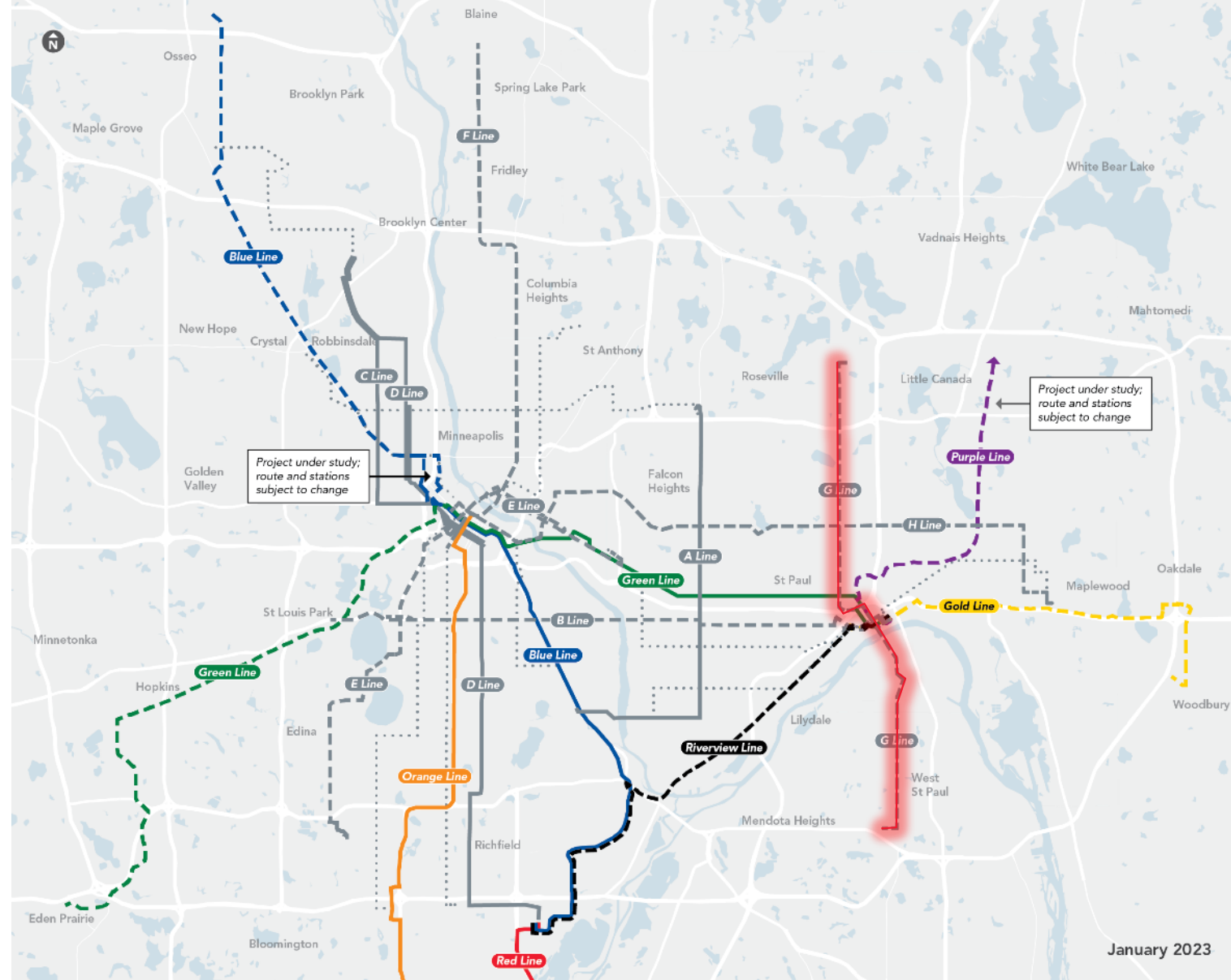
MnDOT-led preliminary design of roadway improvements

Metro Transit-led preliminary design with MnDOT partnership



METRO G Line (Rice / Robert)

- Upgrades portions of Route 62 (north) and Route 68 (south)
- Current phase: Planning
- \$82 million estimated project
- Planning & engagement began 2022
- Phased opening late 2027-2028
 - 2024-2027 Rice Street construction
 - Downtown Saint Paul 2025-2026
 - Robert Street 2027-2028



