

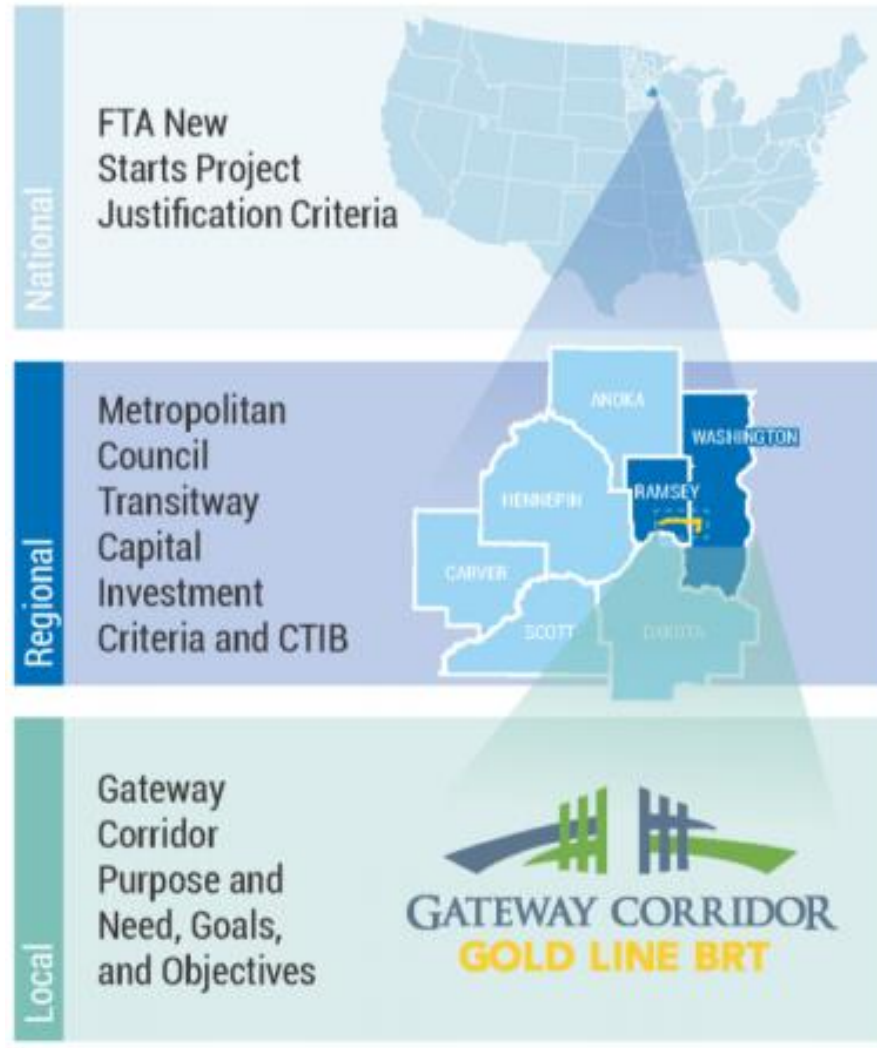
Future Transitways: Federal, Regional, and Local Decision Making

MINNESOTA TRANSIT CONFERENCE

OCTOBER 18, 2017

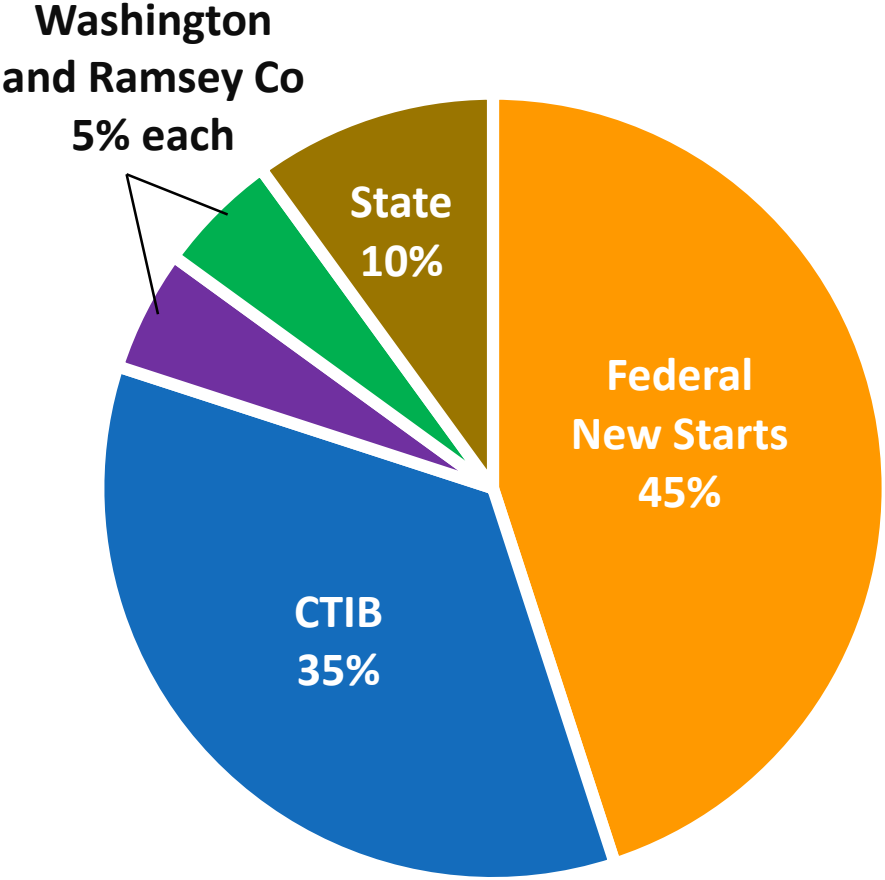
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Transitway Decision Process

