



# Corridor Management Committee

Meeting #10 | April 4, 2024

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# Call to Order, Welcome & Introductions

Charlie Zelle | CMC Chair

# Housekeeping

- Virtual meeting etiquette
  - Camera on
  - Microphone (muted when not speaking)
  - Raise hand (if you have a question)
  - Chat (feel free to ask questions in the chat)
- Meeting is being recorded
- Meeting agendas, summaries, and presentation materials are posted on the project website at [metrotransit.org/purple-line-project-committees](https://metrotransit.org/purple-line-project-committees)
- Any suggested edits or corrections to March 7<sup>th</sup> draft meeting summary?

# Today's Topics

- Community & Business Advisory Committee Report (5m)
- Arcade St. Station Update (5m)
- Narrowed Center Running Option in St. Paul (10m)
- Community Outreach & Engagement Update (15m)
- Purple Line as a Small Starts Project (30m)
- Next Steps (10m)



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# Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

Laurie Malone | CBAC Co-chair

# March 29, 2024 Meeting Highlights

- Topics discussed:
  - Design options for St. Paul and Maplewood, including conversation regarding roadway space and improving sidewalk gaps
  - Traffic delay analysis for St. Paul and Maplewood sections of the White Bear Ave corridor
    - Concern for pedestrian safety, signal timing, and effects on emergency vehicles
  - Evaluation criteria
    - Station access, pedestrian access, property impacts, traffic operations, and transit operations
  - Ways to provide feedback for the current comment period that includes providing feedback on transit guideways for the White Bear Avenue alignment

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# Arcade Street Station Update

Craig Lamothe | Project Manager

# Current & Upcoming Activities

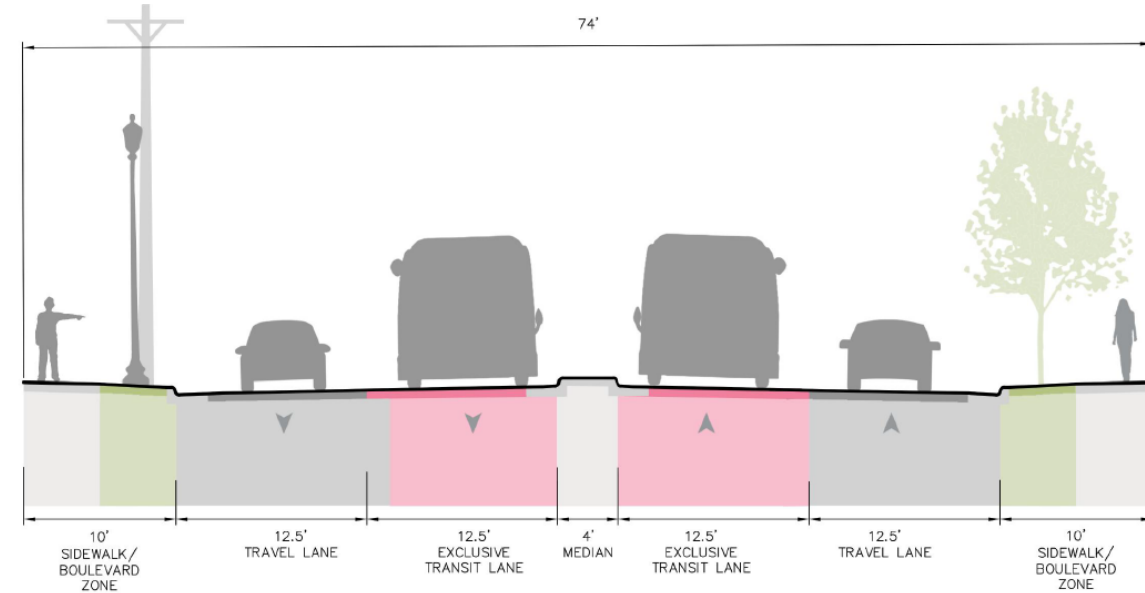
- Project team continuing to advance Arcade St Station engineering from 15% design (Dec. 2023) to 30% design (May 2024)
- Community leaders continuing to advocate for a station located at the Arcade St & Neid Ln intersection
  - Work order issued to [HR&A Advisors](#) (Real Estate & Economic Development) for a Site Redevelopment Feasibility Analysis (March – April)
    - Lead and funded by the BRT project
    - Participants: Metro Transit TOD Office, Met Council Real Estate Office, Ramsey County, City of Saint Paul, Community Councils (Payne-Phalen, Dayton's Bluff), East Side Area Business Association
  - Property owner engagement (early May)
    - Review Neid Ln. Extension with Roundabout and Neid Ln. Extension to Phalen Blvd options
    - Discuss potential site redevelopment
  - Community Council presentation and discussion (late May)

# Narrowed Center Running Option in St. Paul Request

Craig Lamothe | Project Manager

# History of Center Running Option in St. Paul

- Included in the Universe of Options
- Evaluated as part of Tier 1 Screening
- Not recommended for Tier 2 Evaluation
  - CMC Meeting (10/11/23)
    - Full property acquisitions
    - Reduced vehicle access
- Jan-Feb. 2024: Community leaders advocate for reconsideration of a narrower cross section
  - 2/28/24: Project team meets with community representatives for a listening session



# Center Running Option in St. Paul Revisited

## Community Generated Cross Section

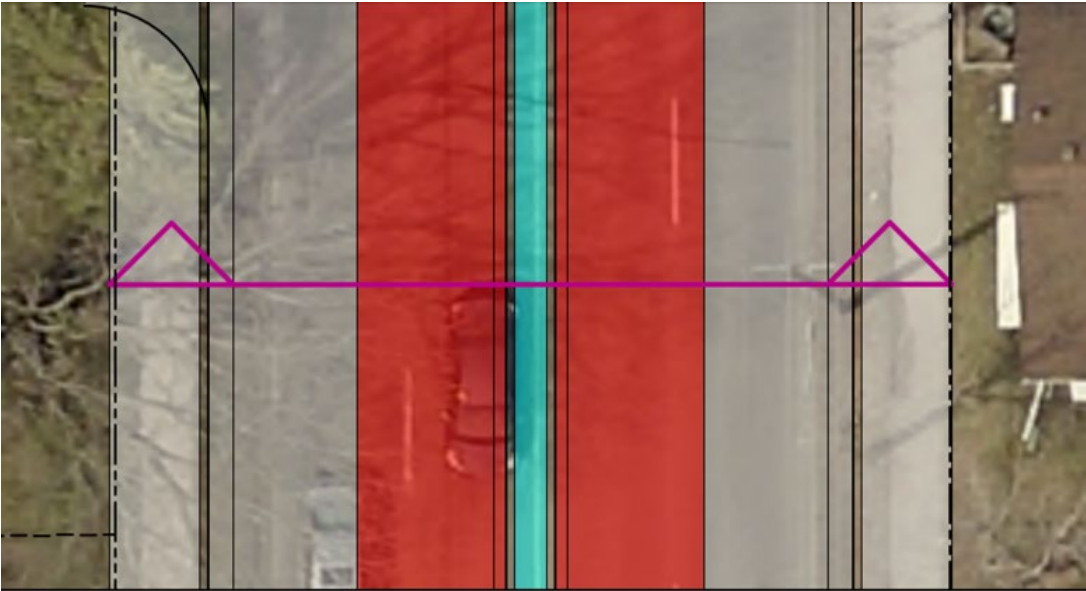


- Mar. 2024: Project team produces a conceptual design layout, conducts a high-level assessment, and reviews with agency project partners.
- Agency Project Partner & Community Representatives Meeting (4/4)
  - Review of trade offs, discussion of concerns

# CMC Member Request: Center Running Option in St. Paul

**REQUEST:** To fully evaluate, and if technically feasible, seek broad public feedback on a narrowed center running option for Maryland Avenue and White Bear Avenue.