Current METRO network

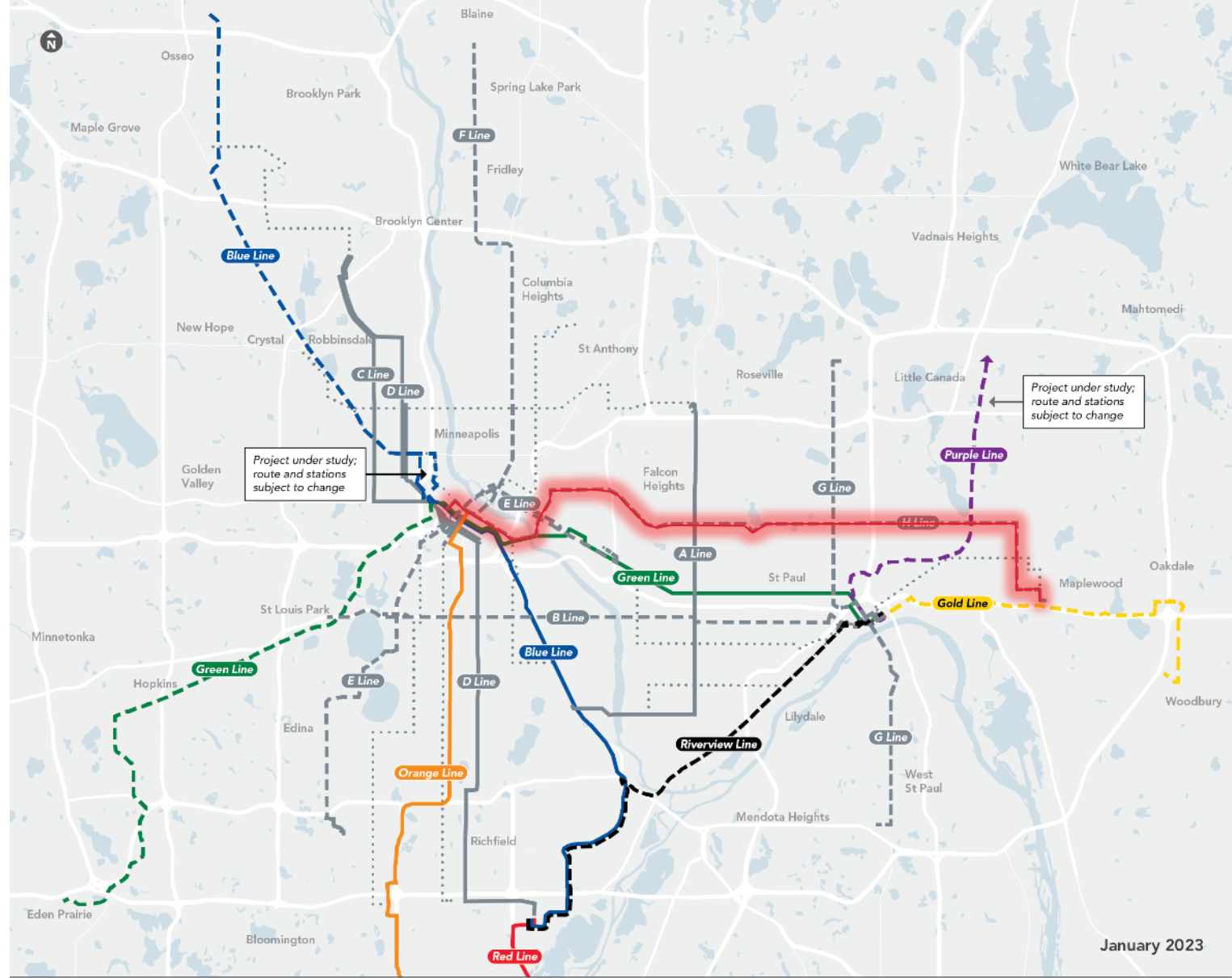
- A Line
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Planned METRO network

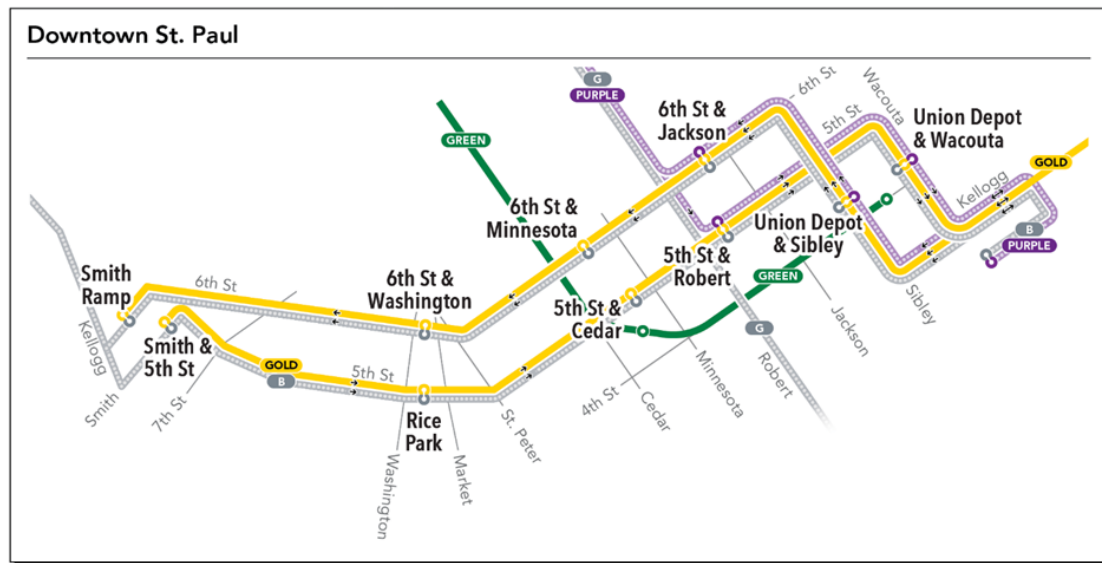
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- Green Line Extension
- Blue Line Extension
Project under study; route and stations subject to change.
- - - Riverview Line

METRO H Line (Como / Maryland)