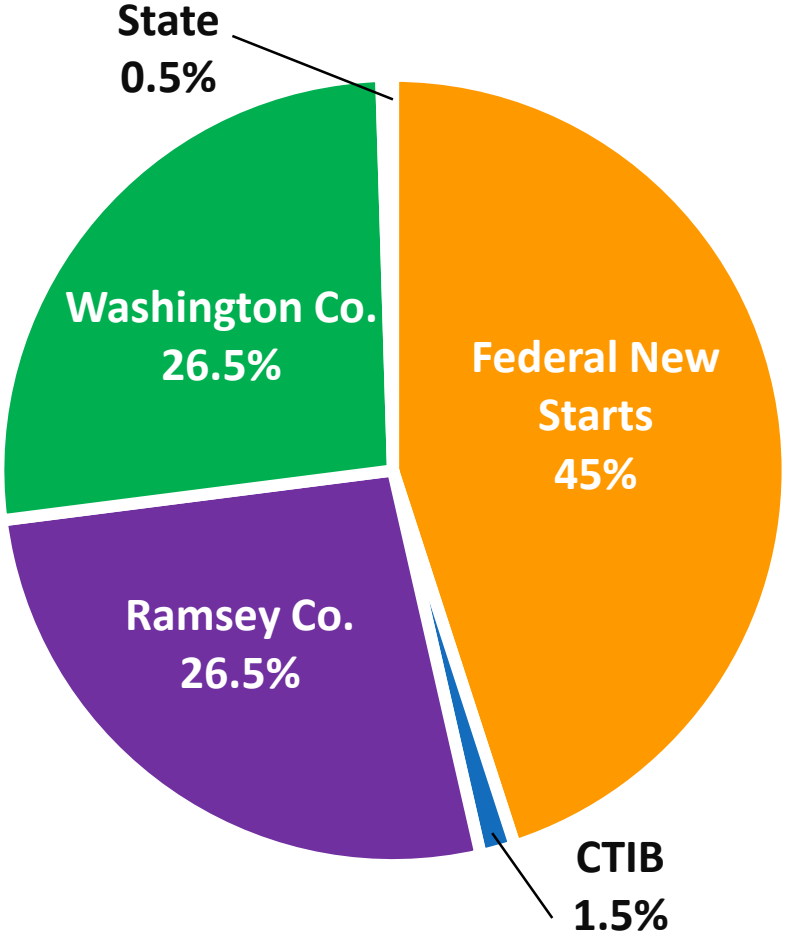


Project Funding

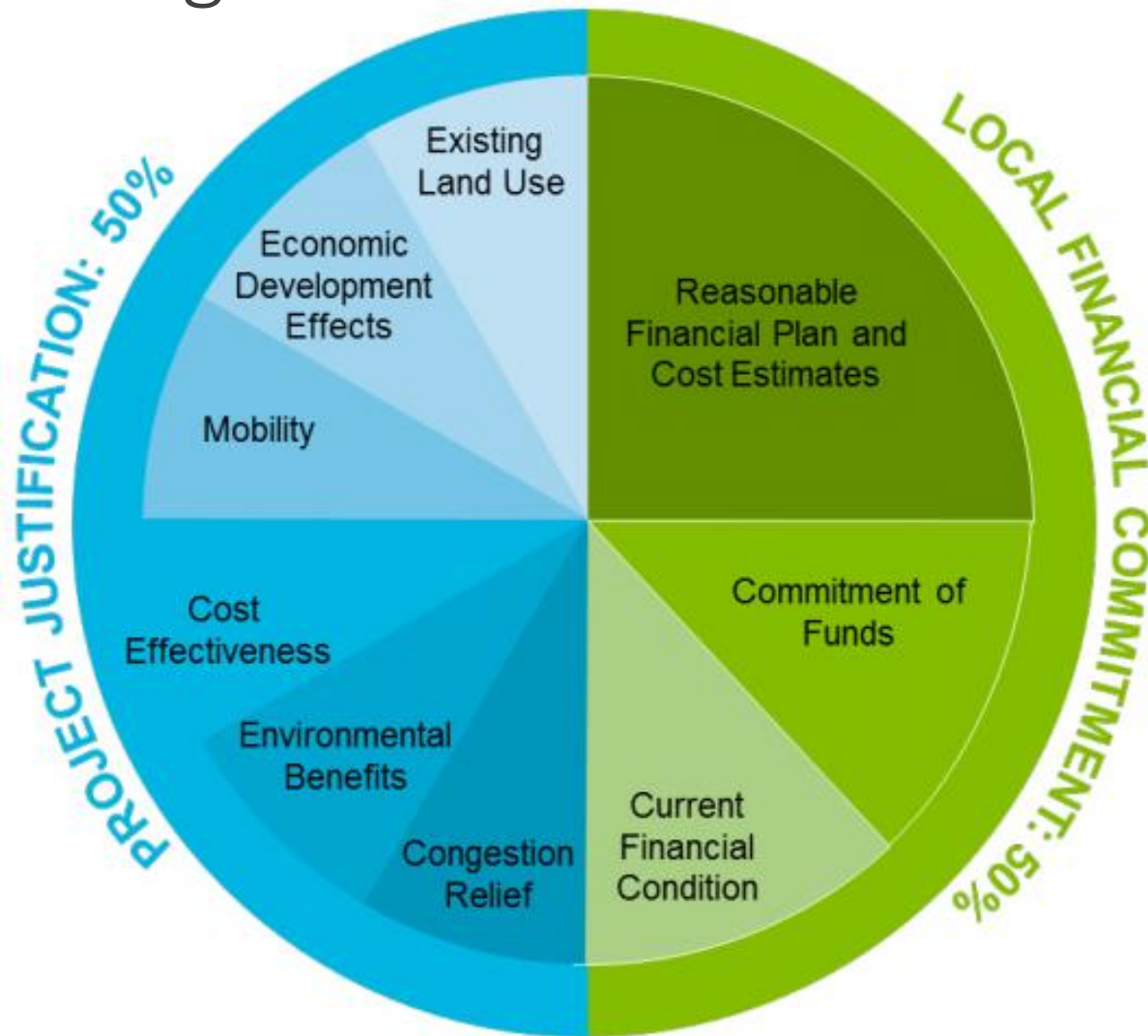
Pre Dissolution of CTIB



Post Dissolution of CTIB



Federal Decision Making Project Rating



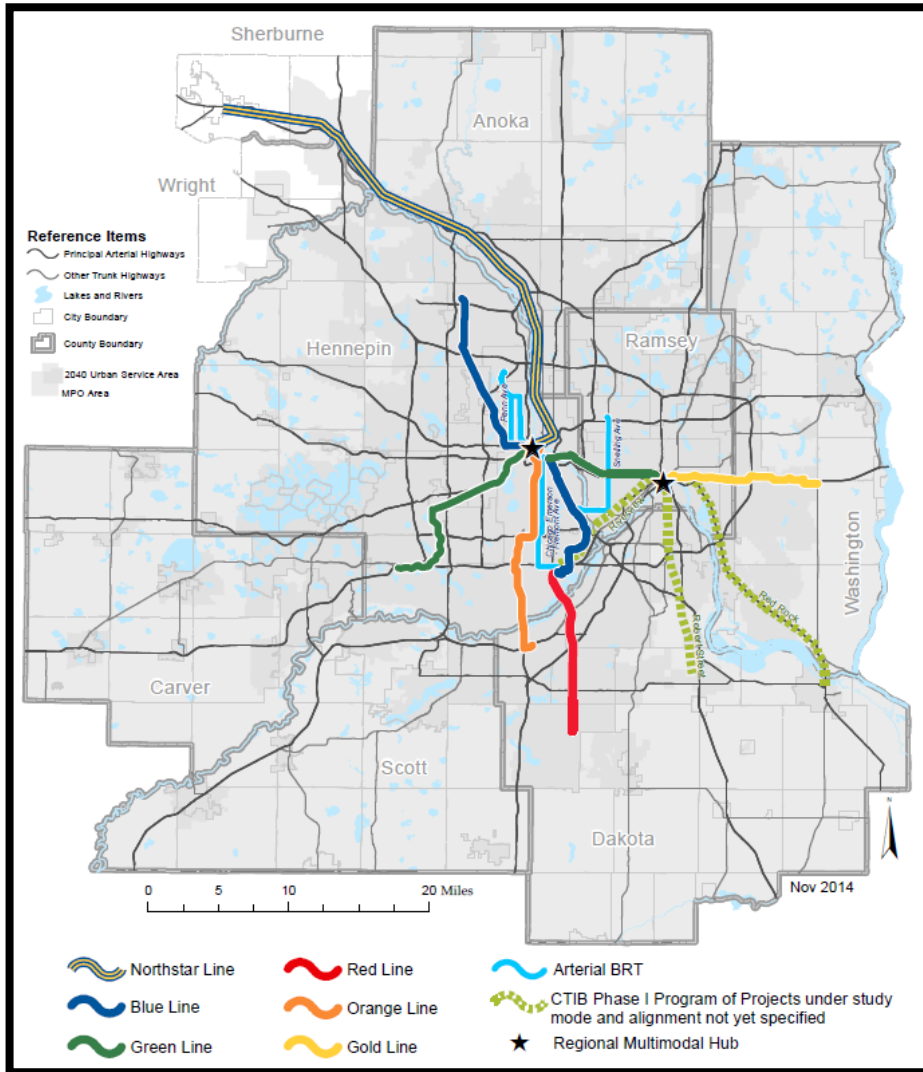
Federal Decision Making

National Competition - Capital Investment Grant Program