**NOTE:**  
*Previously anticipated May 2 CMC action on a preferred White Bear Ave Corridor roadway and transit design option will be postponed.*





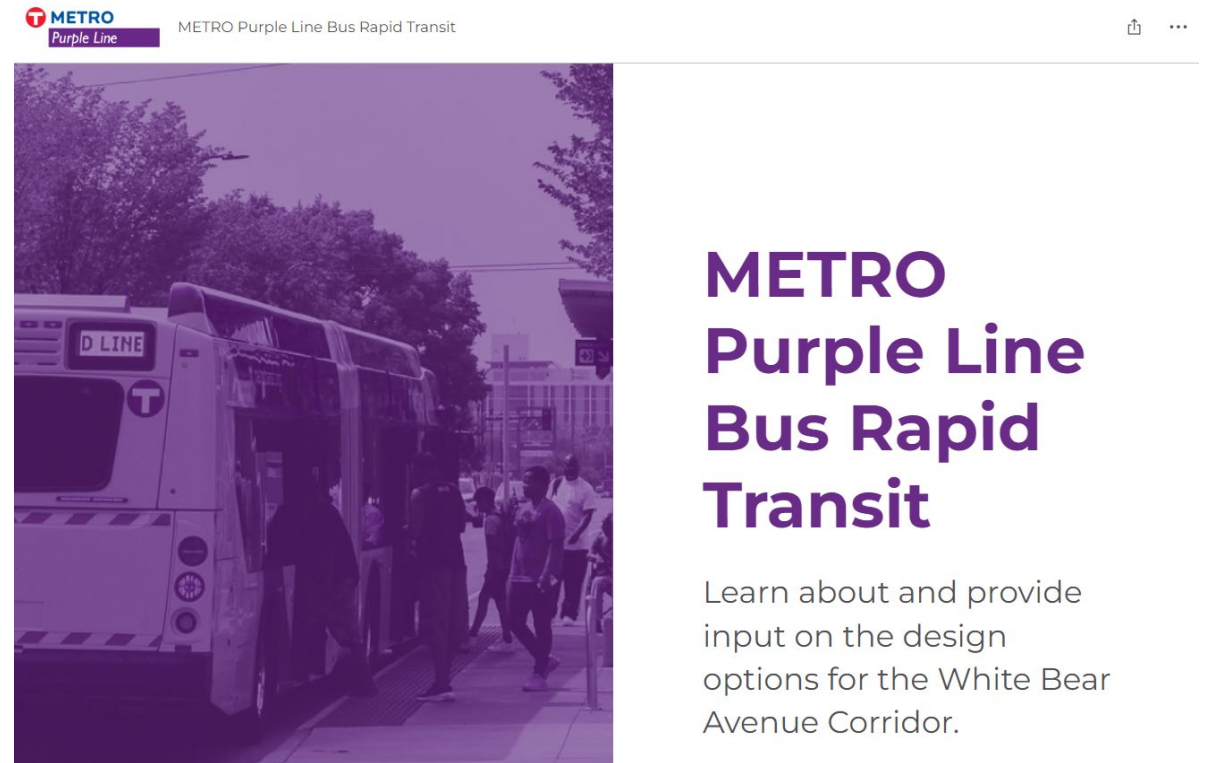
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# Community Outreach & Engagement Update

Liz Jones | Community Outreach & Engagement Lead

# March 11 – April 12 Comment Period

- Purpose: to gain feedback on the 4 design concepts as to inform a preferred option. Present how the options are different to inform feedback.
- Three formal community meetings held:
  - Maplewood YMCA on Wednesday March 20, 5–7 PM
  - Virtual Teams Meeting on Thursday March 28, 12–1:30 PM
  - St. Paul Ames Lake on Tuesday April 2, 5–7 PM
- Multiple pop-up's, canvassing activities and individual/community group meetings
- 10 Online Engagement- [Purple Line BRT Project \(metrotransit.org\)](https://metrotransit.org)



*Online Storyboard – Arc GIS Tool*

# Topics Covered

- Project overview/what is BRT
- Existing conditions of WBA corridor
- Design concepts and visualizations showing features of the WBA corridor
  - Pedestrian improvements
  - Vehicle safety
  - Stations
  - Bus lanes
- Evaluation criteria
- Schedule/next steps
- Materials shared:
  - Virtually through storyboard walkthrough on website
  - In-person at community meetings, pop-up events and during canvassing
  - Display boards and surveys at libraries and community centers
- Collecting feedback via:
  - Interactive feedback map/survey
  - Comment forms/surveys at meetings pop-up events, libraries/community centers and canvassing
  - Phone/email
  - One-on-one meetings

# Engagement Materials: Flyers/handouts

## WE WANT YOUR FEEDBACK!

JOIN US AT UPCOMING COMMUNITY MEETINGS

The METRO Purple Line Bus Rapid Transit Project has spent the last several months developing and evaluating potential layouts that show roadway design and transit station locations for White Bear Avenue route options.

Join us at upcoming in-person and virtual community meetings to learn more about the potential opportunities and impacts that these design options could have for residents and businesses.

Your feedback will inform the selection of the best option for the White Bear Avenue route.

Visit the project website to find more information, the latest newsletter, and ways to share feedback.

### YOU'RE INVITED!

**IN-PERSON MEETINGS**

- Maplewood YMCA Community Center  
Wednesday, March 20th @ 5 - 7 p.m.  
2100 White Bear Ave, Maplewood, MN 55109  
Heritage Banquet Room D
- Ames Lake Neighborhood Apartments  
Tuesday, April 2nd @ 5 - 7 p.m.  
1144 Barclay St, St Paul, MN 55106  
Community Room

**VIRTUAL MEETINGS**

- KULAMADA IN-OR KA DHEXEXISA  
Maplewood YMCA Community Center  
Arbaco, Maaro 20 @ 5 - 7 p.m.  
2100 White Bear Ave, Maplewood, MN 55109
- KULANKA VIRTUAL  
Kulanka Kooxa Microsoft  
Khamis, Maaro 28 @ 12 - 1:30 p.m.  
Booqo booga interneta ee isku xirka

### METRO PURPLE LINE BUS RAPID TRANSIT COMMUNITY MEETINGS

You're invited to attend community meetings taking place in March and April (see reverse side).

The METRO Purple Line Bus Rapid Transit Project has spent the last several months developing and evaluating potential layouts that show roadway design and transit station locations for White Bear Avenue route options.

Join us at upcoming in-person and virtual community meetings to learn more about the potential opportunities and impacts that these design options could have for residents and businesses.

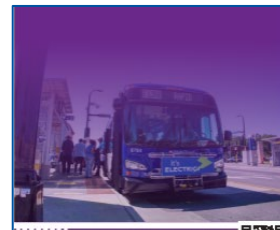
Your feedback will inform the selection of the best option for the White Bear Avenue route.