- Upgrades and extends Route 3 to St. Paul's East Side
- Current phase: Early Planning
- \$118 million estimated project
- Planning & engagement begins later in 2023
- Planned opening 2028-2029



Current METRO network		Planned METRO network			
	A Line		Planned BRT		Gold Line
	C Line		Additional candidates for BRT between 2030 and 2040		Purple Line <i>Project under study; route and stations subject to change.</i>
	D Line				Blue Line Extension <i>Project under study; route and stations subject to change.</i>
	Blue Line				Riverview Line
	Green Line				
	Orange Line				
	Red Line				



Gold Line Overview:

- Frequent, all-day service operating primarily in bus-only lanes
- Budget: \$505.3 million
- 10-miles & 16 new stations
- 17 BRT-branded 60' buses (12 diesel, 5 electric)
- BRT upgrades to existing East Metro Garage in St. Paul
- 3 surface park-and-rides and 1 parking structure
- 8 grade-separated BRT crossings
- Metropolitan Council Districts 11, 12, and 13

Gold Line BRT Construction – East St. Paul



BRT Guideway Under Ruth Bridge



Hazel Station and Guideway grading



Gold Line BRT Construction – East St. Paul



Etna Bridge

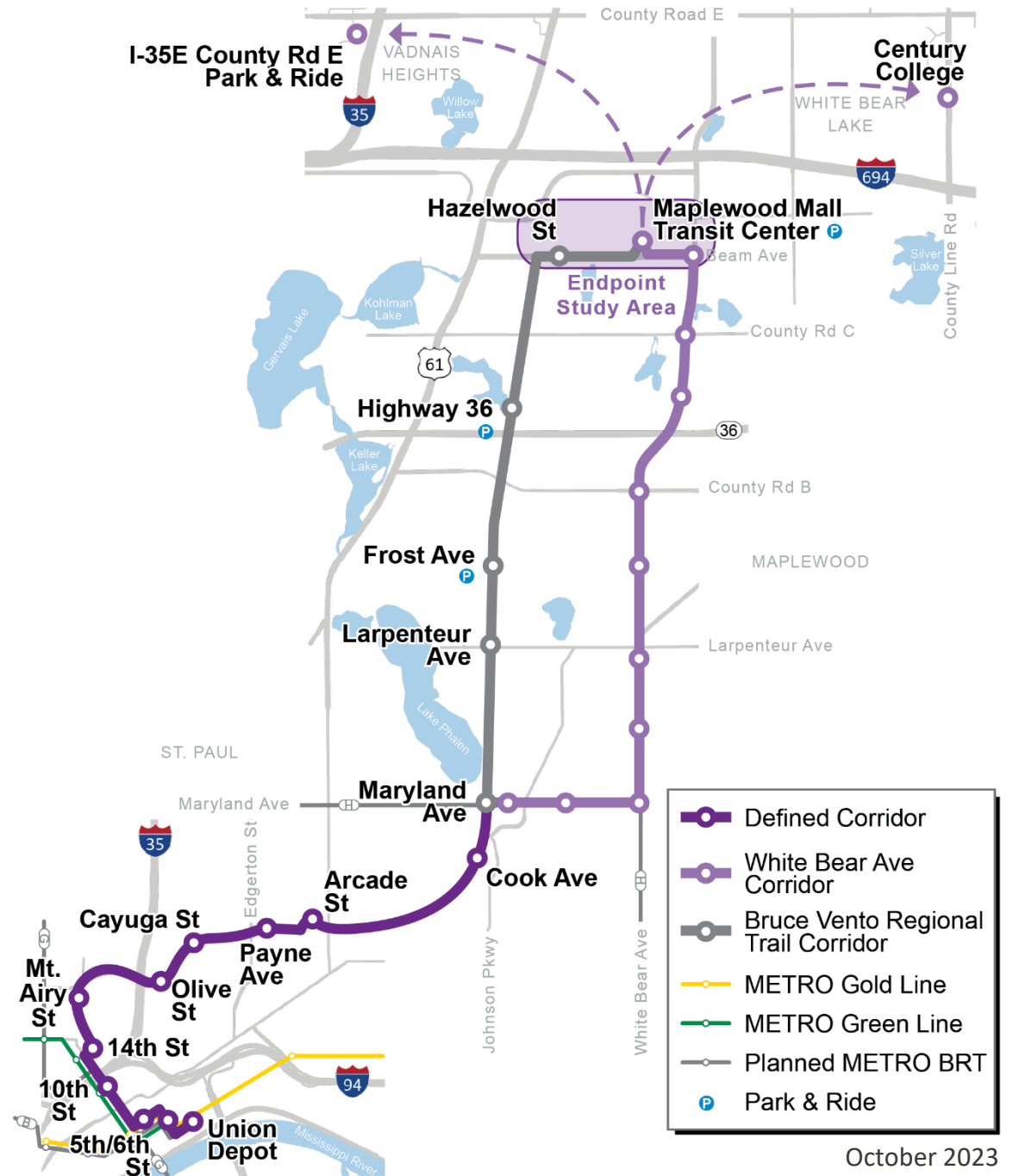


Hudson Road grading and Noise Walls



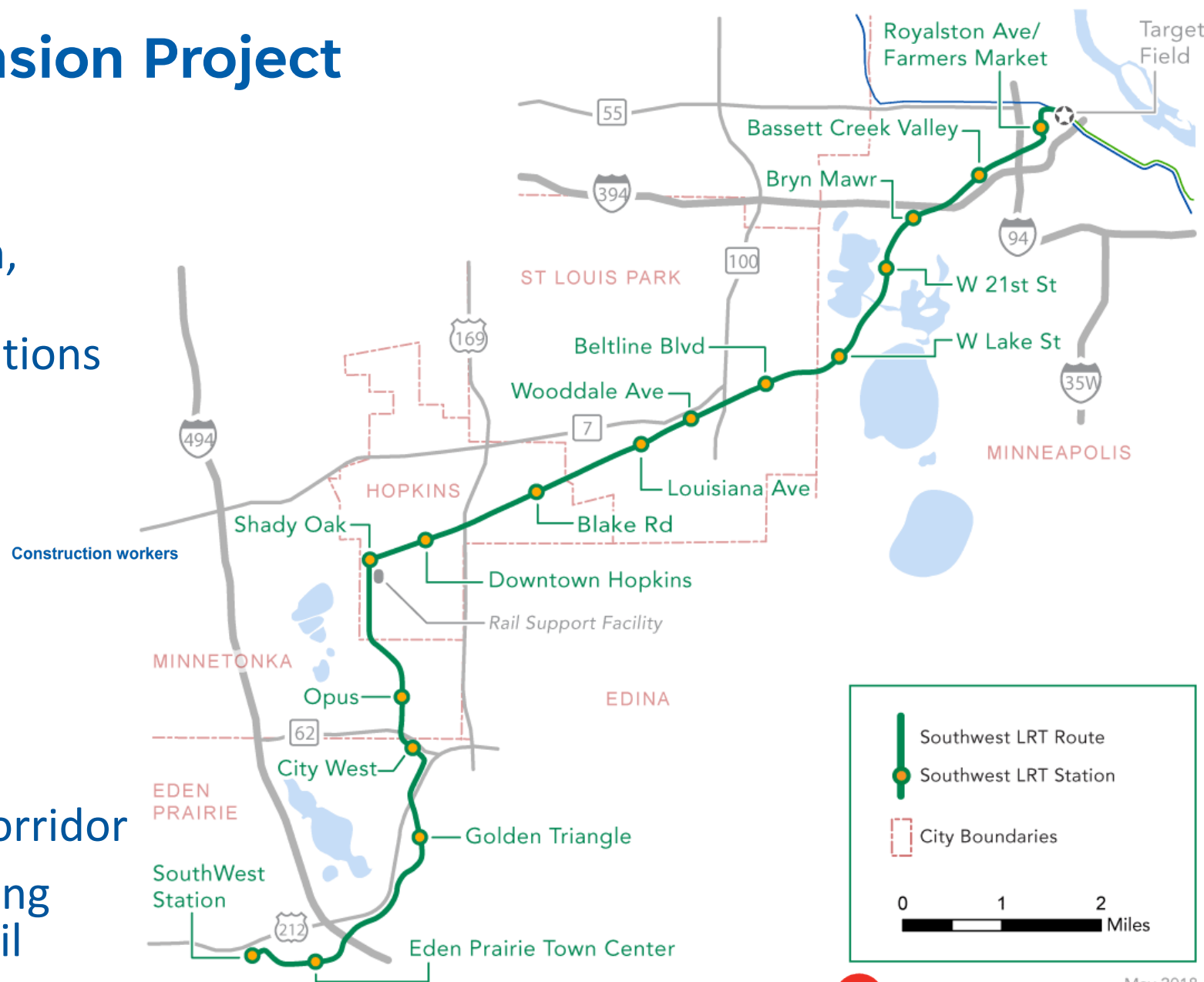
METRO Purple Line BRT

- Frequent, all-day service operating primarily in bus-only lanes.
- Original Budget: \$444.5 Million
- Phase: Project Development (Route Modification Study Phase II)
- Opening Year: To Be Determined
- About 10 miles with 14 – 22 new stations
- Electric bus fleet
- Over 60% BIPOC, 20% low-income, 17% zero-car households
- Metropolitan Council Districts 13 and 14



METRO Green Line Extension Project

- 16 new LRT stations
- 44 significant structures:
 - 29 new bridges: LRT, pedestrian, roadway, freight
 - 7 existing bridges with modifications
 - 6 pedestrian tunnels
 - 2 cut and cover LRT tunnels:
 - Highway 62: 582 feet
 - Kenilworth: 2,236 feet
- 121 retaining walls
- LRT track: 14.5 miles
- Freight rail reconstruction
- 7.8 mi shared LRT & freight rail corridor
- 15 at-grade LRT crossings; including 5 shared crossings with freight rail
- Trail reconstruction
- Planned opening 2027