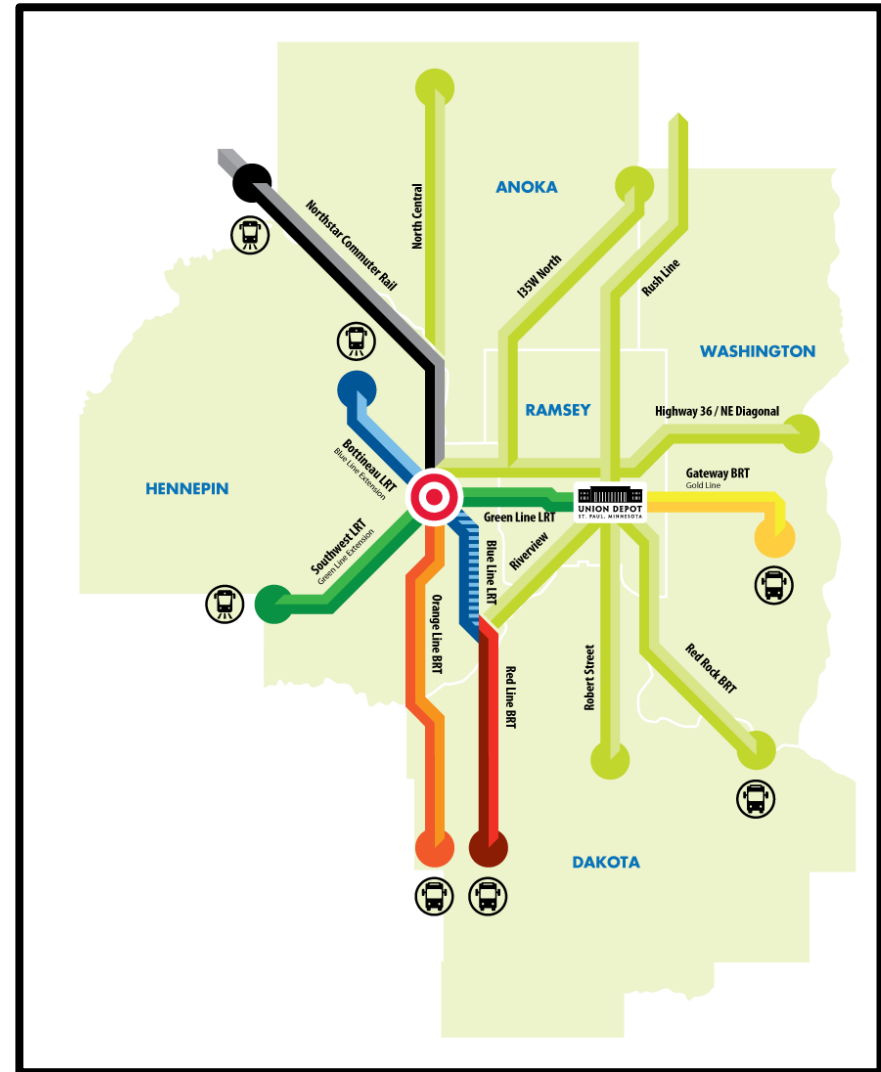
MODE	CORE CAPACITY (increase capacity in existing corridors)	NEW STARTS (cost \$300M or more)	SMALL STARTS (cost \$300M or less)
Bus Rapid Transit			24
Light Rail Transit	2	7	1
Streetcar		1	6
Heavy Rail	2	4	
Commuter Rail		1	4
TOTAL	6	13	35

