



Corridor Management Committee

Meeting #3 | September 16, 2022

Housekeeping

- Virtual meetings
 - Camera
 - Microphone (muted when not speaking)
 - Raise hand (if you have a question)
 - Chat (feel free to ask questions in the chat)
- Recording

New Member Introductions

Charlie Zelle | CMC Chair

New CMC Members

- Mahtomedi City Council Member Luke Schlegel
- Ianni Houmas, CBAC Co-chair

Today's Topics

- 1) Welcome
- 2) New Member Introductions
- 3) Community & Business Advisory Committee (CBAC) Report
- 4) BRT Route Modification Study (RMS) Update
- 5) Arcade Street Station
- 6) Purple Line Connector Update
- 7) Next Steps

CBAC Report

Ianni Houmas | CBAC Co-chair

CBAC Meetings #1 and #2 Highlights

- Meeting 1 – July
 - Project overview and Route Modification Study introduction
 - Questions: Environmental assessment and what was studied (traffic impacts, environmental justice engagement, other studied routes) ridership calculations, local service, White Bear Lake city council action
 - Comments: interest in serving White Bear Lake and original LPA, safety concerns at crossing in Vadnais Heights at Buerkle Rd, importance of transit service and connections
- Meeting 2 – September
 - Main topics: Route Modification Study updates and Arcade Street Station introduction
 - Questions: Coordination with MnDOT project around Arcade, CIG rating calculations and process (how do inputs like congestion relief and land use work), RMS timeline to select new route and overall project timeline
 - Comments: interest in serving Century College and the communities around the college, willingness to help with Arcade from members who represent St. Paul community and business organizations, interest in connecting with others including bicyclists beyond the walkshed

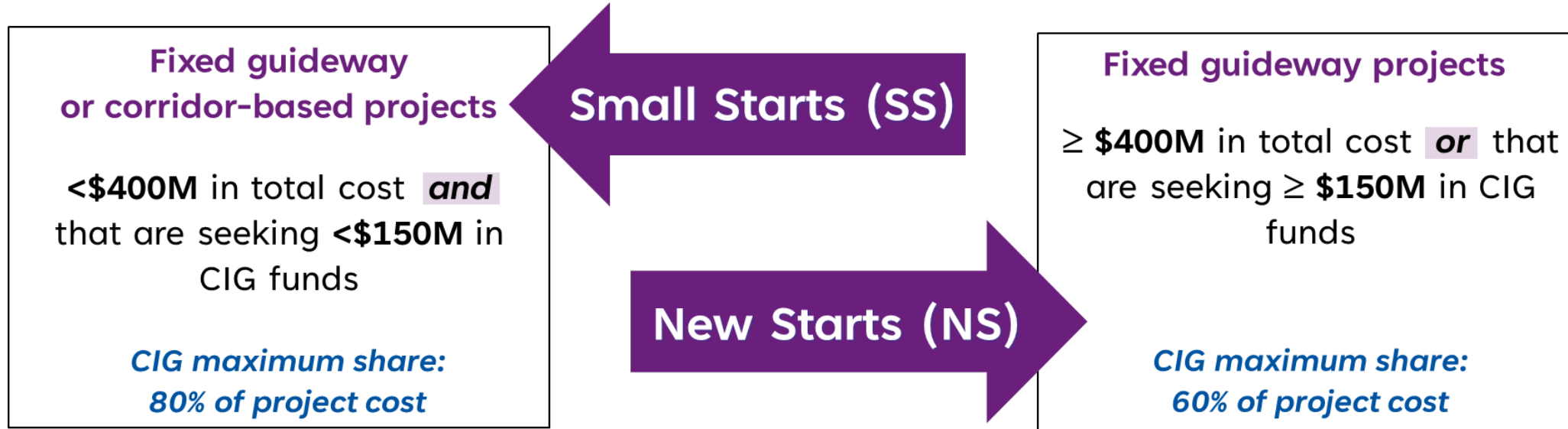
BRT Route Modification Study Update & Next Steps

Craig Lamothe | Purple Line Project Manager

Federal Transit Administration's Capital Investment Grants (CIG) Program

- Each of the three types of CIG projects has a unique set of requirements in the law, with some similarities among them.
- To be eligible to receive a CIG construction grant (Full Funding Grant Agreement or FFGA), all proposed projects must go through a multi-year, multi-step development process outlined in the law.
- FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and **a project must receive at least a “Medium”** overall rating to advance through the steps in the process and receive a construction grant award.

FTA Capital Investment Grants (CIG) Projects

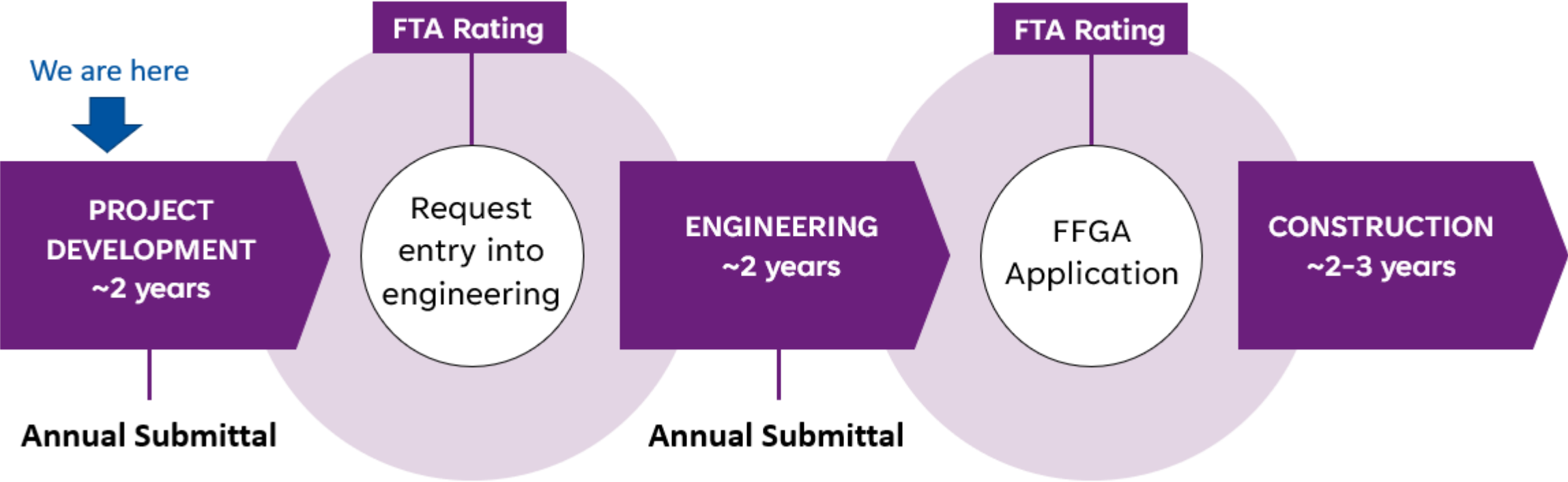


- Orange Line (BRT)
- F Line (BRT)

- Blue Line (LRT)
- Northstar (Commuter Rail)
- Green Line (LRT)
- Green Line Ext. (LRT)
- Blue Line Ext. (LRT)
- Gold Line (BRT)
- Purple Line (BRT)