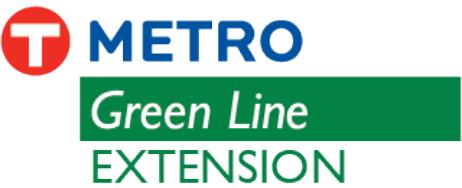
Minnetonka



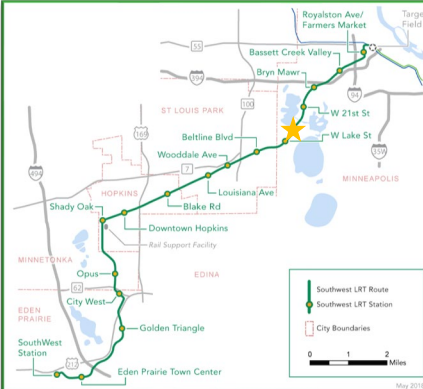
Opus Station



Special Trackwork at Minnetonka-Hopkins LRT Bridge



Kenilworth LRT Tunnel, Minneapolis



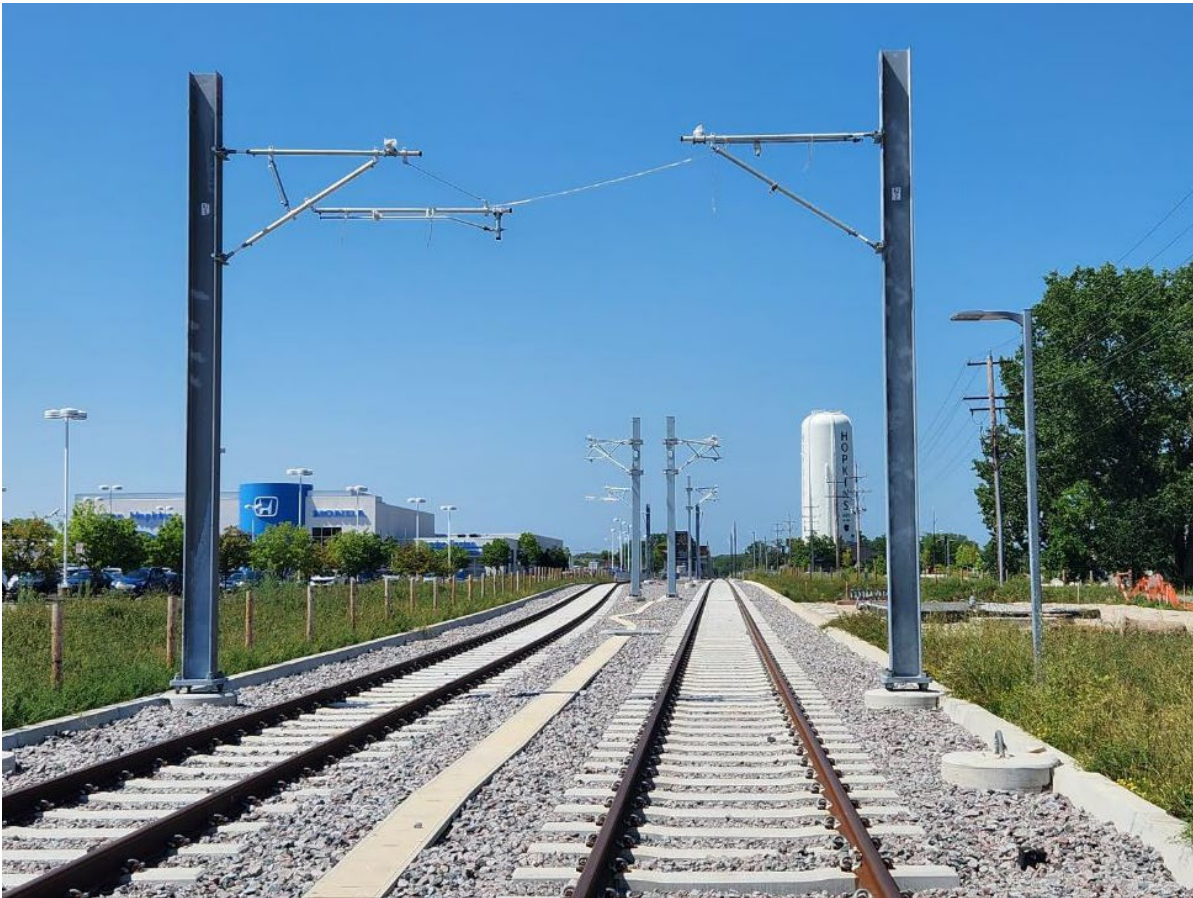
Completed tunnel structure



Systems Work – OCS Pole Installation



SouthWest Station



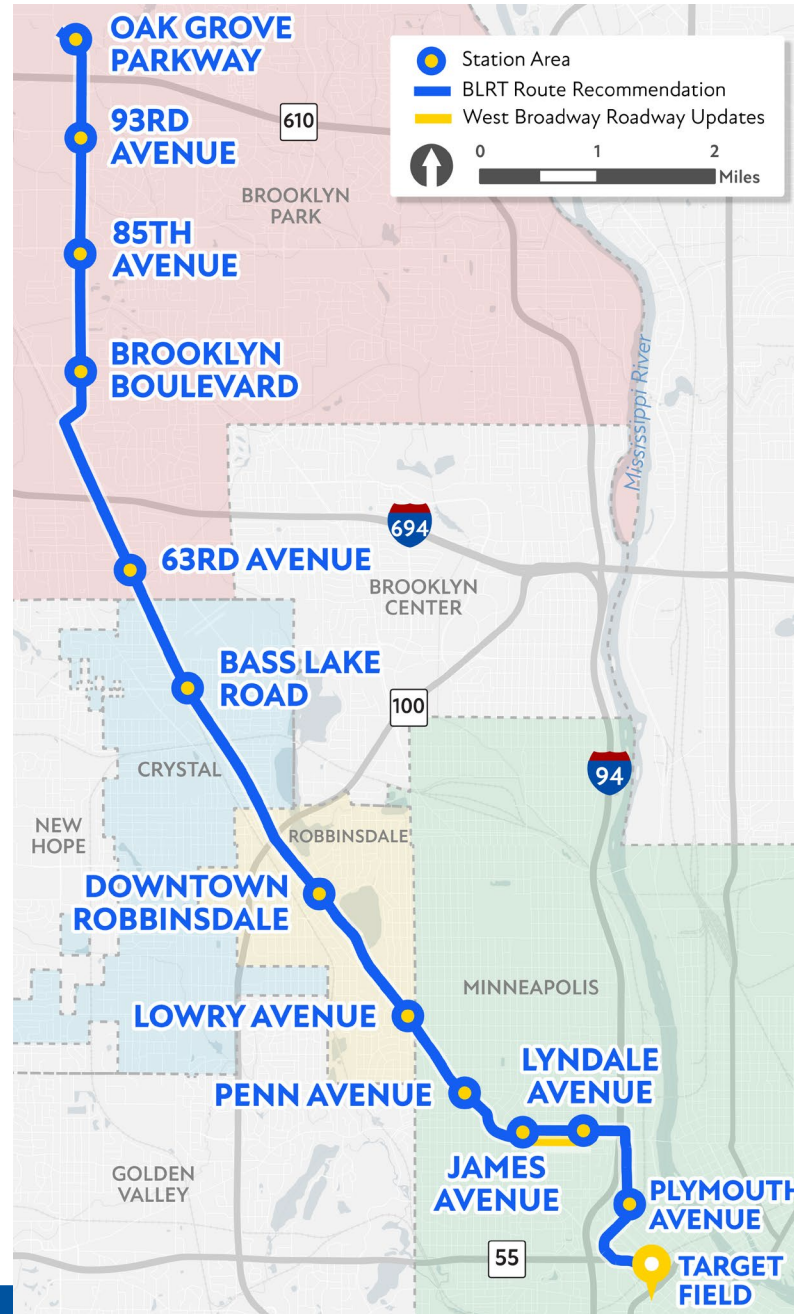
East of Downtown Hopkins Station



Blue Line

EXTENSION

- 13.4 miles & 12 new stations
- Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system
- Single seat ride to existing Blue Line stops downtown, MSP Airport and Mall of America
- Focus on building community prosperity through anti-displacement strategies before, during, and after construction