- 7 of 13 New Starts projects have been rated by the FTA
5 “Medium-High”, 2 “Medium”
- 20 of 35 Small Starts projects have been rated by the FTA
2 “High”, “11 “Medium-High”, 5 “Medium”, 2 “Medium-Low”

Regional Decision Making



Metropolitan Council Transportation Policy Plan Map



Counties Transit Improvement Board Map

Local Decision Making

Purpose and Need

Provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public in the project area

There are five factors that describe the need for the project:

- Limited existing transit service
- A policy shift toward travel choices and multimodal investments
- Population and employment growth in the corridor
- Needs of people who depend on transit
- Local and regional objectives for growth and prosperity

Local Decision Making

Goals and Objectives

Tier One

- Improve Mobility
- Provide a Cost-Effective, Economically Viable Transit Option

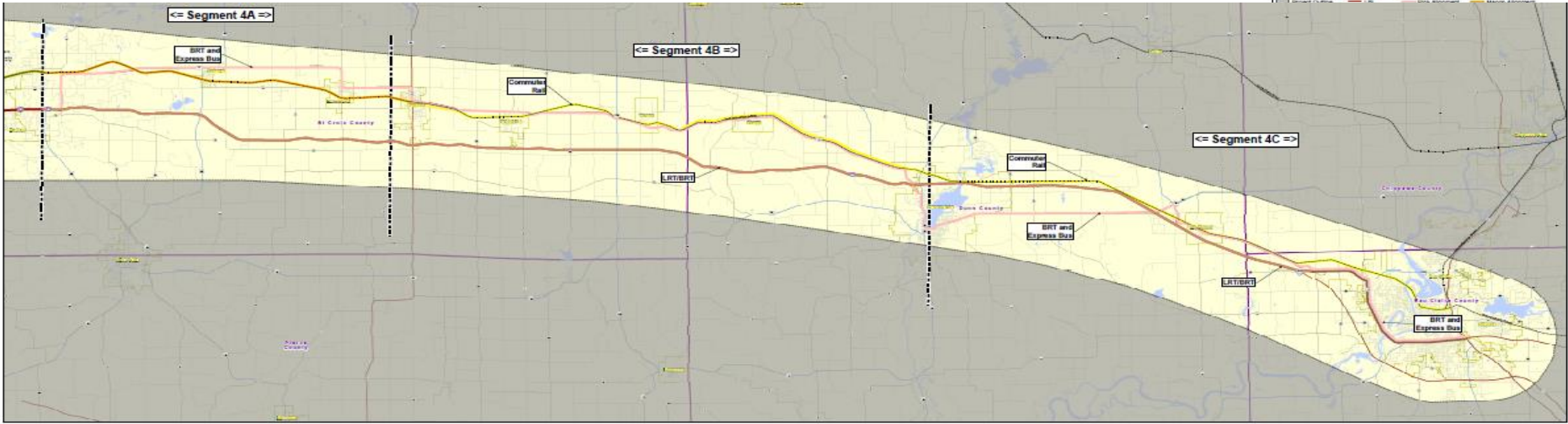
Tier Two

- Support Economic Development
- Protect the Natural Environment
- Preserve and Protect Community Quality of Life
- Improve Safety

Transitway Development Timeline



Initial Alternatives Considered (2010)



Preferred Alternative (2016)



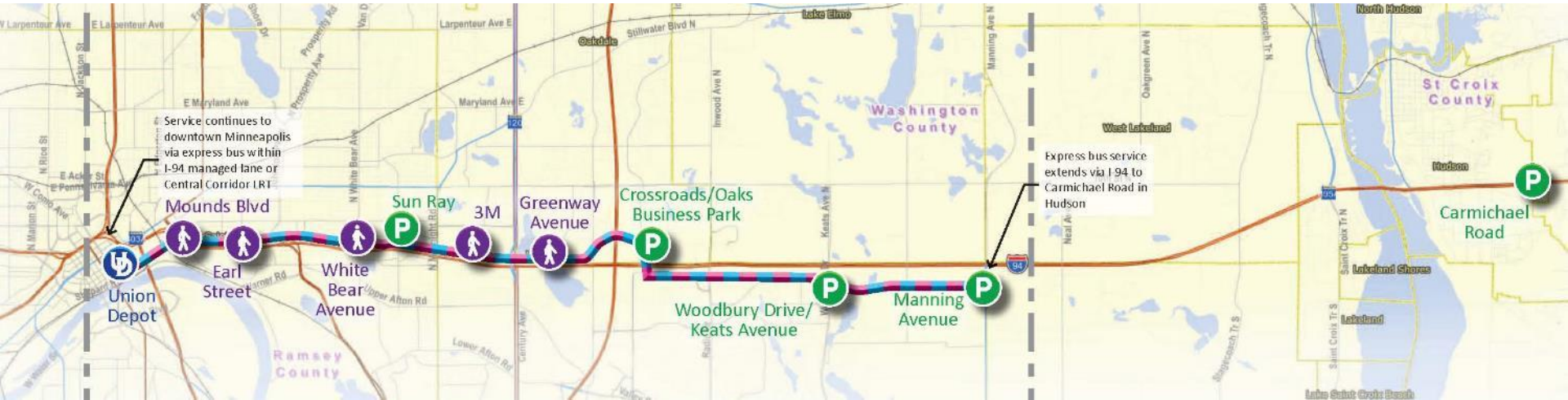
Initial Set of Alternatives

1. No Build
2. Transportation System Management
3. Bus Rapid Transit /I-94
4. Bus Rapid Transit/Local
5. Light Rail Transit/I-94
6. Light Rail Transit/Local
7. Commuter Rail

Goals Evaluation Summary

September 5, 2012	Goal 1: Improve Mobility			Goal 2: Cost Effective, Economically Viable		Goal 3: Supports Economic Development	Goal 4: Protect Natural Environment	Goal 5: Community Quality of Life	Goal 6: Safety	Other Factors
	Daily Transitway Ridership	Transit Travel Times	Traffic Impacts	2019 Capital Cost/CEI	Operating Costs	Station Area Development Potential	Impact Avoidance/Minimization & VMT Reduction	Property Acquisitions	Ungated, At-Grade Crossings	Funding Eligibility
3 – BRT along Hudson Rd/I-94	+	+	○	○	○	+	+	○	+	+
8 – BRT Managed Lane	+	+	+	○	○	-	+	+	+	-
5 – LRT along Hudson Rd/I-94	+	+	○	-	-	+	+	○	+	+
2-TSM	-	+	○	+	+	-	+	+	+	○
4 – BRT along E 7 th /White Bear Ave/Hudson Rd	○	-	-	○	-	+	+	-	○	+
6 – LRT along E 7 th /White Bear Ave/Hudson Rd	+	-	-	-	-	+	+	-	○	+