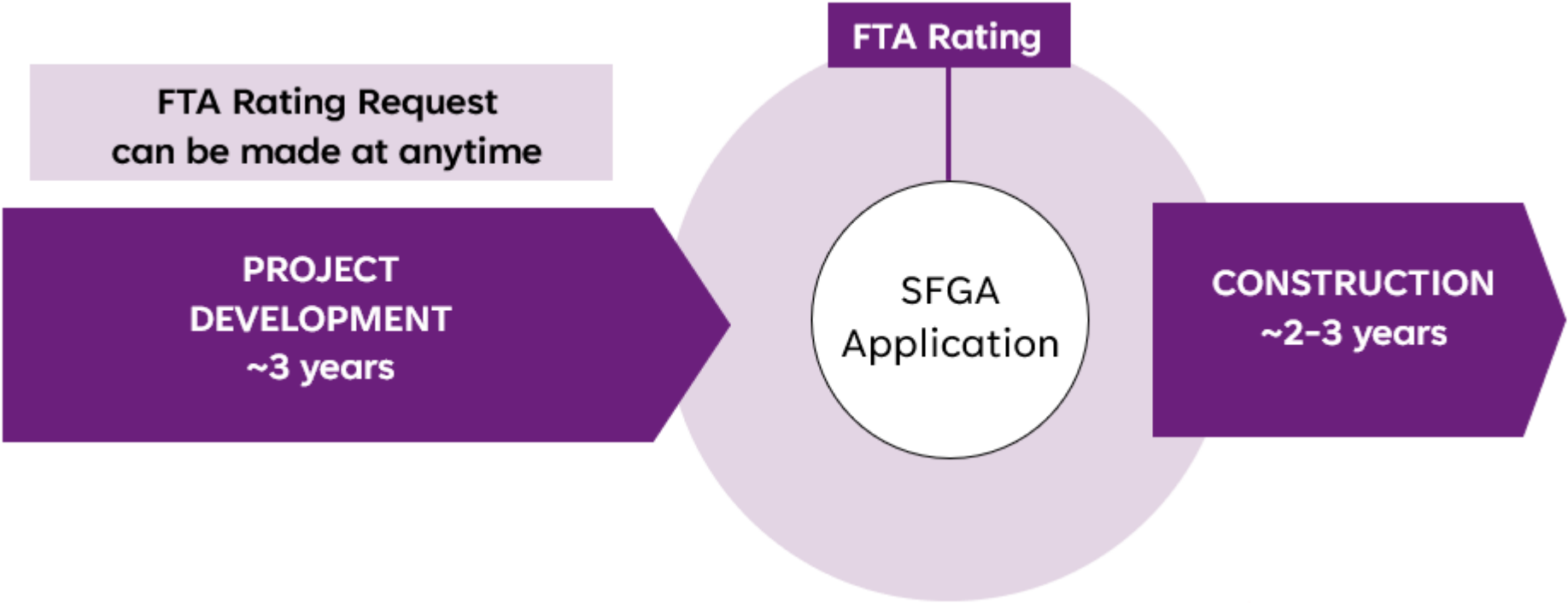
When does FTA rate New Starts projects?

- FTA evaluates and rates New Starts projects at **two** milestones
- Project sponsor may seek FTA's evaluation and rating annually

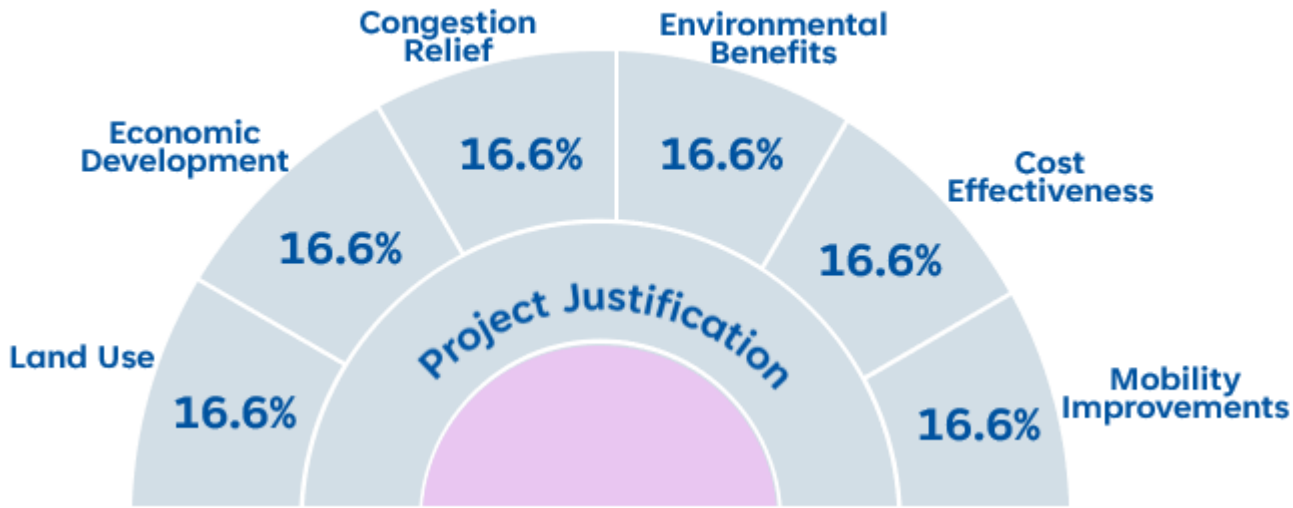


When does FTA rate Small Starts Projects?

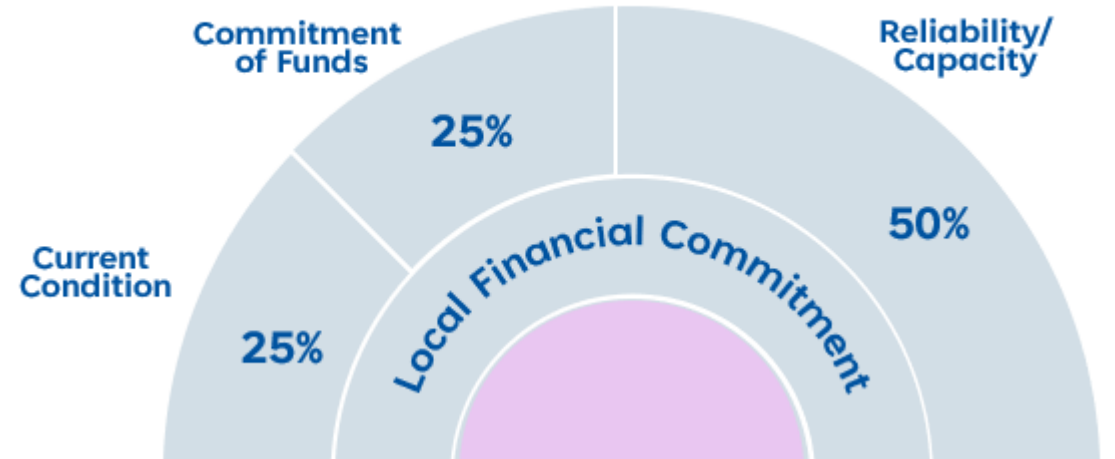
- FTA evaluates and rates Small Starts projects at **one** milestone
- Project sponsor may seek FTA's evaluation and rating at any time and multiple times during Project Development



