Welcome to
Metro Transit
Austin Chamber of Commerce
InterCity Visit
September 16, 2019
Metro Transit is part of the Twin Cities Metropolitan Council

- Over 3 million people in 7-county metro
- 17 Governor-Appointed Metropolitan Council Members
- MPO, Regional Wastewater, Land Planning, Regional Parks, HRA
Metro Transit provides nearly 90% of all transit service in the metro

- Over 900 square miles
- 90 cities
Metro Transit Service

• 127 bus routes
• Bus Rapid Transit
• Light Rail
• Commuter Rail
Metro Transit Operating Sources – Bus and Rail

• Fare Box Recovery
  – 27% across all services
  – Ranges from 20% for bus to 36% for light rail

• Operating Subsidies
  – Bus - Motor Vehicle Sales Tax
  – Rail - State General Fund and County Sales Tax
METRO TRANSIT ANNUAL RIDERSHIP, BY MODE (2004-2018)

80.7 M Rides in 2018
METRO System Today

- **Metro Blue Line (LRT)**
- **Metro Green Line (LRT)**
- **Northstar Line**
- **Metro Red Line (BRT)**
- **A Line**
Planned METRO System

- METRO Blue Line (LRT)
- METRO Green Line (LRT)
- Northstar Line
- METRO Red Line (BRT)
- Orange Line
- Gold Line
- A Line
- Future Arterial BRT

Metro Transit

a service of the Metropolitan Council
Development Along Transit

Over the past 15 years, 35% of regional development has occurred along high frequency transit corridors

- 43% of Multi-Family Units
- 39% of Commercial Development
- Most along LRT and BRT corridors
- Trend expected to grow

Corridors are only 3% of region's land area
Challenges and Opportunities

- Sustainable Funding
- Declining Bus Ridership
- Role in Shared Mobility
- Redefining Service Priorities and Values
- Fleet electrification
- Bus operator shortage
- Homelessness
Bus Rapid Transit (BRT)
Bus Rapid Transit (BRT) Projects

**Improved Service**
- Increased Frequency
- Limited Stop Service
- Specialized Fleet
- Transit Signal Priority
- Off Board Payment

**Enhanced Facilities**
- Substantial stations
- Increased maintenance
- Bus lanes as available
- Strategic grade separations

**Attractive, Reliable and Efficient Service**
Three types of Bus Rapid Transit Projects

Arterial BRT
- A Line, C Line
- BRT Station infrastructure
- Primarily in mixed traffic

Highway BRT
- Orange Line
- FTA Small Starts
- +Online and inline stations
- + Primarily HOV/HOT lanes

Dedicated BRT
- Gold Line
- FTA New Starts
- +Primarily exclusive BRT guideway

More similarities than differences
Arterial BRT

- 11 improved corridors
- Nearly 500,000 jobs served
- $400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today
Current Arterial BRT Project Status

- A Line (Snelling Avenue) Open 2016  
  Ridership up about 40%
- C Line (Penn Avenue) Opened June 8, 2019
- D Line (Chicago/Fremont) Engineering  
  Planned operations 2022
- B Line (Lake/Marshall) Planning  
  Planned operations 2023
- E Line (Hennepin Avenue) Corridor study  
  Planned operations 2024
Gold Line Bus Rapid Transit Project

- Dedicated guideway BRT
- 10 miles, 21 New Stations
- FTA New Starts project
- $461 million est. cost
METRO Orange Line

- $150M FTA Small Starts BRT Project
- $74M Small Starts Grant- June 2019
- Full Construction underway
- Service begins 2021
- 12 stations, 17 miles
- All-day, frequent station-to-station express service
- 14,000 avg. weekday rides on I-35W
- Serves 30,000 jobs outside of downtown Minneapolis
Lake Street Station