BRT and LRT



Managed Lane

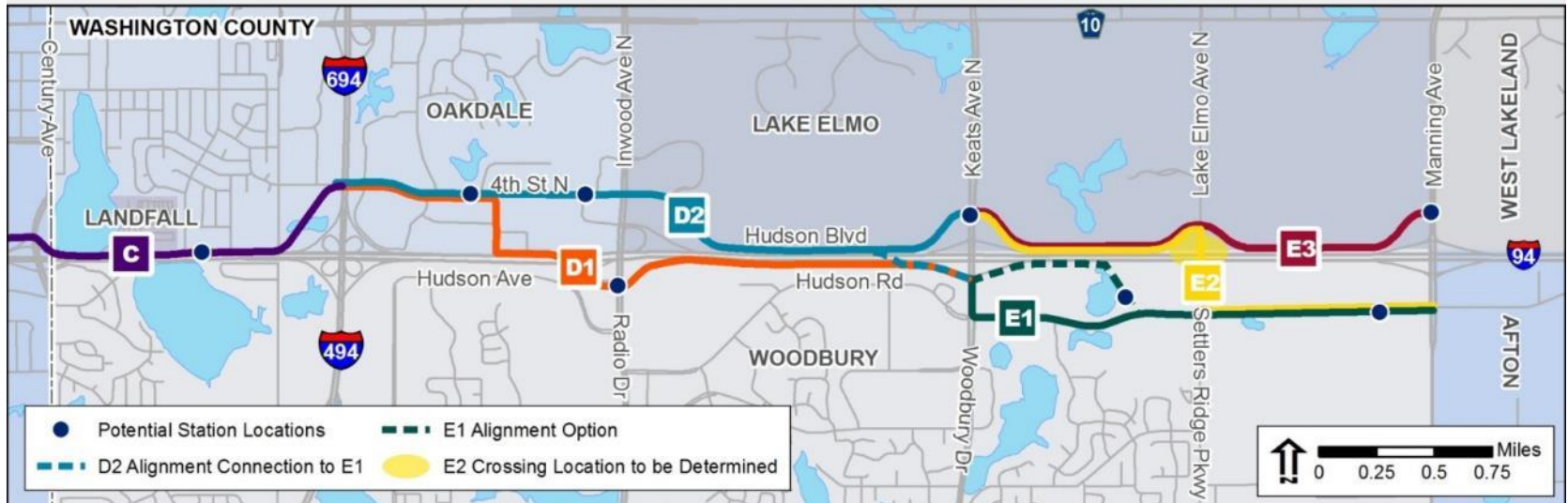
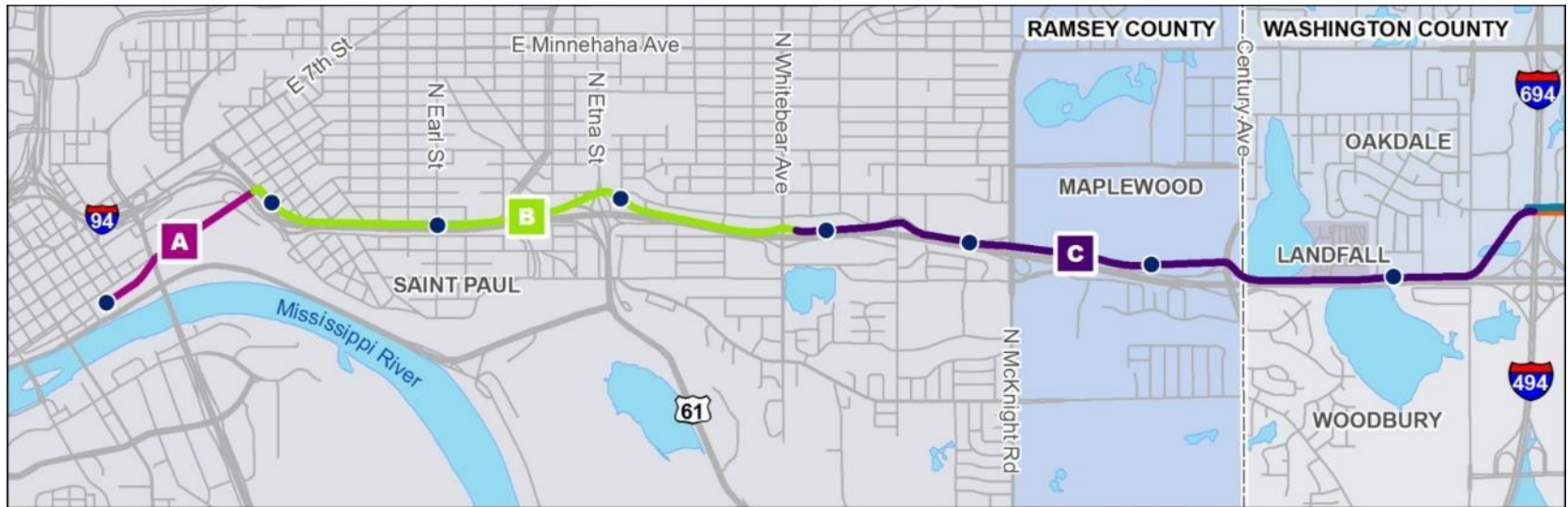