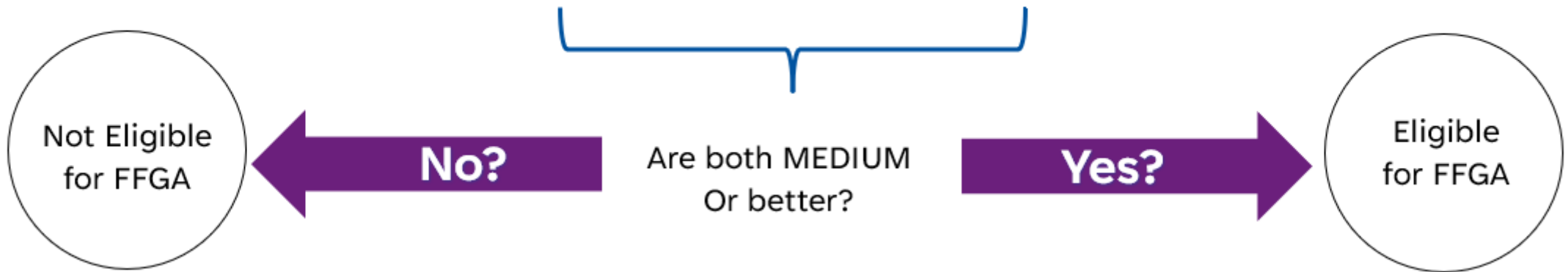
Project Rating



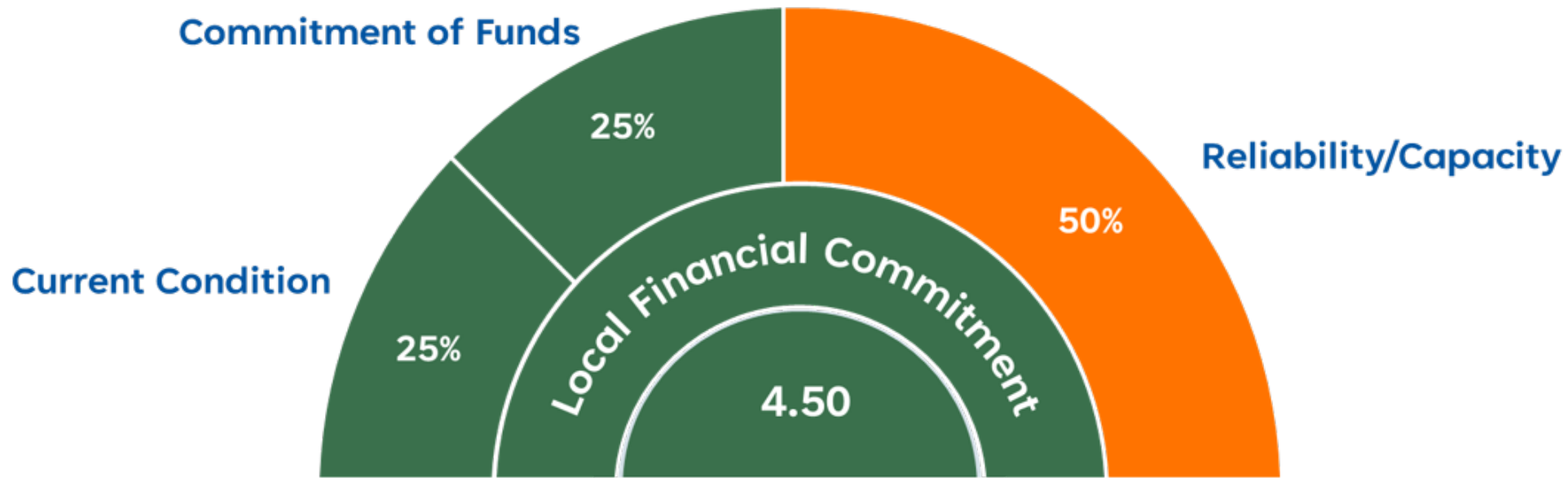
Project Justification



Local Financial Commitment



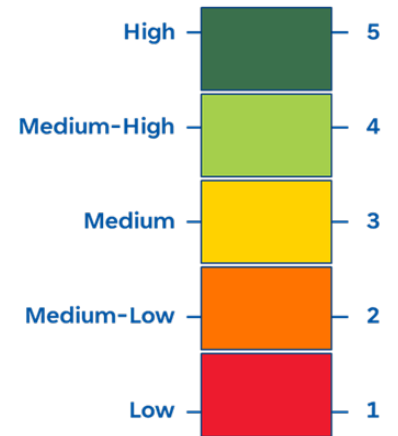
Local Financial Commitment – No Changes



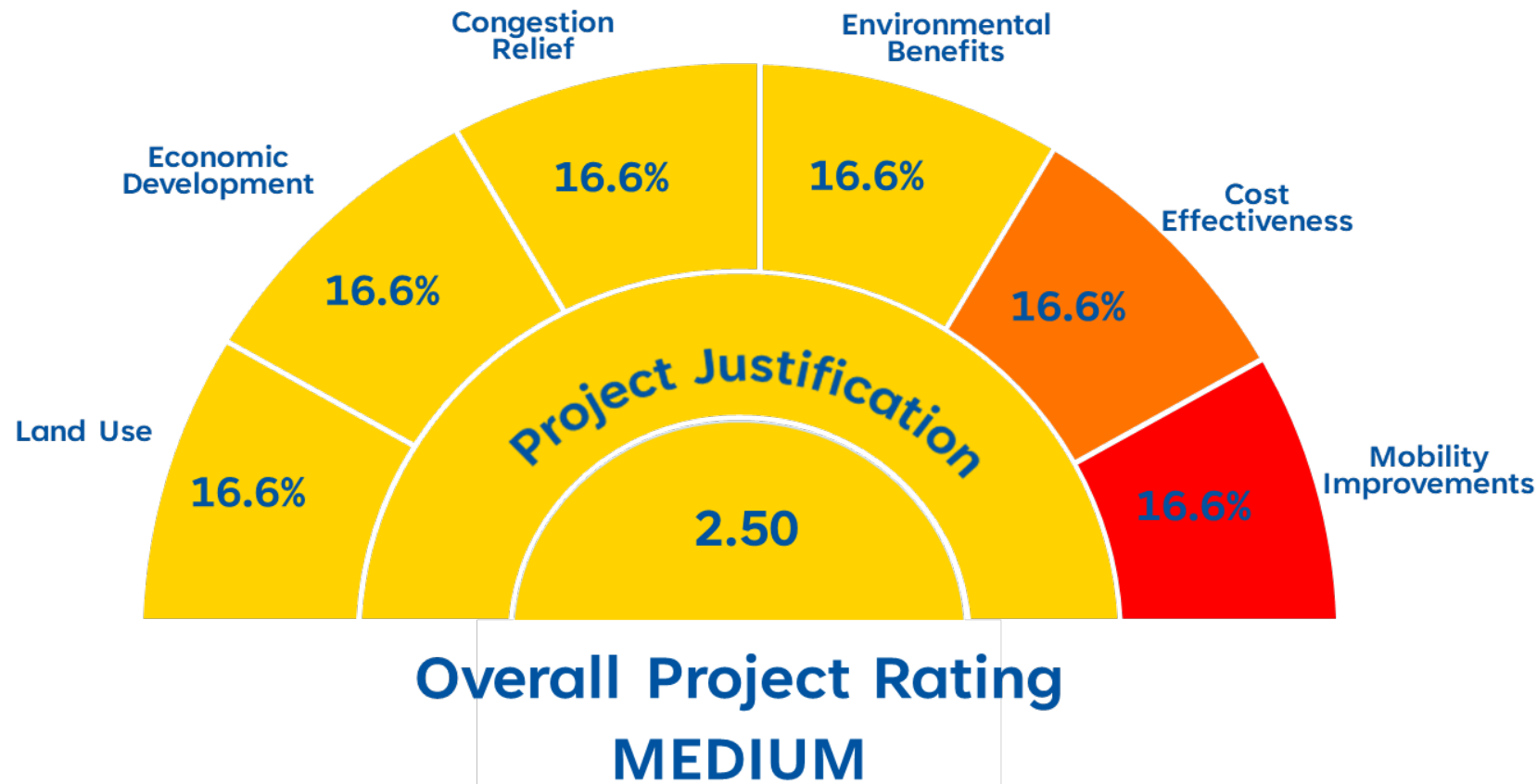
+1 point if Local Financial Commitment is MEDIUM or better