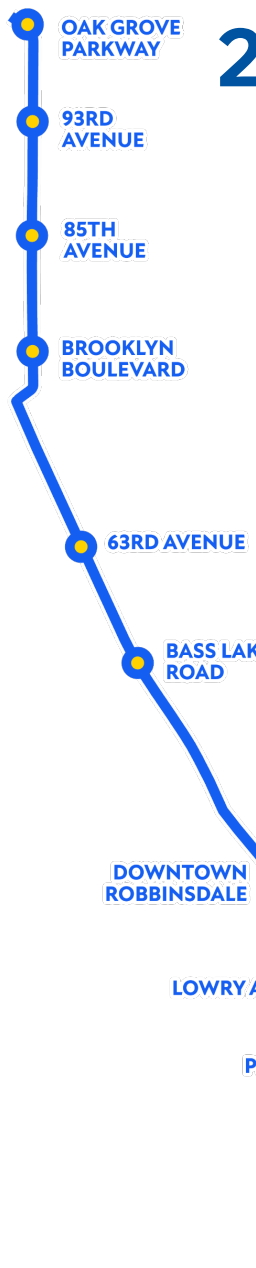


Next steps

- Updated post-COVID ridership: early 2024
- Supplemental Draft Environmental Impact Statement: Spring 2024
- Municipal Consent process to confirm final route: Summer 2024
- Updated cost estimate: 2024
- Final Design: 2024-2025
- Construction starts: 2026-2027
- Anticipated opening: 2030



21st Avenue to Washington Ave Bridge over I-94





Metro Area Transportation Sales and Use Tax

Metro Area Transportation Sales Tax Overview



New, sustainable revenue for regional transportation

New 3/4 cent sales tax for metropolitan transit, started Oct 1, 2023

83% to Metropolitan Council

5% to active transportation (uses to be determined by TAB)