Mode: BRT vs. LRT vs. Manage Lane





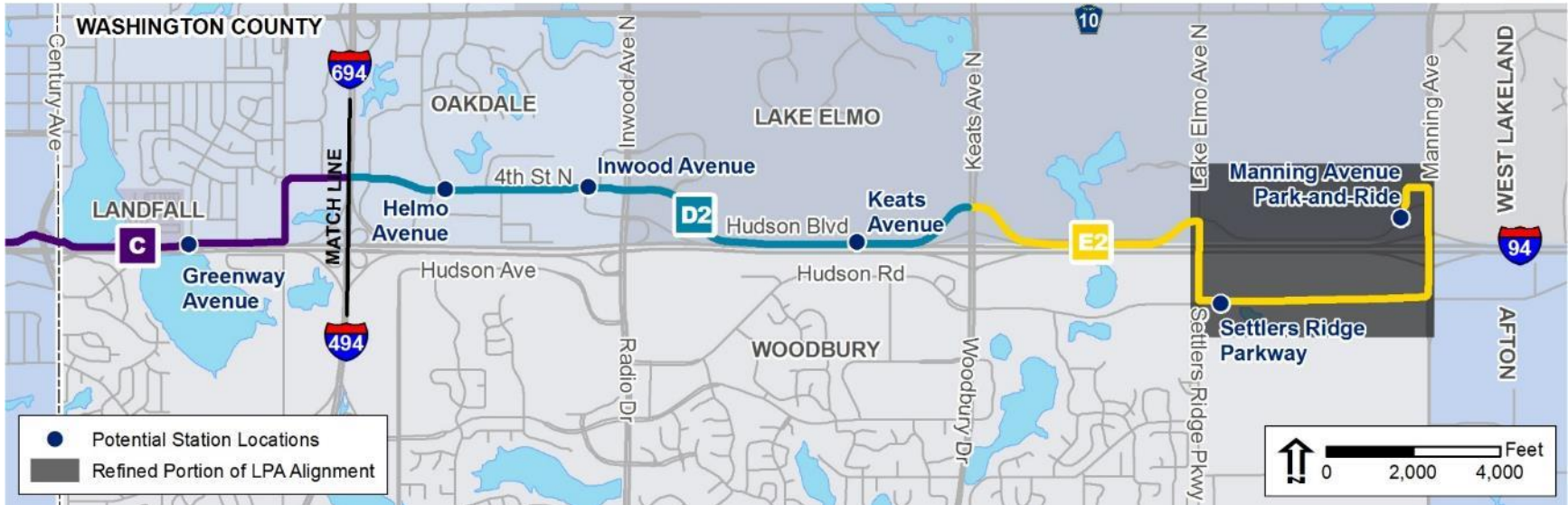
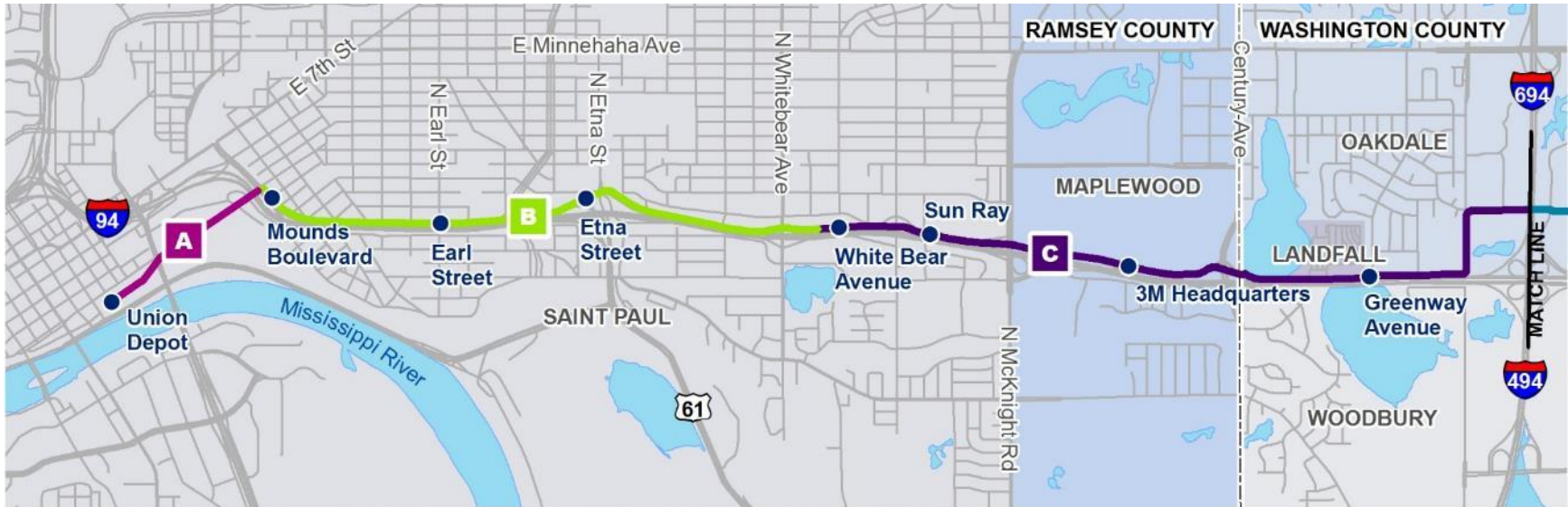
Another Set of Alternatives



Travel Time, Ridership, & Costs

	BRT Alternatives			
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3
Length (miles)	12	12	12	12
Number of stations	12	12	12	12
2030 Daily Ridership: Station to Station BRT	8,600	8,800	8,800	8,900
2030 Daily Ridership: Total Corridor	13,100	13,300	13,300	13,500
Estimated Travel Time (minutes from Union Depot to Manning Avenue)	30.0 – 30.3	30.2 – 30.5	29.5 – 30.3	29.4
Estimated Capital Cost	\$500 - \$505	\$470 - \$475	\$460 - \$465	\$460