HIGH

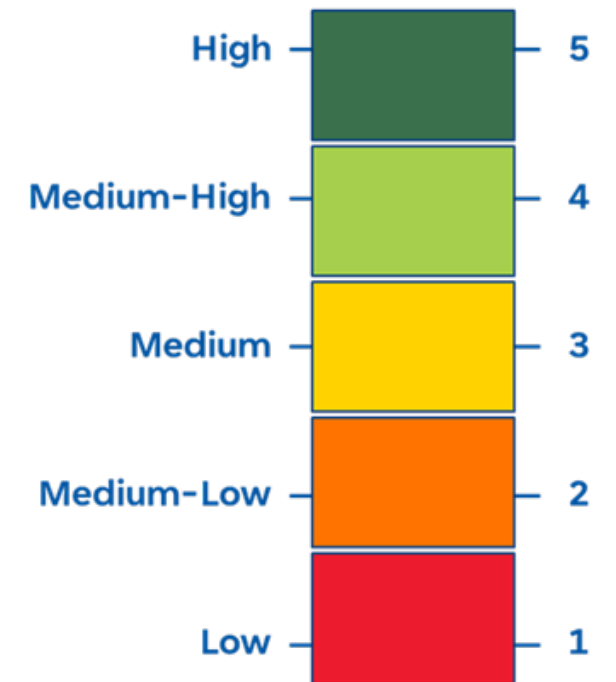
POINT SCALE



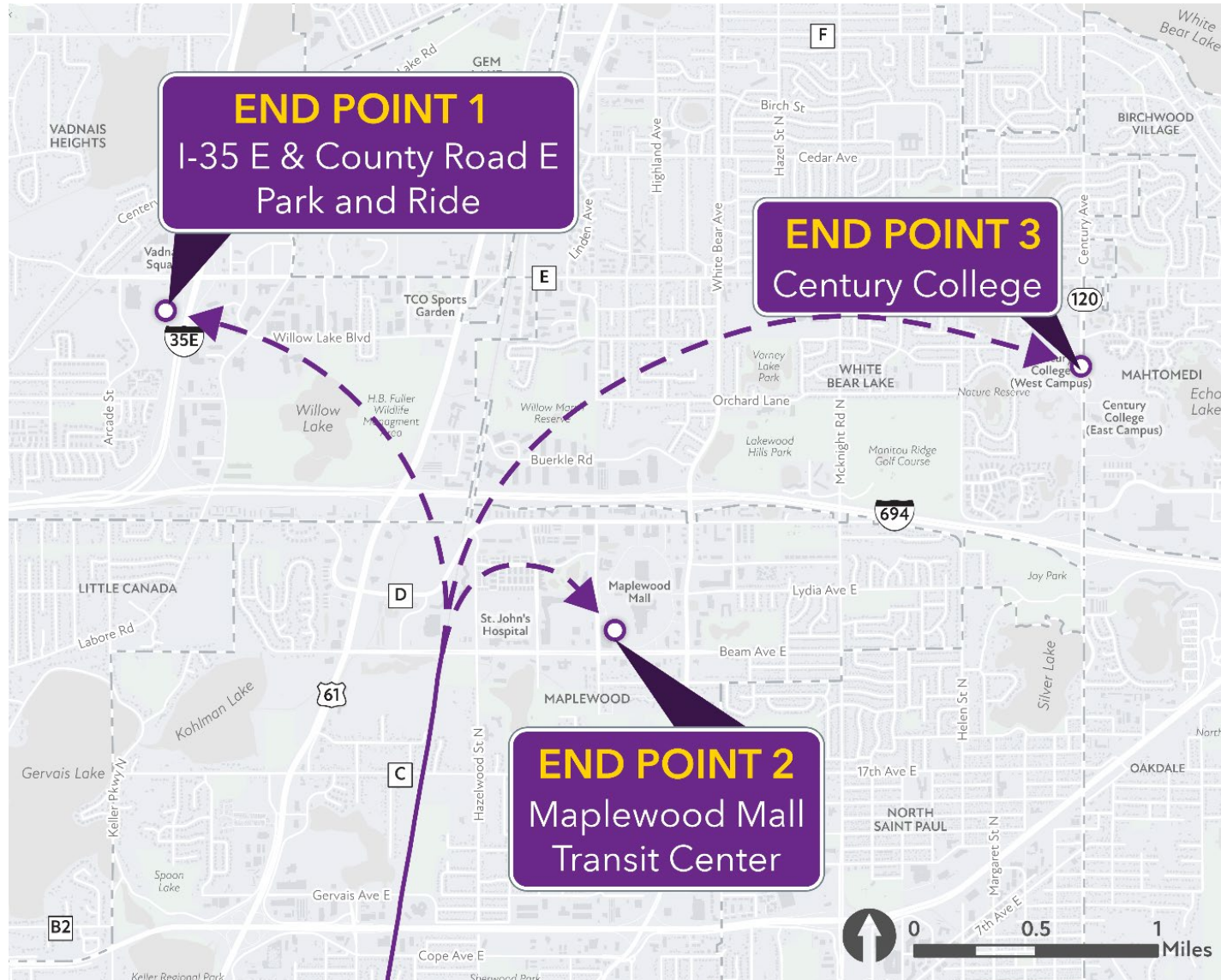
Project Justification - Environmental Analysis Phase (2018-2021)



POINT SCALE



Route Modification End Point Options

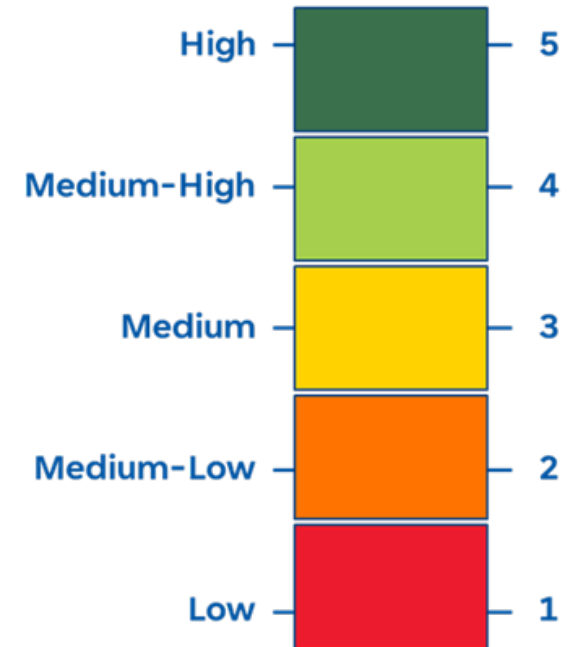


Project Justification – Fall 2022

Project Justification Criteria	Endpoint 1 New Starts	Endpoint 2 New Starts	Endpoint 2 Small Starts	Endpoint 3 New Starts
Rating Metric	2.33	2.17	2.50	2.17
Project Justification Rating	MEDIUM LOW	MEDIUM LOW	MEDIUM	MEDIUM LOW

- Endpoint 1 New Starts
 - Improve Cost Effectiveness
- Endpoint 2 New Starts
 - Improve Environmental Benefits & Cost Effectiveness
- Endpoint 3 New Starts
 - Improve Environmental Benefits & Cost Effectiveness

POINT SCALE



A Focus on Improving the Project Rating

- Still very early in the federal process; No federal funding decisions or federal evaluation of the project have occurred.
- Commitment of federal funding is at least 1 ½ years away.
- Additional work is needed to position the project for a federally qualifying medium rating.
- Staff will evaluate potential:
 - Scope changes to lower capital costs;
 - Service plan adjustments to lower operating costs;
 - Transit network adjustments to increase ridership; and
 - Adjustments to non-ridership and non-cost related criteria.