Visit the project website to find more information, the latest newsletter, and ways to share feedback.

Visit [metrotransit.org/Purple-Line](http://metrotransit.org/Purple-Line)

**Colin Owens - Community Outreach Coordinator**  
618-0495  
[owens@metrotransit.org](mailto:owens@metrotransit.org)

Spring 2024 Open House Notices



Use the QR code to share your feedback on an interactive map and comment form.

Una breve encuesta para dar su opinión está disponible en hmong, español, somali y karen.

Ib claim ntawv tshawb fawb luv luv los qhia koj qhov kev xav yug muaj ua lus Hmoob, Meev, Somali thiab Karen.

Sahan gaaban oo aad ra'iigaaga ka dhiibato ayaa lagu heli karaa Hmong, Ibsaanish, Soomaali iyo Karen.

သင်တို့သည် အချက်အလက်ပေးအပ်နိုင်ပြီး စာမျက်နှာ ဝက်ဘ်ဆိုက်တွင် ဝန်ထောက်များနှင့် ဆက်သွယ်နိုင်ပါသည်။

## WE WANT YOUR FEEDBACK!

Stay Connected!

For project questions or to invite us to an event, contact:

Colin Owens - Community Outreach Coordinator  
[colin.owens@metrotransit.org](mailto:colin.owens@metrotransit.org)

Visit [metrotransit.org/purple-line-project](http://metrotransit.org/purple-line-project) for more information, to sign-up for the project newsletter, and view upcoming events

Visit [PurpleLineBRT](http://PurpleLineBRT)



Spring 2024 Door Hanger

## ROUTE MODIFICATION STUDY PHASE II PROJECT OVERVIEW | MARCH-APRIL 2024

### WHAT IS THE PURPLE LINE BRT?

The Purple Line is a proposed bus rapid transit (BRT) line in Ramsey County that will connect with existing light rail and BRT service of the METRO system. The line will increase accessibility to jobs, housing, and services, improving the appeal and competitiveness of the east metro area. Purple Line will be one of the region's first BRT lines to operate primarily in exclusive or semi-exclusive lanes, providing for a more reliable and faster transit trip. Project staff are studying Maryland and White Bear avenues as an alternate route to using the Inter Vento Regional Trail Corridor.

### PURPOSE AND NEED

The Purple Line will provide a transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public while supporting sustainable development in the corridor.

Serving the needs of people who rely on transit  
Supporting those that can't afford, or unable, or choose not to drive.  
Meeting increasing demand for reliable, high-frequency transit  
Ridership on existing BRT service was strong throughout the COVID-19 pandemic and has gained riders more quickly than other service types, reflecting a demand for more all-day, all-purpose service.

Planning for sustainable growth and development  
Tackling traffic congestion by expanding reliable transit services and guiding transit-oriented, walkable development.

### EXPANDING MULTIMODAL TRAVEL OPTIONS

Addressing air quality and greenhouse gas emissions by shifting independent car trips to transit trips.

### TRANSIT LOOKS DIFFERENT TODAY

Travel and transit patterns now are different than before the pandemic.

• Average weekday systemwide and park-and-ride boardings are lower than 2019 (46% and 84% respectively).

• Over the last two years, regional ridership has rebounded by 21% (2021-2022) and 16% (2022-2023).

• Fast and reliable BRT lines now carry 15% of regional trips.

Transit is more important than ever for our region's most underrepresented populations.

• **0-car households:** 50% of all trips (up from 35% in 2016)

• **Low-income households:** 43% of all trips (up from 38% in 2016)

• **Disability community:** 13% of all trips (up from 9% in 2016)

• **BIPOC community:** 55% of all trips (up from 42% in 2016)

Spring 2024 Open House Handout

## ESTUDIO DE MODIFICACIÓN DE RUTA, FASE II

ACTUALIZACIÓN DEL PROYECTO | ENERO 2024

### ESTACIONES Y CONCEPTOS DE CARRILES PARA EL AUTOBÚS

Después de varios meses de evaluación y aportación, el proyecto está avanzando 12 estaciones a lo largo de las avenidas Maryland, White Bear y Beam, que se muestran a continuación. La ubicación exacta de la estación se determinará a medida que avance el diseño. Las ubicaciones de las estaciones están cerca de las intersecciones donde la Ruta 54 se detiene actualmente a lo largo del corredor de Purple Line.

El proyecto está desarrollando opciones de diseño de carriles para el autobús. Las opciones mostrarán los carriles para el autobús, los lugares de embarque, los carriles de tráfico general, las aceras y más. Veamos las opciones de carriles para autobuses y carriles de tráfico general que se están considerando a continuación.

### CARRILES DE BUS LATERALES

Los carriles para el autobús permitirán girar a la derecha y acceder a propiedades. Las estaciones se encuentran en la acera.

### CARRIL DE BUS CONN CALLE DE 3 CARRILES

Autobús en una sola dirección para permitir fideles de giro a la izquierda para el acceso a la calle.

### ES CENTRALES PARA EL BUS

Autobús solo pueden ser utilizados por tránsito y de emergencia. Las estaciones se sitúan en el centro.

### WHITE BEAR AVE CORRIDOR - STATIONS AND BRT CONCEPTS

After several months of evaluation and engagement, the project is advancing 12 stations along Maryland, White Bear, and Beam avenues, shown below. Exact station placement will be determined as design advances. The station locations are near intersections where Route 54 currently stops along the Purple Line corridor.

The project is developing bus lane options. The options will display bus lane locations, bus stop locations, general traffic lanes, sidewalk lanes and general BRT lanes.

Bus lanes will allow stations area location.

### 2024 Project Handout

2024 Project Handout

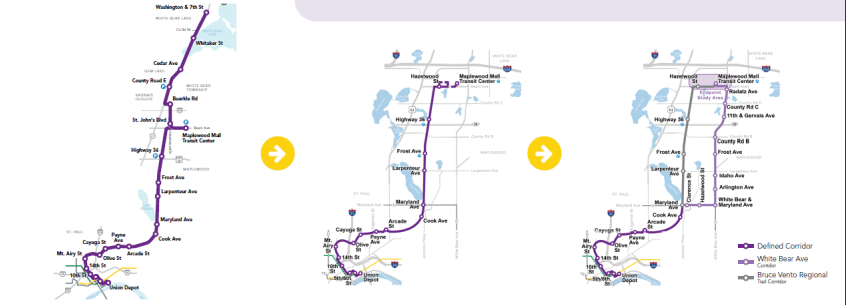


# Engagement Materials: Boards

## Evolution of Purple Line



Since the late 1990s, the project has progressed through several phases of concept development, planning analysis, and preliminary engineering to advance a community-supported and implementable transit improvement.



**Environmental Phase December 2021**  
Ramsay County led a multi-year effort, engaging municipal staff and communities, to develop preliminary design plans for the locally preferred alternative from downtown St. Paul to downtown White Bear Lake, which was used to complete an environmental assessment. The locally preferred alternative was selected and recommended by the Rush Line Policy Advisory Committee in May 2017.

**Route Modification Study Phase I Alternatives March 2023**  
Metropolitan Council and Ramsay County led a year-long effort to modify the locally preferred alternative by selecting a new northern end point for Purple Line after the City of White Bear Lake requested the project not enter city limits.