95% to transit operations, maintenance, capital projects

17% to counties for services including transit Est. \$88 million in CY24

41.5% Active transportation, and safety studies

41.5% Roadway reconstruction

17% Transit, complete streets, climate mitigation efforts

Expected revenue to the Council

- About \$400 million forecast in CY2024 for Council transit activities

Sales Tax Legislative Requirements

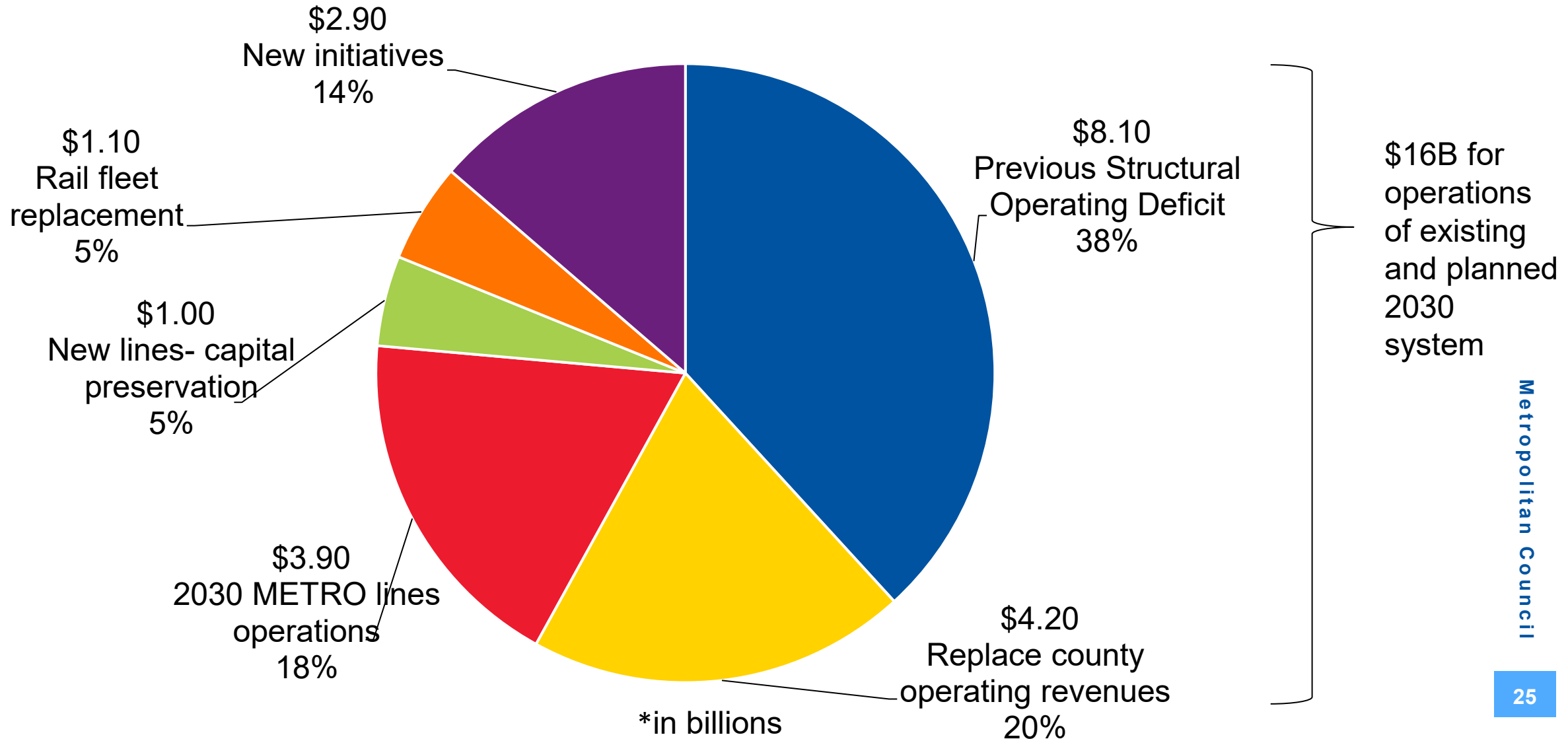
Fulfills and Revises Funding Obligations for Current and Planned Transit System

- Addresses transit operations deficit previously forecasted to begin SFY 2026-2027
- Ended counties' responsibility for transitway operations funding effective 10/1/2023
- Clarifies Metropolitan Council responsible for all transitway capital maintenance and replacement costs
- Other specific programs required by law, incl.:
 - Public safety initiatives on transit system
 - Midtown Greenway extension study
 - Metro Mobility pilot expansion
 - Free fare demonstration
 - SFY24 grants to suburban providers