RMS Technical Evaluation Rollout

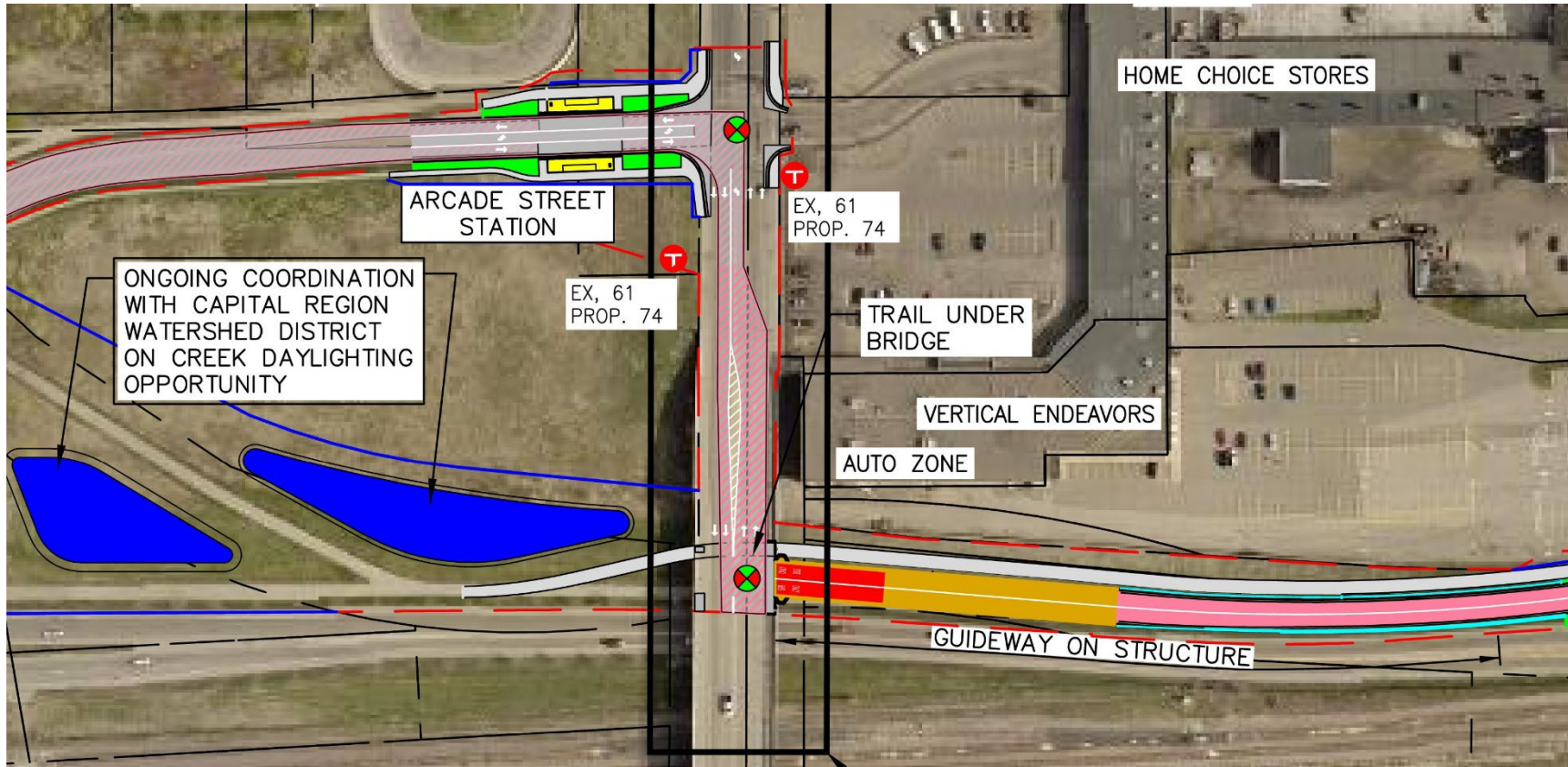
	November	December	January
Technical Evaluation Results	■		
Public Review and Comment Period		■	
Revised Locally Preferred Alternative Recommendation			■

Arcade Street Station

Sara Pflaum | Purple Line Engineering & Design Manager

Liz Jones | Purple Line Community Engagement Lead

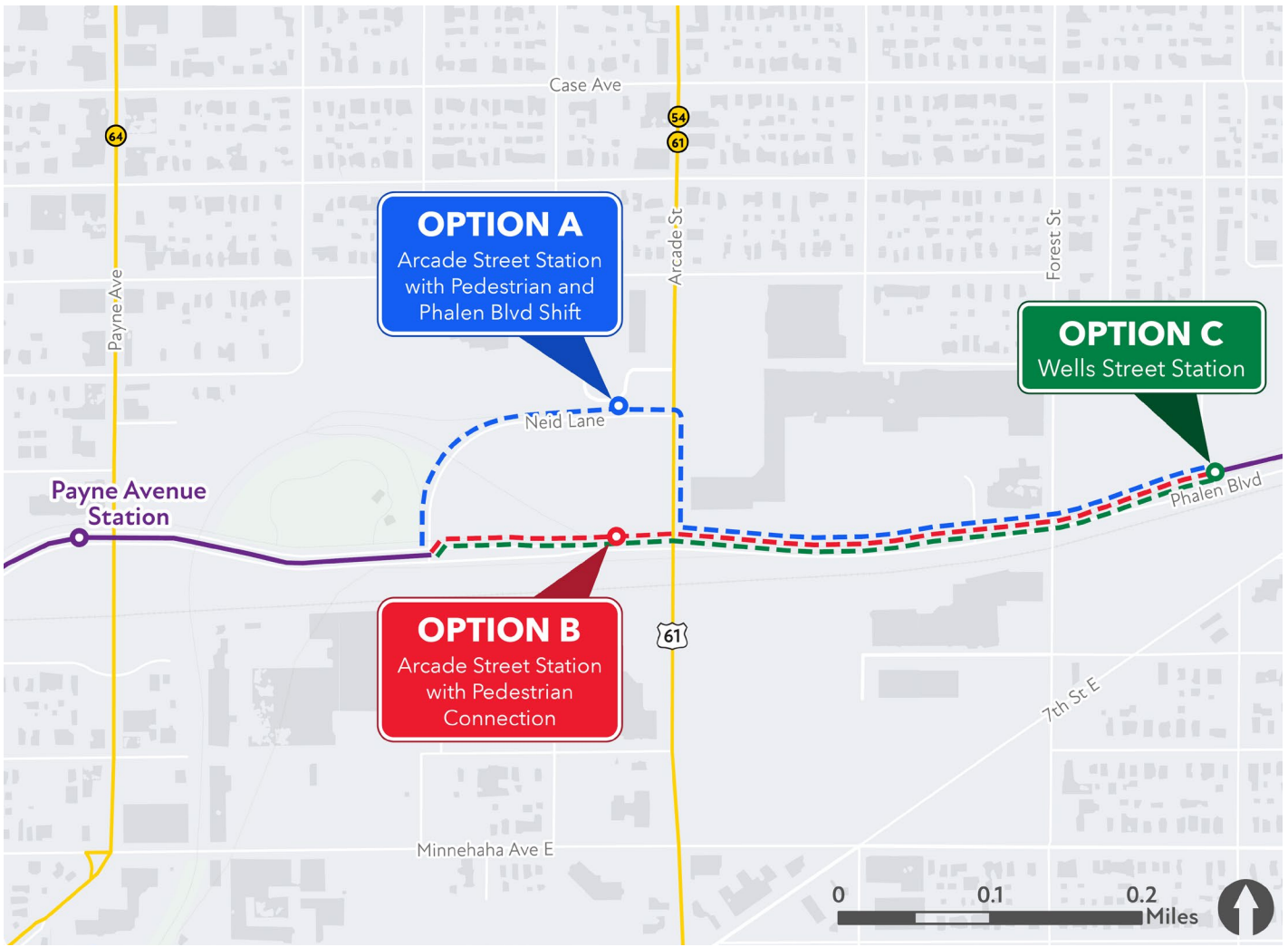
Arcade Street Station Option Evaluation



Options were requested to mitigate concern of pedestrians / cyclists using the dedicated guideway ramp to access the Bruce Vento Trail from Arcade, and concerns about winter maintenance of the grade of the ramp connection.