**Route Modification Study Phase II Alternatives (In Process)**  
Metropolitan Council and Ramsay County are leading the current effort to study Maryland and White Bear avenues to the Maplewood Mall area as an alternative route to using the Bruce Vento Regional Trail Corridor. The project is seeking feedback on the preferred White Bear Ave corridor design.



## White Bear Ave Corridor Existing Conditions



The Purple Line project is studying a route in the White Bear Ave Corridor. This corridor is defined as Maryland, White Bear, and Beam avenues between Johnson Parkway in Saint Paul and the Maplewood Mall area.

Local bus service in the corridor includes Route 54, Route 64, and Route 80. These routes operate 10 to 20 hours per day, with service typically every 30 minutes much of the week. Note: Route 54 does not run on Sundays in this corridor.

### What we've heard about the corridor:

- High traffic speeds and aggressive driving create unsafe conditions for vehicles and pedestrians.
- Loitering and vandalism near bus stops negatively impact nearby businesses.
- Property access along the corridor is challenging today.
- Difficult to cross at unsignalized intersections.
- Need more frequent & reliable transit service.
- Roadway and sidewalk pavement are in poor condition.



## Property Impacts Saint Paul



Criteria Evaluated

Purple Line staff studied potential property impacts for each design option based on early design concepts. Impacts shown may be reduced with future design advancement.

- All properties would be impacted to some degree during construction.
- Some properties would have permanent impacts caused by station platforms.
- One property in this section may have a total property impact, affecting the entire property, due to access changes.
- The Two Side-Running option has more property impacts because it has a wider typical cross section at intersections with left-turns or medians.
- The extent of the impact and potential mitigation strategies will be evaluated in the next phase of design, after the preferred concept is selected.



Example of Intersection with Median Maryland Ave & Barclay St



If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.



## Traffic Speed Changes 2045 Traffic Operations

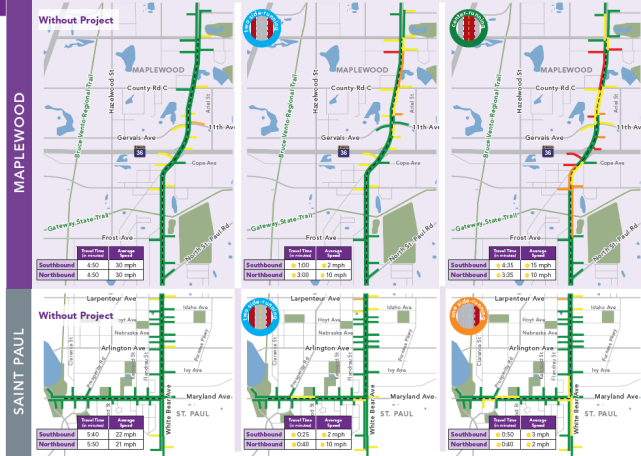
Criteria Evaluated

Purple Line staff counted existing traffic, forecasted 2045 traffic levels and traffic flow, then studied how each design option could change traffic flow characteristics in that year.

- Traffic flow is forecasted during an evening rush hour
- Maps show delay per vehicle
- The 2045 Without Project scenario presents average travel time and speed through each section
- The design options present the change in travel time and speed compared to 2045 Without Project
- In Saint Paul, there is little difference between the scenarios
- In Maplewood, the Two Side-Running scenario increases delay and the Center-Running scenario further increases that delay

**SECONDS OF DELAY PER VEHICLE**

- Less than 30 seconds
- 30-50 seconds
- 50-70 seconds
- Greater than 70 seconds



## Pedestrian and Station Access

Criteria Evaluated

Pedestrian access improvements, to stations and across the corridor, are an important benefit of the Purple Line project. All of the options implement pedestrian improvements but there are slight differences.

### Pedestrian Access

**Saint Paul**  
Both options would add 9 more marked crosswalks (25% increase) and 5 new refuges and medians.  
Crossing Distances Today: 58 to 64 feet | With Project: 50 to 60 feet.

**Maplewood**  
**TWO SIDE-RUNNING:** Adds up to 3 more crosswalks (10% increase) to the corridor and 3 more refuges and medians.  
Crossing Distances Today: 66 to 70 feet | With Option: 56 to 65 feet  
**CENTER-RUNNING:** Adds 9 more crosswalks (30% increase) and 19 more refuges and medians.  
Crossing Distances Today: 66 to 70 feet | With Option: 37 to 58 feet  
All options, in both cities, would also reduce the average number of lanes to cross and the average crossing distance.

### All options would deliver:

- Marked Crosswalks
- Pedestrian Refuges and Medians
- Average Crossing Distance
- Average Number of Lanes to Cross

### Station Access

**Saint Paul**  
There is no difference between the ONE SIDE-RUNNING and TWO SIDE-RUNNING options for how transit riders can access stations. Station platforms would be located next to the sidewalk.

**Maplewood**  
The TWO SIDE-RUNNING and CENTER-RUNNING options have the greatest difference in how transit riders can access stations. In the Center-Running option, station platforms are located in the middle of the roadway.



Spring 2024 Open House Display Boards



# Engagement Materials: White Bear Ave Corridor Comment Form

1. What is your connection to the White Bear Ave corridor?

*Rank each design option on a scale from 1 (strongly disagree) to 5 (strongly agree) whether it will benefit the community.*

2. St. Paul Design Options

- One Side-Running Transit Lane
- Two Side-Running Transit Lanes
- Why did you select these rankings for St. Paul design options?

3. Maplewood Design Options

- Two Side-Running Transit lanes
- Center Running Transit Lanes
- Why did you select these rankings for Maplewood design options?

4. *Purple Line BRT End Points*

- How likely would you ride the Purple Line BRT if the end point was Maplewood Transit Center with local bus connections to St. John's Hospital and Century College?
- How likely would you ride the Purple Line BRT if the end point was to St. John's Hospital?
- Why did you select these rankings for the Purple Line BRT End Points?

5. Which White Bear Ave corridor differentiating criteria is most important to you when making your decisions?

6. What else would you like project staff to know?

***Survey available in English, Spanish, Somali, Hmong, & Karen***

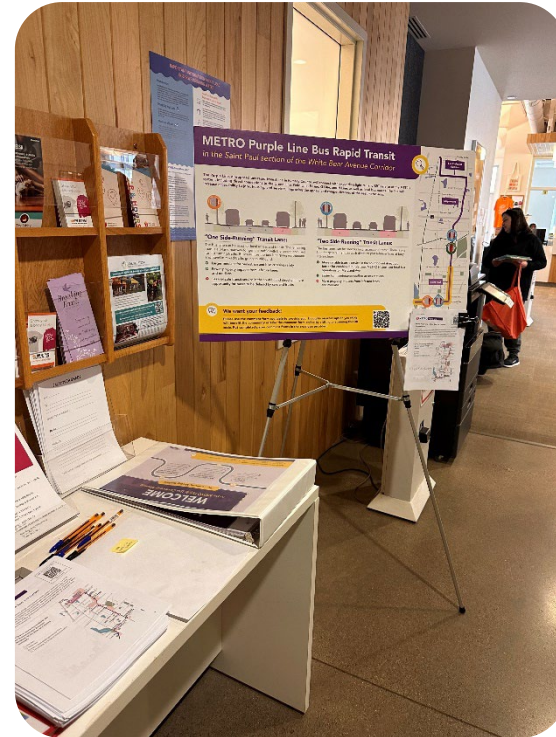
# Display Boards at Libraries and Community Centers