LPA Refinement

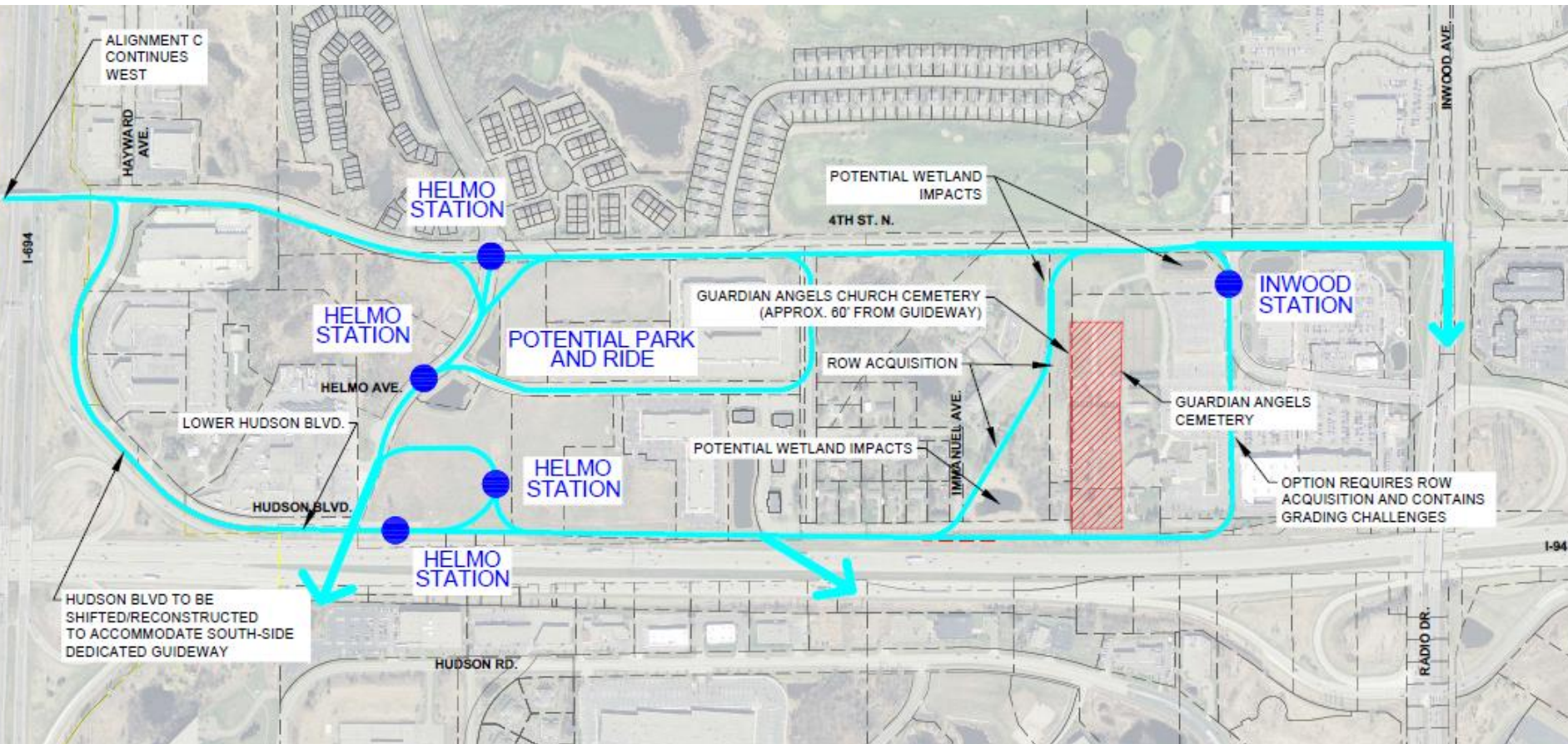




Starting Point for 2015 LPA Process

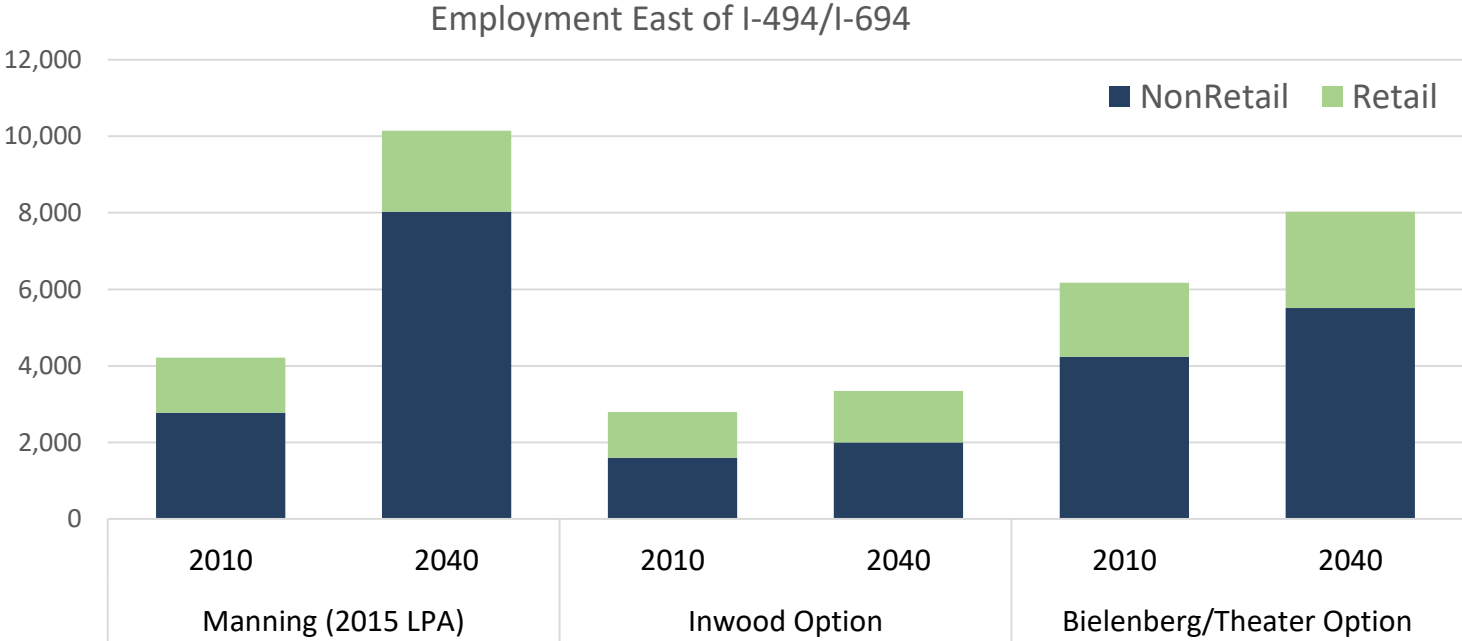


Options Considered in Oakdale



Jobs, Ridership, Cost

	Cost	2010 Ridership	2040 Ridership
Inwood Option	Approx. \$75m less than previous LPA	100 fewer riders a day than previous LPA	1,200 fewer a day than previous LPA
Bielenberg Option	Approx. \$25m less than previous LPA	400 more a day than previous LPA	600 fewer a day than previous LPA