Arcade Street Station Option Evaluation

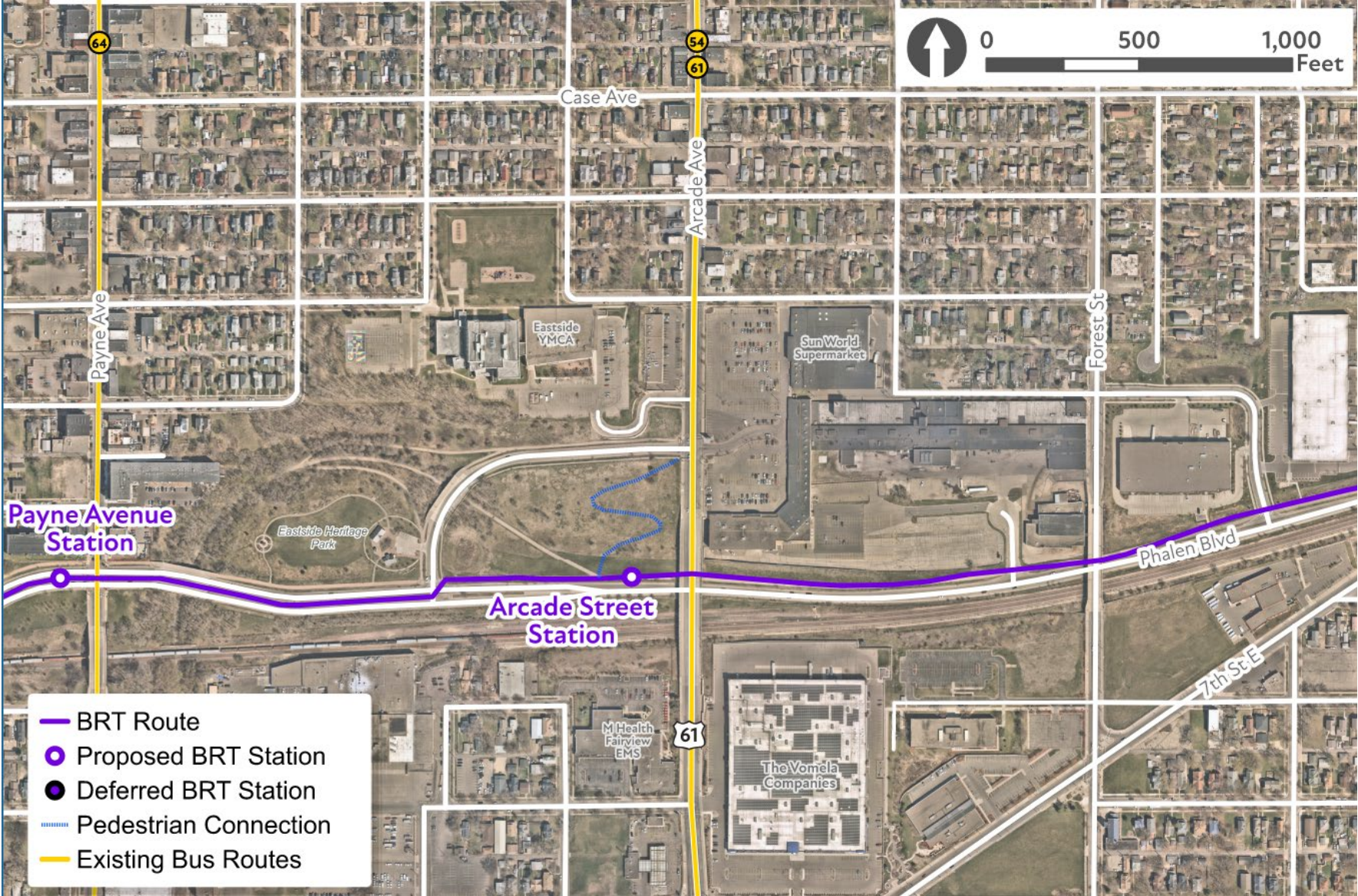
- Three options are under consideration to address some or all the stakeholder concerns.



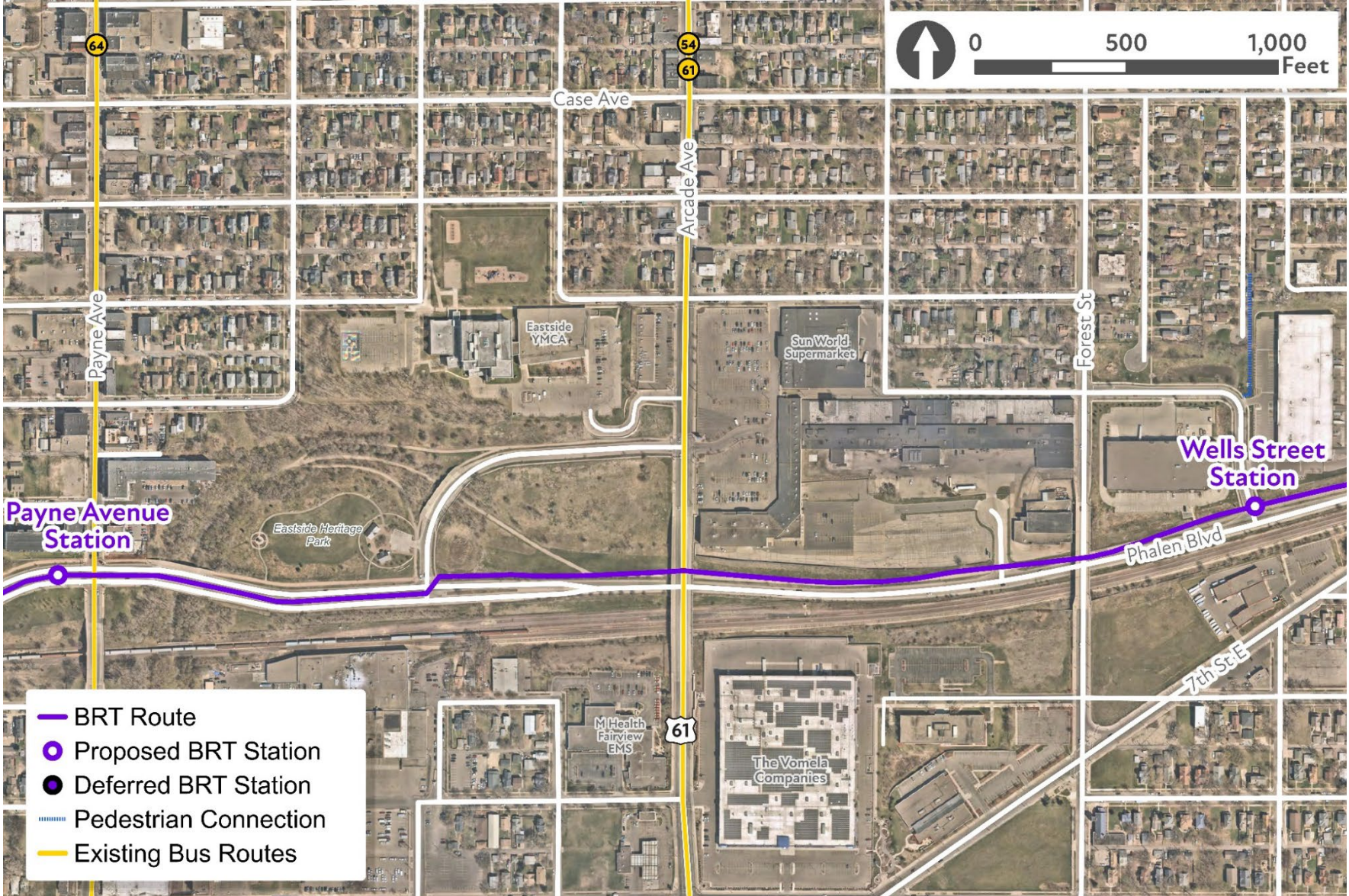
Arcade St Station Option A (Baseline + Ped + Rdwy Shift)



Arcade St Station Option B (at Phalen Blvd + Ped Connection)