- Distributed passive display boards to local libraries to catch visitors from the community

- Arlington Hills Library
- Hayden Heights Library
- Maplewood Library
- North Saint Paul Library

Materials: surveys (multiple languages), display boards, info books

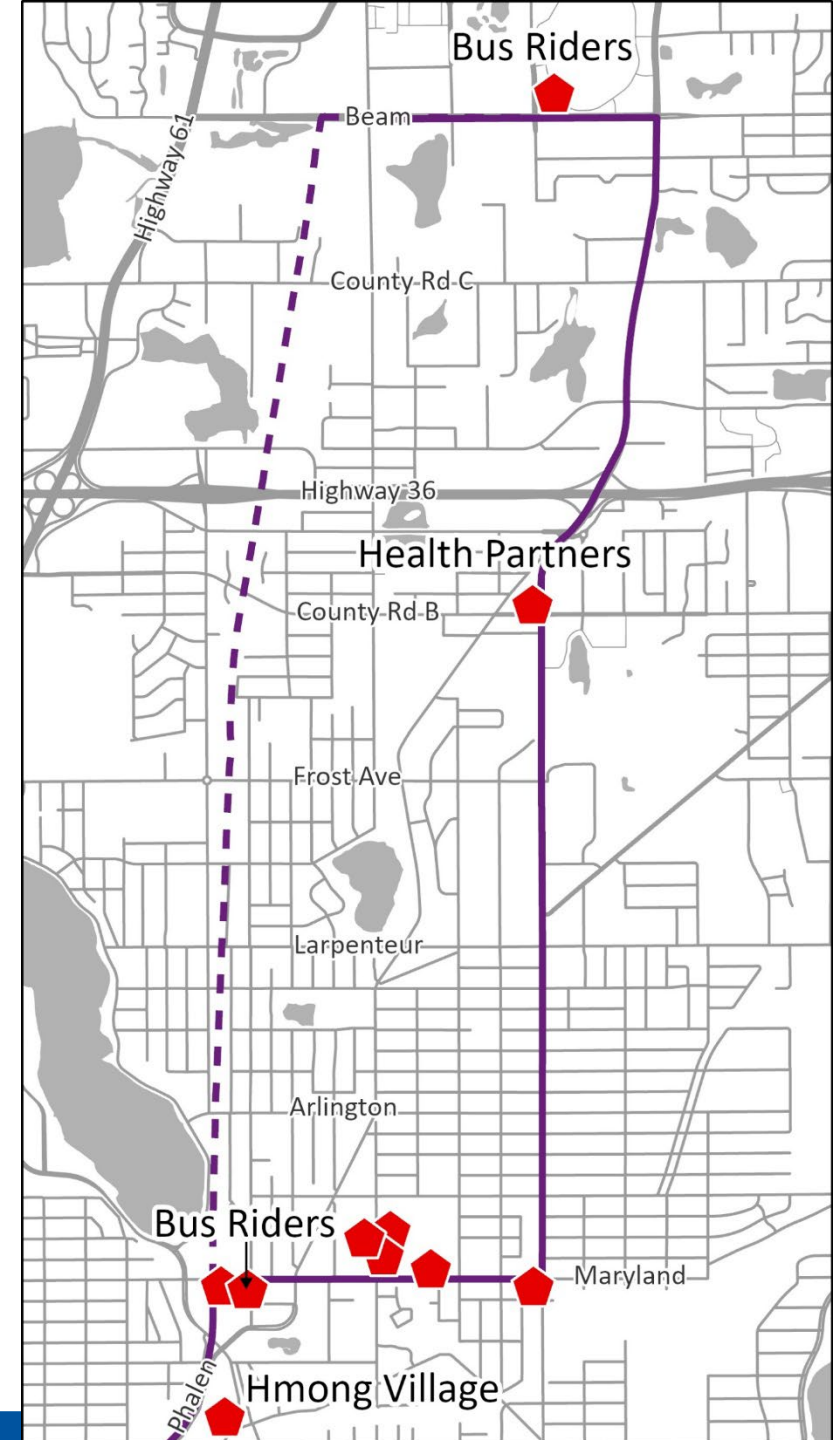
Passive boards will be collected at the end of the comment period





# Recent Canvassing Events

- Events within the past month
- 2 events at bus stops, including the Maplewood Mall Transit Center
- Includes canvassing community members at Hmong Village and Health Partners
- Engaged several apartment buildings along Maryland to target underrepresented residents





# Recent Community Events and Stakeholder Meetings

Date	Event Name	Location	Audience	Approx. # of People Engaged
Mar. 3, 2024	Tabling at Ramsey County Service Center	St. Paul	Folks with lower incomes and seniors	23
Mar. 19, 2024	Residential Canvassing at Apartment Complexes	St. Paul	Folks with lower incomes	Spoke with 17, dropped off over 100 flyers
Mar. 19, 2024	Bus Stop Canvassing at Clarence & Maryland	St. Paul	Transit riders on Routes 54 and 64	15
Mar. 20, 2024	<b>Purple Line Open House in Maplewood</b>	Maplewood	General public/project area public	50
Mar. 23, 2024	American Indian Magnet School	St. Paul	Native American Adults & Families	34

# Recent Community Events and Stakeholder Meetings

Date	Event Name	Location	Audience	Approx. # of People Engaged
Mar. 28, 2024	<b>Open House</b>	Virtual	General public	22
Mar. 29, 2024	Residential Canvassing	St. Paul	Folks with lower incomes	24
Mar. 30, 2024	Tabling Event	St. Paul (Hmong Village)	Hmong community	28
Apr. 1, 2024	Tabling Event	Maplewood (Ramsey County Service Center)	Folks with lower incomes and seniors	8
Apr. 2, 2024	<b>Open House</b>	St. Paul (Ames Lake Multifamily Housing)	General public/project area public	6
Apr. 3, 2024	Bus Canvassing	Maplewood Mall Transit Center	Transit riders	5

