Rapid Bus Program Update

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Transportation Committee
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A Line: Initial performance

- **Ridership**
  - Up 35% over 2015
  - Strongest growth at *rail connections*, Rosedale Transit Center & on **Fridays**

- **Speed & reliability**
  - Schedule targeted 8-9 minutes savings per trip (20% faster than existing service)
  - 92.2% on-time performance through October

- **Strong customer response**

![Graph showing ridership data from 2014 to 2016 with A Line compared to Pre-A Line and With A Line scenarios.](image-url)
A Line Extension Evaluation

- Evaluated 8-mile extension of A Line BRT, to TCAAP/Rice Creek redevelopment site
- Requested by Ramsey Co, St. Paul Area Chamber of Commerce in 2014
- Conducted evaluation 2014-2016
  - Outreach/engagement late 2014
  - Evaluation 2015 w/ local staff input
- Evaluation Scope
  - Documented existing conditions and issues
  - Developed concept service and facilities plans
  - Evaluated performance and developed recommendations
  - Posted evaluation online in September 2016
Evaluation Results

- Estimated capital cost: $16.2 million
- Estimated operating costs: $4.2 million
- Ridership and Productivity:
  - <150 existing daily rides along extension corridor
  - Productivity estimates establish minimum targets based on passengers per in-service hour (PPISH)
  - +2,000 to 4,000 rides/day needed to meet/maintain BRT productivity standards
  - +660 rides/day needed for local bus productivity
- Next Steps
  - Begin with local service as resources become available through SIP, extend service and BRT in phases as development occurs over medium-long term
  - Continue to plan transit-readiness into local roadway projects, continue planning toward and investment in pedestrian-friendly development patterns along extension corridor
C Line: Engineering

- October: Environmental review completed
- Glenwood Avenue approved as long-term alignment
- December: 30% plans submitted
- 2017: Final design
- Highly-ranked application for $7 MM in Regional Solicitation funds
- Readiness for 2018 construction pending remaining $8-13 MM
D Line: Planning

• Current activities:
  – Traffic study scoping
  – Station / service plan development
  – Initial community engagement
  – Environmental review initiation

• Funding applications submitted

• Mid-2017: Station plan for Council approval

• Late 2017: Initiate engineering
Planned rapid bus network

- Rapid bus line (In service)
- Rapid bus line (In development)
- Rapid bus line (Planned)
- Existing and Planned METRO System
- Northstar Commuter Rail
- Multimodal Transportation Hub
- ACP50 (Area of Concentrated Poverty; >50% People of Color)

Gold Line LPA refinement in progress.
Next up: B Line, E Line

- Lake Street / Marshall Avenue: **B Line**
  - Coordination with 35W/Lake, Lake & Hiawatha; highly ranked application

- Hennepin Avenue: **E Line**
  - Downtown reconstruction coordination; highly ranked application
Funding Needs and Forecast Ridership

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Cost (Millions)</th>
<th>Remaining Need</th>
<th>Pending Applications</th>
<th>Funding Secured</th>
</tr>
</thead>
<tbody>
<tr>
<td>C Line (Penn)</td>
<td>$15 M</td>
<td>$13 M</td>
<td>$7 M</td>
<td>$11 M</td>
</tr>
<tr>
<td>D Line (Chicago-Fremont)</td>
<td>$53 M</td>
<td>$14 M</td>
<td>$7 M</td>
<td>$13 M</td>
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<td>B Line (Lake-Marshall)</td>
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<td>$7 M</td>
<td>$39 M</td>
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<tr>
<td>E Line (Hennepin)</td>
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2030 Daily Corridor Ridership Forecast

- C Line (Penn): 9,300
- D Line (Chicago-Fremont): 23,500
- B Line (Lake-Marshall): 18,000
- E Line (Hennepin): 23,000