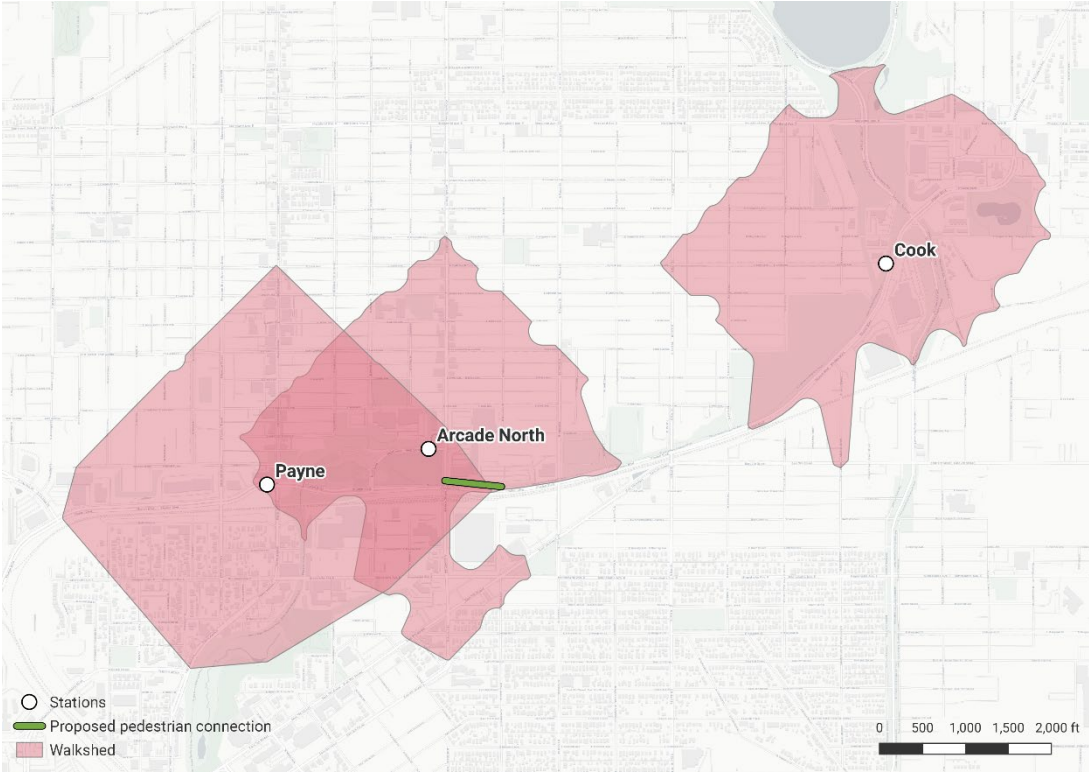


Wells St Station Option C (w/Ped Connection to Russell St)

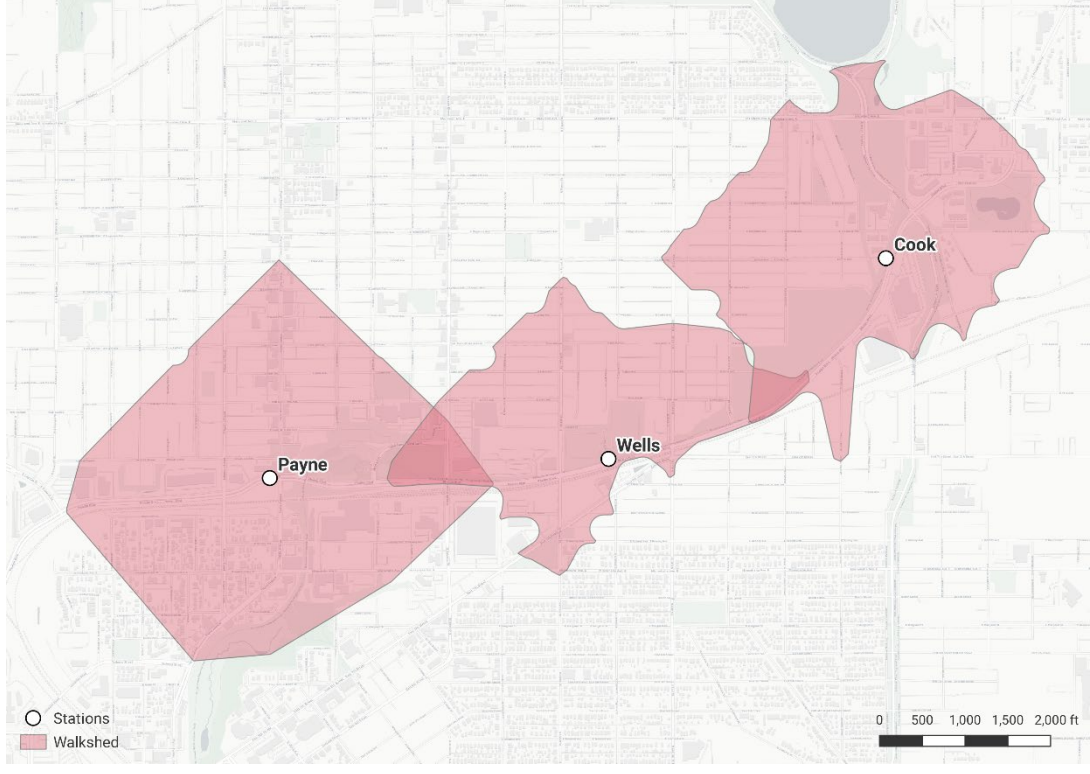


Full Network Walksheds

Options A/B



Option C



Arcade Street Station Evaluation Criteria

- Increase Transit Use
- Implementable Project
- Improves Quality of Life
- Improves Sustainable Transit Options
- Enhances Regional Connectivity
- Supports Local Vision

Arcade Street Station Evaluation and Engagement Timeline

- Summer - Technical Evaluation and Identification of Station Location Options
- Mid September – mid October: Public Review and Comment Period
- Late October – early November: Share with Project Committees and Collect Feedback
- January: New Arcade Street Station Location Confirmed

Arcade St. Station Outreach and Engagement (1/6)

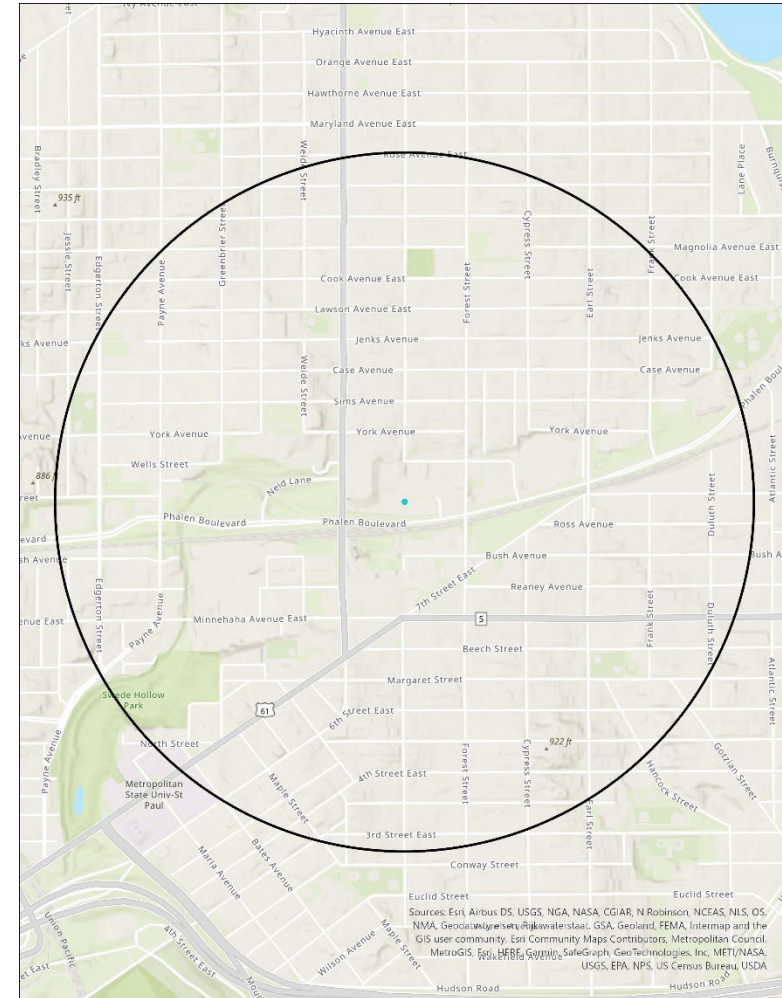
- *Goal is for targeted neighborhood-scale engagement with broader east St. Paul and corridor outreach*
- Preliminary engagement- before going live with options
 - Conversation with city of St. Paul staff to confirm outreach and engagement approach
 - Conversation with St. Paul Councilmember Nelsie Yang to review and obtain feedback on design options and outreach/engagement approach
 - Meet with Seegar Square property owner
 - Pop-up at St. Paul Eastside YMCA
- Outreach and engagement period- 3 or 4 options (depending on preliminary conversations)

Arcade St. Station Outreach and Engagement (2/6)