# Map of Events

- Events layered on 2020 census data of corridor demographics

## Purple Line Public Engagement Events

October to March 2023

### Legend

Percent Communities of Color

0 - 25%

26 - 50%

51 - 75%

76 - 100%

### Event Type

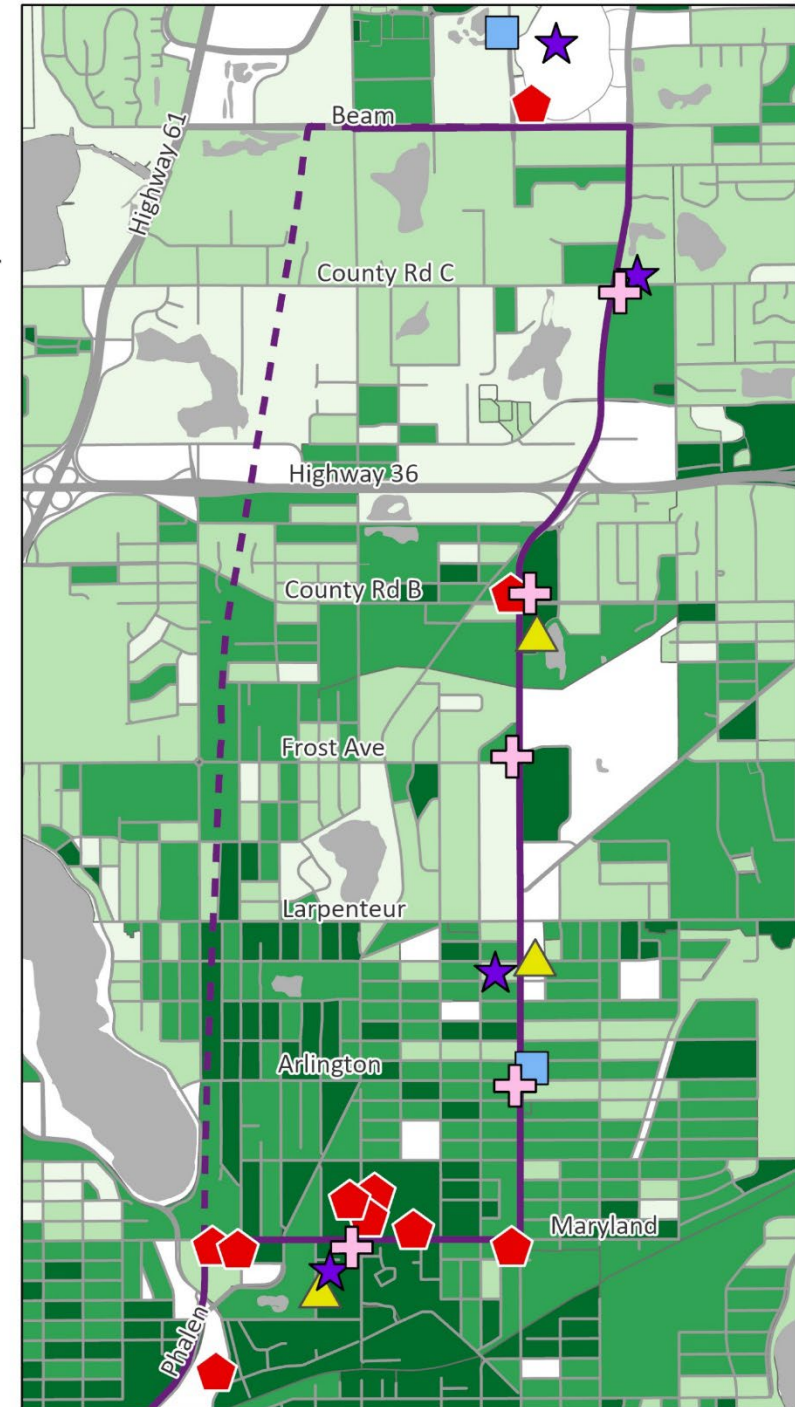
Canvassing

Community Meeting

Tabling Event

Community Display

Walking Tour



# Upcoming Community Events and Stakeholder Meetings

Date	Type	Location	Audience
Ongoing	Canvassing	St. Paul/ Maplewood	Renters, transit users
Apr. 5, 2024	Tabling Event	Maplewood (HealthPartners Clinic)	Families/general public
Apr. 5, 2024	Tabling Event	Maplewood (Maplewood Mall Food Court)	General public
Apr. 16, 2024	Meeting/ Workshop	Maplewood (White Bear Ave Business Association)	Maplewood and St. Paul Businesses
Apr. 17, 2024	Meeting/ Workshop	St. Paul (Greater East Side Community Council)	District Council members
Apr. 17, 2024	Tabling Event	St. Paul (Ramsey County Service Center)	Folks with lower incomes and seniors
Apr. 22, 2024	Meeting/ Workshop	Maplewood (City Council)	Maplewood Councilmembers and staff
TBD April	Meeting/ workshop	St. Paul (Transportation Accessibility Advisory Committee/Disability Community small group)	Disability Community and Accessibility Advocates
Apr. 29, 2024	Meeting	St. Paul (Planning Commission of the Transportation Committee)	Planning Commission members and staff
May 1, 2024 (tent)	Meeting	St. Paul (Transportation Accessibility Advisory Committee)	Disability Community and Accessibility Advocates

# RMS Phase II Potential Property Impacts Engagement

Group/Stakeholder	Timeline	Examples of Contacts
City staff	January	<ul style="list-style-type: none"> <li>• West Side Hebrew Cemetery</li> </ul>
Elected Officials	Late January	<ul style="list-style-type: none"> <li>• Saint Paul Fire Station No. 9</li> </ul>
High Priority Properties (i.e., major impact or full property acquisition)	Late January – early March	<ul style="list-style-type: none"> <li>• Car-X Tire &amp; Auto</li> <li>• Pappy’s Chicago Style Eatery</li> <li>• House of Clocks</li> <li>• Hayden Heights Library</li> <li>• Small Strip Mall (next to Library)</li> </ul>
Properties impacted by medians (i.e., change in access)	February	<ul style="list-style-type: none"> <li>• Sherwood Lounge</li> <li>• RCKT Tattoo Arts Residence</li> <li>• Starbucks/Tumble Fresh Coin Laundry</li> <li>• CVS</li> </ul>
All other properties and corridor public	Late February / March-April Comment	<ul style="list-style-type: none"> <li>• Planet Soccer</li> <li>• CC Military Surplus</li> <li>• Premier Bank (Corporate Office)</li> </ul>