Previous Lake Street Level

Planned Lake Street Level

Previous Access

Planned Access
Knox Avenue & 76th Street – Typical Station
## Orange Line Development Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>Project Planning</td>
<td>2013-2014</td>
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<tr>
<td>FTA Small Starts Project Development Began</td>
<td>Nov 2014</td>
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<tr>
<td>Environmental Review Process (FTA DCE)</td>
<td>2015-2016</td>
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<td>Request for Rating and FTA Funding</td>
<td>2016</td>
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<tr>
<td>Local Funding Commitments</td>
<td>2016-2017</td>
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<tr>
<td>Early Construction begins (FTA LONP)</td>
<td>2017</td>
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<tr>
<td>FTA Grant Readiness Review/Application</td>
<td>Mar - Aug 2018</td>
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<td>FTA Grant Transmittal</td>
<td>Dec 2018</td>
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<td>FTA Grant Review and Execution</td>
<td>Dec 2018 - June 2019</td>
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<tr>
<td>Full Construction</td>
<td>June 2019 - Dec 2021</td>
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<tr>
<td>Revenue Operations</td>
<td>Late 2021</td>
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- 5 Years- Federal Review/Funding Process
- 9 Years- Total Implementation Process
November 2018: Project Groundbreaking!
• Opening in 2023
• 14.5 miles
• 16 stations
• Will provide single seat trips to downtown Minneapolis, U of M and St. Paul
• Connections to the Airport and Mall of America via the Blue Line
## Overall Project Schedule

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Funding Sources

$2.003 Billion

$1.074 Billion
Local Funds
Committed

- FTA: $928.8 M (46%)
- Henn. Co.: $592.9 M
- HCRRA: $199.5 M
- CTIB: $217.4 M
- EPTC: $7.7 M ($6.14 M CMAQ, $1.54 M EP)
- State: $30.3 M
- Henn. Co and Cities: $26.4 M

Local Funds Committed

$1.074 Billion

Southwest Green Line LRT Extension

Eden Prairie | Minnetonka | Edina | Hopkins | St. Louis Park | Minneapolis
Local Project Partners

- Hennepin County/Hennepin County Regional Railroad Authority
- Cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis
- Minnesota Department of Transportation
- Three Rivers Park District, Minneapolis Park Board
- Riley Purgatory, Nine Mile, Minnehaha, and Bassett Creek Watershed Districts
Decision-Making Process

Issue Resolution Process

Issue Resolution Teams (IRT)
Technical Project Advisory Committee (TPAC)
Advisory Committees
Corridor Management Committee (CMC)
Met Council
Business & Community Advisory Committees

- IRTs
- TPAC
- BAC/CAC
- CMC
- Met Council

Advisory committee discussion and input
Business Advisory Committee Charter

- The purpose of the BAC is to serve as a voice for the community and advise the SWLRT Corridor Management Committee:
  - Provide input on light rail design and engineering topics including station design, parking, multi-modal access to stations
  - Advise on SWLRT communications/outreach strategies
  - Provide input on station area vision and character for development from a community perspective
  - Review and comment on major initiatives/actions of the Hennepin County SWLRT Community Works program
  - Identify potential issues and review strategies to mitigate the impacts of construction on residences and businesses
  - Serve as an information resource and liaison to the greater corridor community and their appointing organization
BAC Topics of Interest Survey Results

• Station location and community connections
• Land Use
• Tied: Business outreach, transit customer parking, station and platform designs, traffic impacts
• Tied: Lessons learned from Blue and Green Lines, trails/parks/bike facility impacts, transit-oriented-development opportunities
More Information

Online:  
SWLRT.org

Twitter:  
@southwestlrt

Email:  
SWLRT@metrotransit.org
C-Line Characteristics and Infrastructure

- Operate 7 days/week in one of Metro Transit’s highest ridership corridors
- 17-mile round trip
- 8 Electric and 6 Diesel BRT 60’ Buses
- 3 door boarding
- 8 Garage chargers at FTH
- 2 On-route chargers at BCTC
- 100-mile range
• Begin learning immediately
• Partner with New Flyer
• Modify our Workforce Development programs
• Develop pathways
• Find a role for everyone!