- Outreach and engagement period
 - Mailing
 - Survey, canvassing in neighborhood
 - Website, newsletter and targeted social media
 - Open house and pop-up events
 - St. Paul Eastside YMCA
 - Apartment complexes/multi-family housing
 - Seegar Square Shopping Center
 - Hmong Village
 - Transit stops
 - Community organizations
 - Payne-Phalen Community Council and Dayton's Bluff Community Council
 - Individual property owner/stakeholder meetings

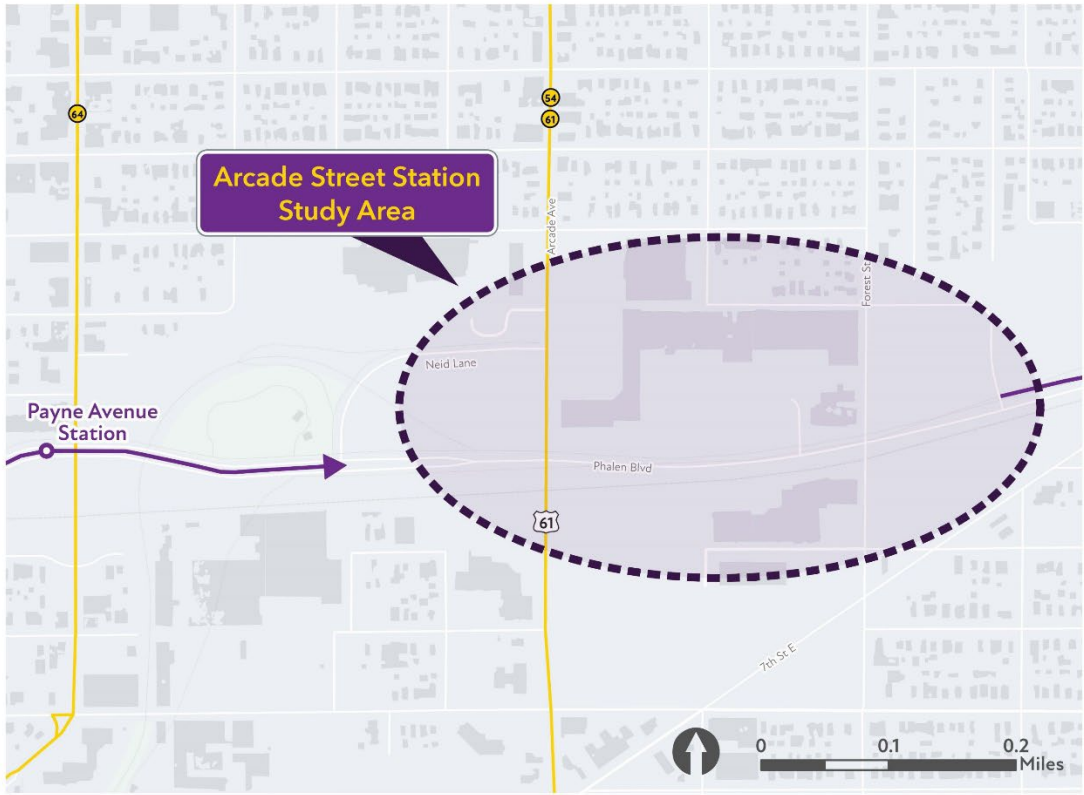
Arcade St. Station Outreach and Engagement (3/6)

- Postcard mailer
 - 1 mile radius around station location options
 - Includes all ½ mile walkshed analysis properties
 - 3,980 parcels



Arcade St. Station Outreach and Engagement (4/6)

ARCADE STREET STATION STUDY AREA



Arcade St. Station Outreach and Engagement (5/6)



INCREASE TRANSIT USE

- Community's preliminary selected location
- Overlap with Route 54
- Diversion off Phalen increases travel time

IMPLEMENTABLE PROJECT

- New Arcade Bridge still included
- Additional Phalen Blvd construction costs
- Phalen staging challenges

IMPROVES QUALITY OF LIFE

- Avoids creek daylighting area
- No impact to planned stormwater Best Management Practices
- Percent of people in poverty = 22%

IMPROVES SUSTAINABLE TRANSIT OPTIONS

- New pedestrian connection between Arcade and Phalen Blvd Trail on new bridge
- Walkshed service area gap between Arcade and Cook

ENHANCES REGIONAL CONNECTIVITY

- Significant realignment of Phalen Blvd
- New signal on Arcade bridge

SUPPORTS LOCAL VISION

- Preserves all TOD potential near station
- Within a designated Opportunity Zone

Arcade St. Station Outreach and Engagement (6/6)



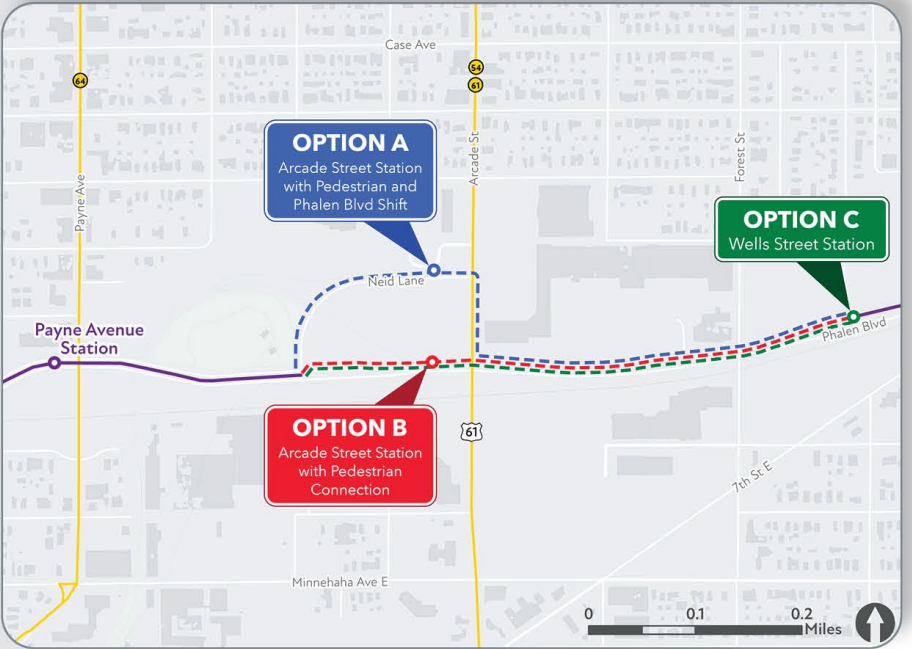
METRO PURPLE LINE ARCADE STREET STATION POP-UP

You're invited to attend a pop-up event taking place on August 26. (see reverse side).

The METRO Purple Line project team is exploring new location options for Arcade Street Station in St. Paul. The project team is evaluating options that will provide better access to the surrounding neighborhood and allow for the addition of a pedestrian connection to the station.

We'd like to hear your thoughts on these station options to help us further evaluate them.

Find project information, ways to share feedback, and the latest newsletter at the project website metrotransit.org/Purple-Line



Visit metrotransit.org/Purple-Line



Purple Line Connector Update

Craig Lamothe | Purple Line Project Manager

Mike Rogers | Ramsey County Transit Project Manager

Current Status and Outlook

- No clear source(s) of funding at this time for either transit capital (buses, stop infrastructure) or transit operations and maintenance
- Ramsey County and Metropolitan Council will continue to jointly explore the potential for non-County and non-Council funding opportunities
- A Purple Line Connector is unlikely with the start of Purple Line BRT operations in 2027

Next Steps

Craig Lamothe | Purple Line Project Manager

Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
 - Early November (9th or 10th)
- Subsequent meetings:
 - Late January (week of 23rd)

CMC Meeting Look Ahead

Date	Agenda
November	<ul style="list-style-type: none">• Welcome Washington County• CBAC meeting report• Review technical evaluation results before Public Comment Period
January	<ul style="list-style-type: none">• Review public feedback from the Public Comment Period• Make a recommendation on the Locally Preferred Alternative

Contact Us

For more information:

www.metrotransit.org/purple-line-project

[Facebook](#) and [Twitter](#) @PurpleLineBRT

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