New Initiatives To be Developed/Prioritized

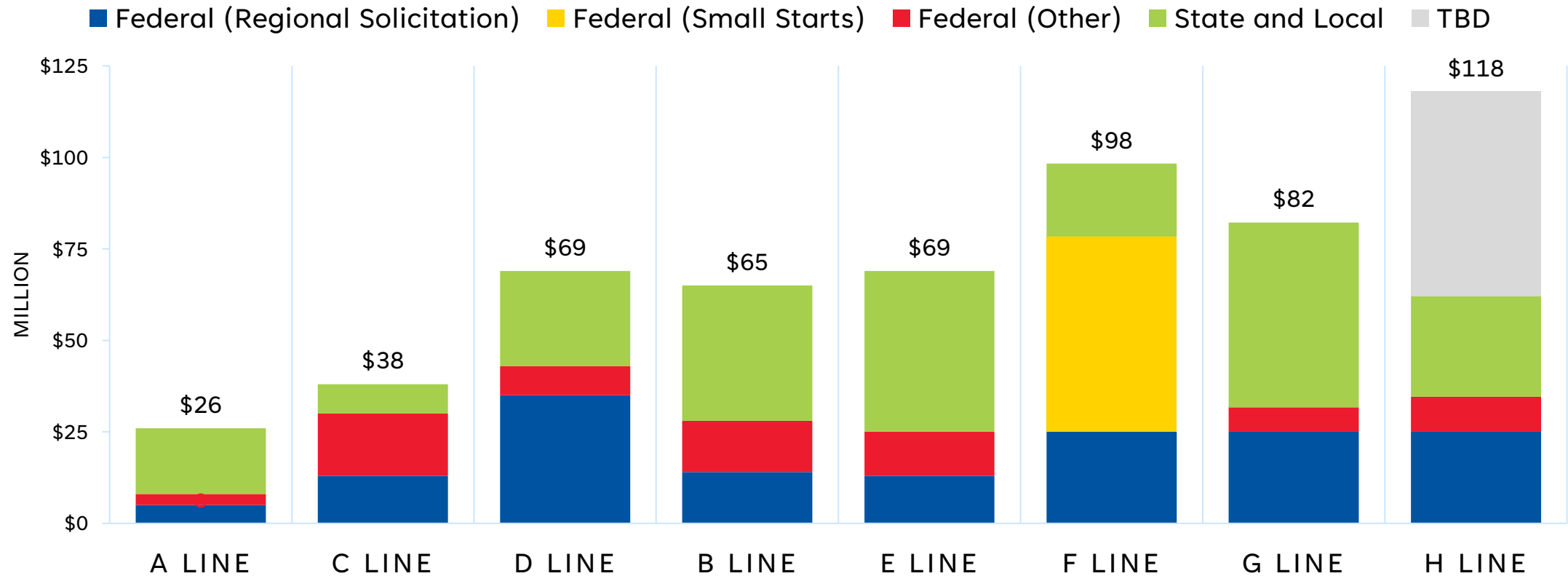
- Increased regular route bus service levels
- Additional public safety initiatives on transit
- Accessibility at transit stops and transit centers
- New and replacement transit shelters
- BRT Planning and project development
- Zero emissions bus transition implementation
- Micro transit (all transit providers)
- Active transportation
- Wage adjustments for hourly ops. employees

30 Year Sales Tax Preliminary Forecast Total \$21.2B

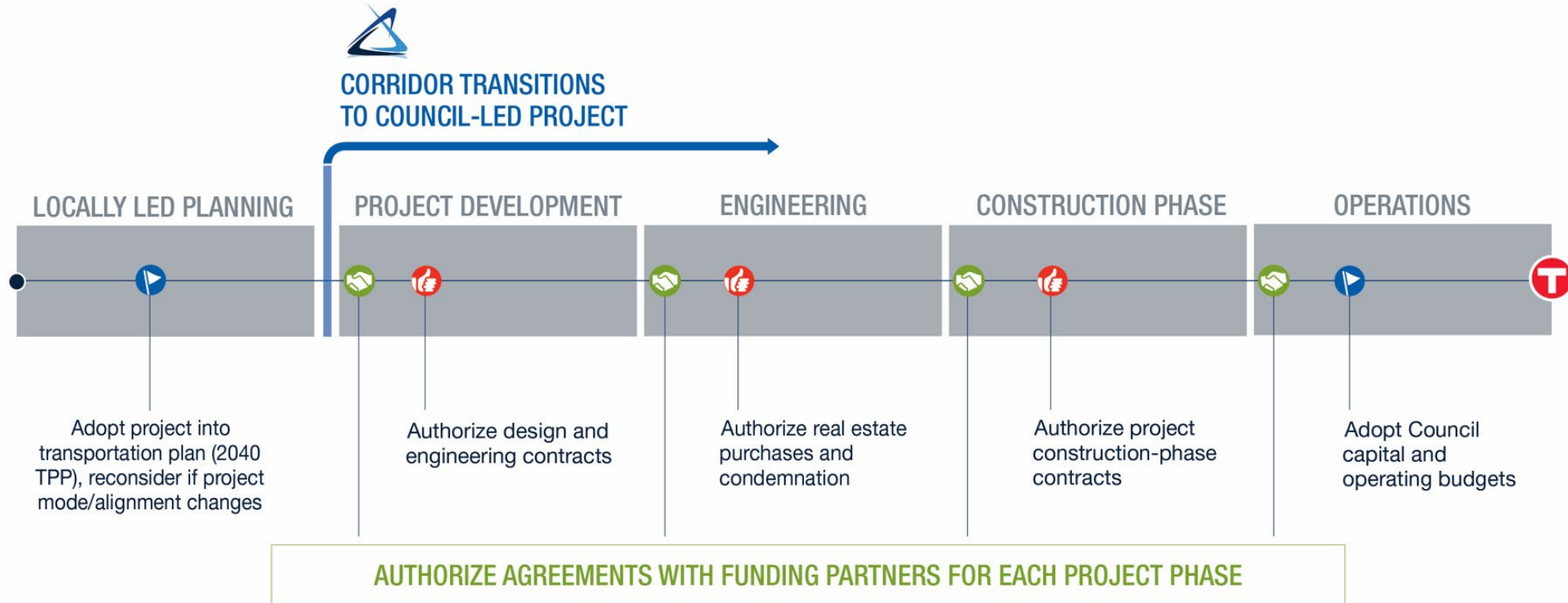


Funding for arterial BRT

PROJECT CAPITAL FUNDING PLANNED BY SOURCE



METRO Projects Development Process



Anticipated Guideway Project Funding by Phase

100% County	100% County	50+% County Up to 50% Federal	50+% County Up to 50% Federal	100% Metro Transit
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