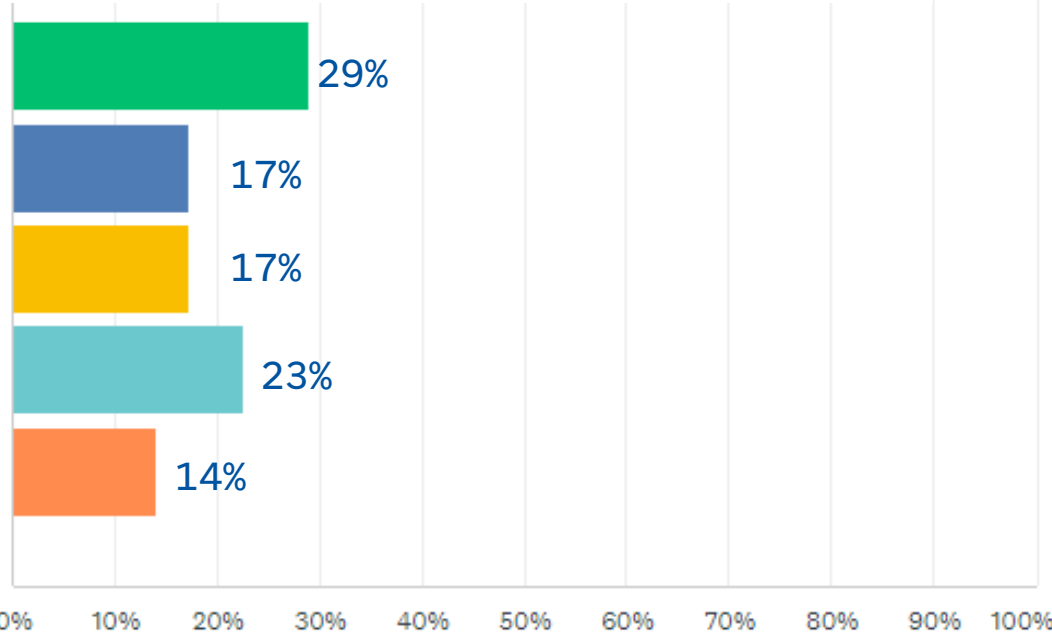
# Pictures from Maplewood Meeting



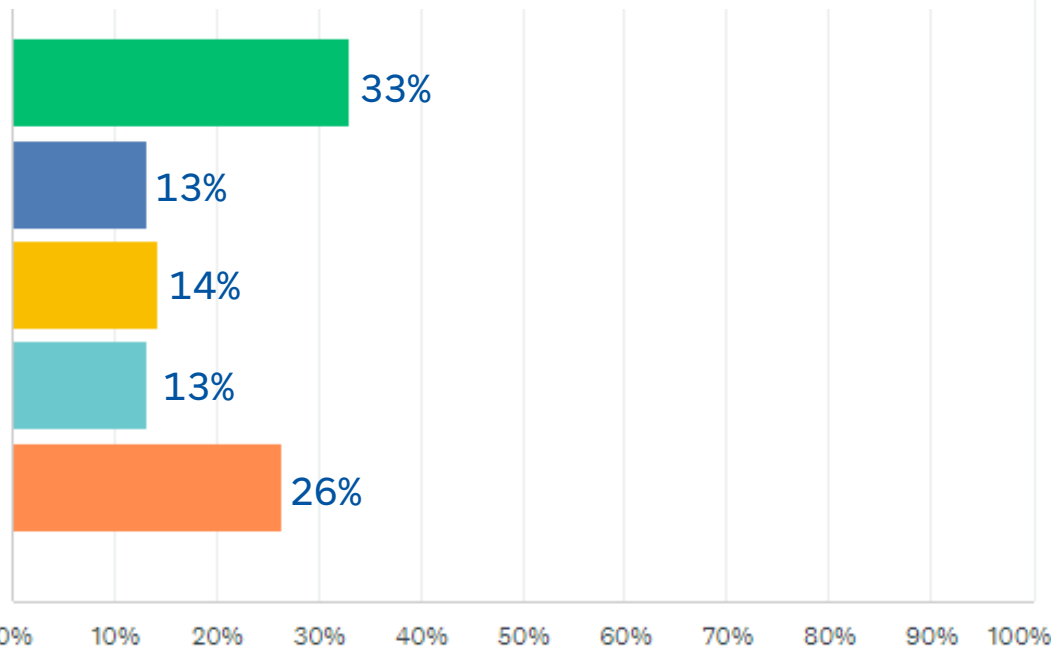
# St. Paul Options Feedback (as of 4/3)

Rank each design option on a scale from 1 (strongly disagree) to 5 (strongly agree) whether it will benefit the community.

### One Side-Running Transit Lane



### Two Side-Running Transit Lane

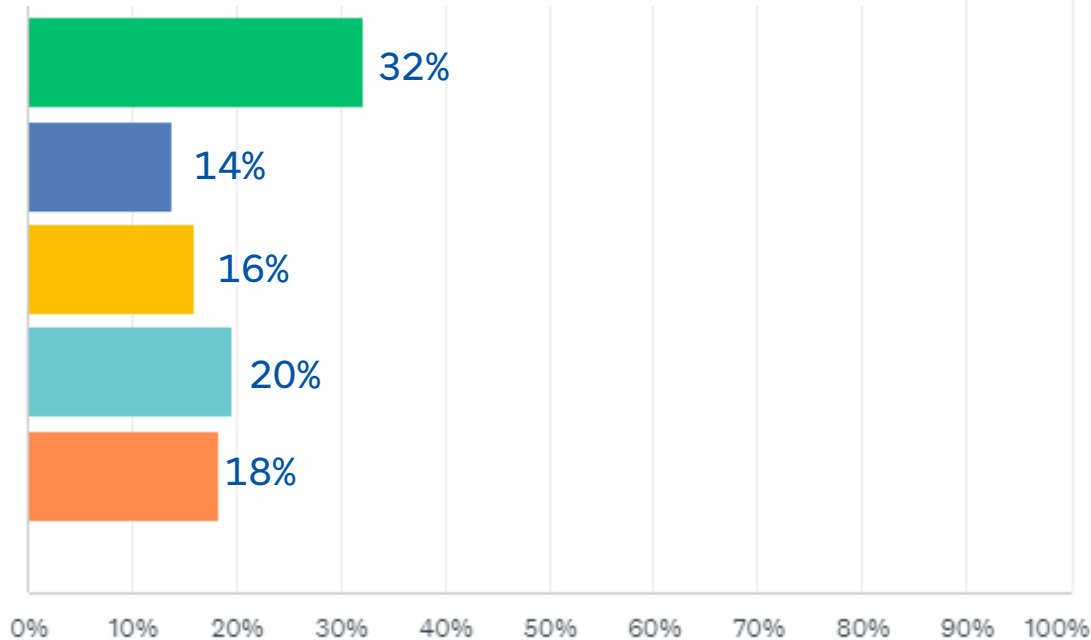


(1) Strongly Disagree (2) Disagree (3) Neutral (4) Agree (5) Strongly Agree

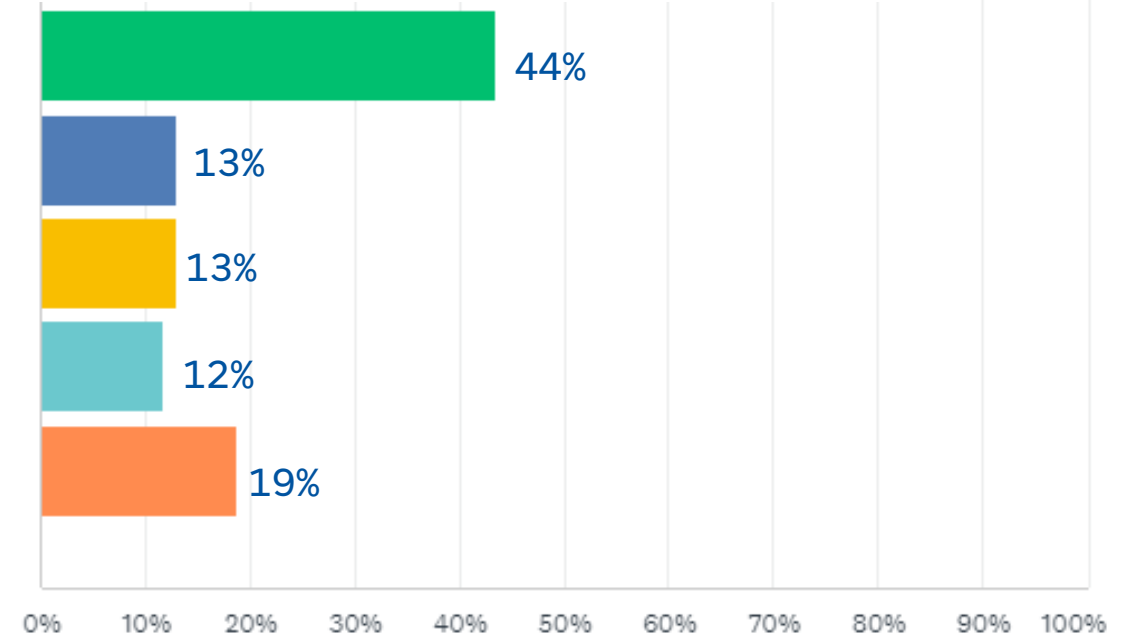
# Maplewood Options Feedback (as of 4/3)

Rank each design option on a scale from 1 (strongly disagree) to 5 (strongly agree) whether it will benefit the community.