Locally Preferred Alternative



METRO Gold Line Fun Facts

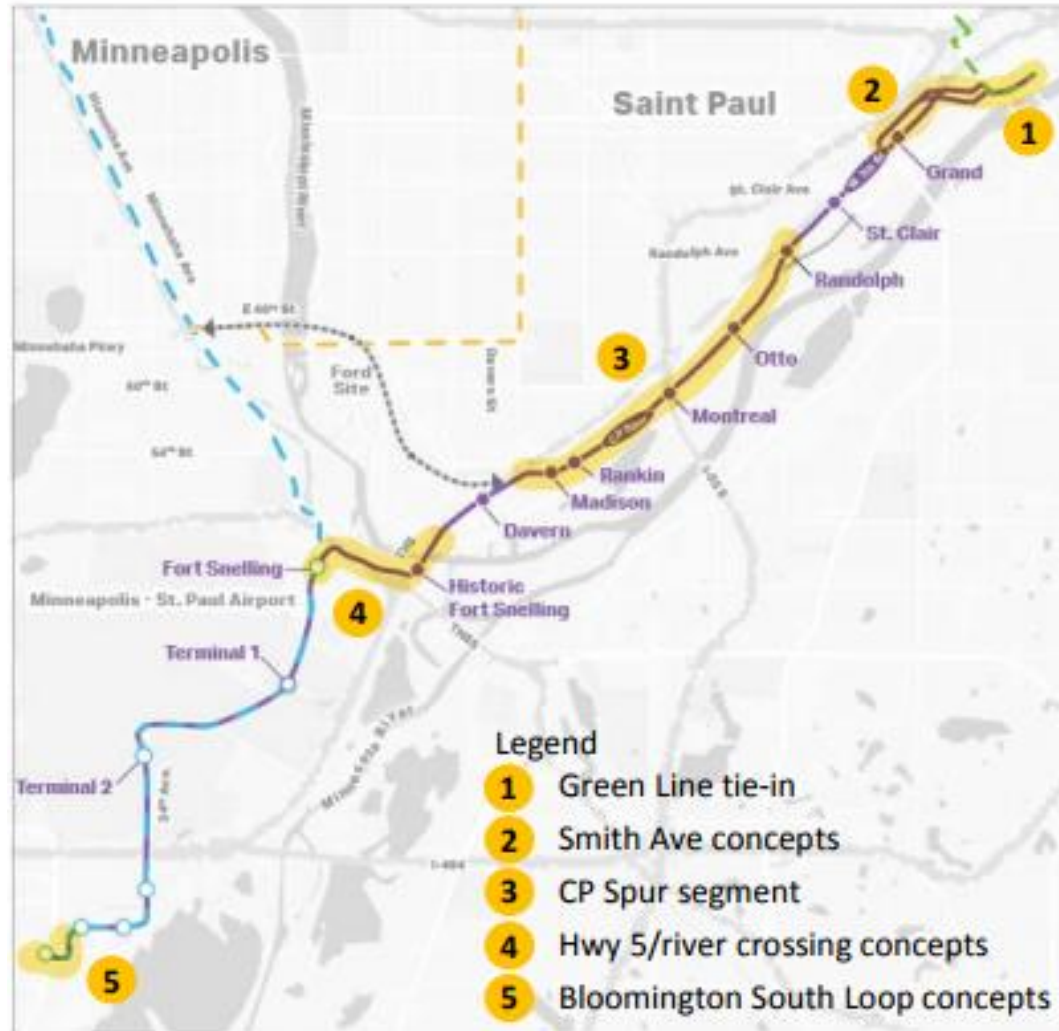
- 10 new stations
- 800 park and ride spaces
- 7 of 9 miles in dedicated bus lanes
- 80%-90% in public ROW
- Est. 2040 Ridership: 8,000/day
- Est. Capital Cost: \$420 million (YOES)
- Est. Annual Operating Cost: \$5.1 million
- Est. Year of Opening: 2024
- Serving 2 counties, 5 municipalities
- 301,000 jobs (2040)
- 522,00 people (2040)

Transitway Development Timeline



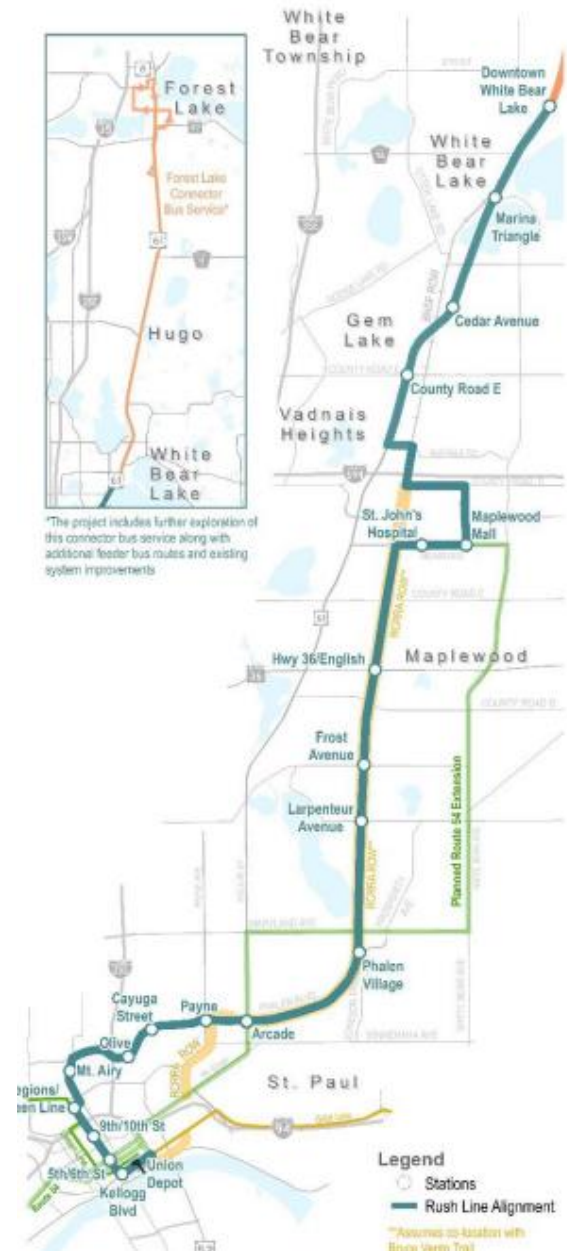
Riverview Corridor

(downtown St. Paul to Airport)



Rush Line

(downtown St. Paul to White Bear Lake)



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