## Two Side-Running Transit Lane



## Center Running Transit Lane

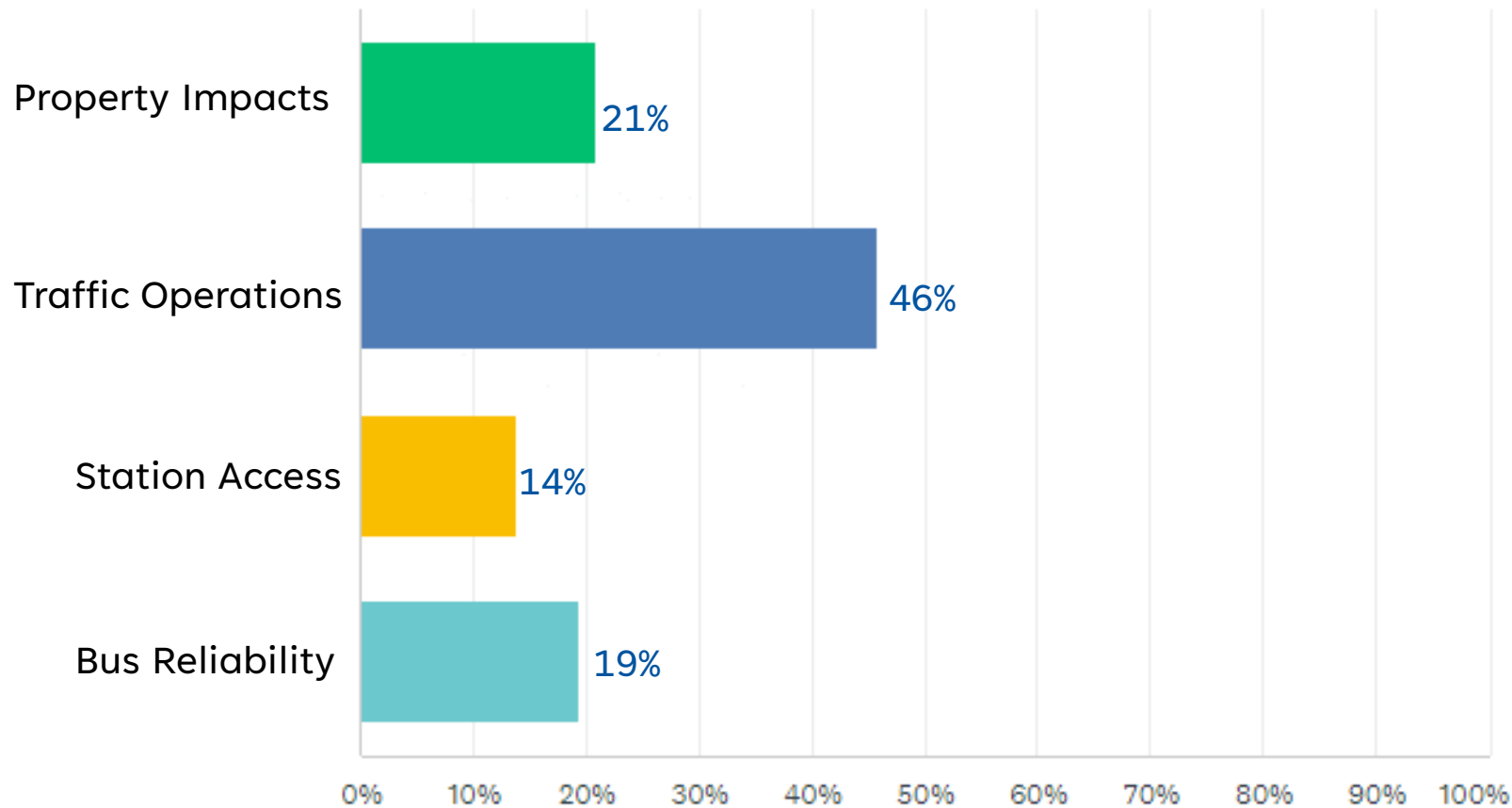


■ (1) Strongly Disagree ■ (2) Disagree ■ (3) Neutral ■ (4) Agree ■ (5) Strongly Agree



# Evaluation Criteria Feedback (as of 4/3)

Which White Bear Ave corridor differentiating criteria is most important to you when making your decision? (Select your top choice).



# Provide Input

Please provide your input on which design options you think will benefit the community.

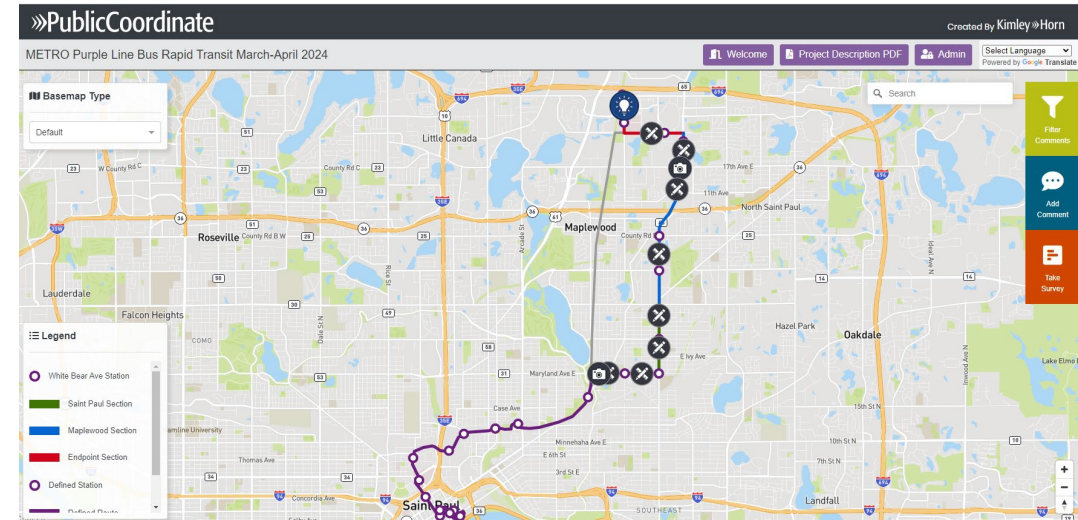


## METRO Purple Line - White Bear Ave Corridor Comment Form

Thank you for completing this brief comment form for the METRO Purple Line Project on the potential roadway design options and transit station locations for the White Bear Avenue route option. Your feedback will be used for a decision on a preferred White Bear Avenue corridor option in May 2024 and the September 2024 decision on the White Bear Avenue or Bruce Vento Trail corridor.

## Online Comment Form

Please send us your thoughts on the design concepts by filling out the online comment form. Scan the QR code:



## Interactive Map

In addition to the online survey, please send us your thoughts/concerns by adding comments to the project area map.

Visit:

<https://app.publiccoordinate.com/#/projects/PurpleLineBRT/map>

# Purple Line as a Small Starts Project

Stephen Smith | Deputy Project Manager

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# Capital Investment Grant Program Overview

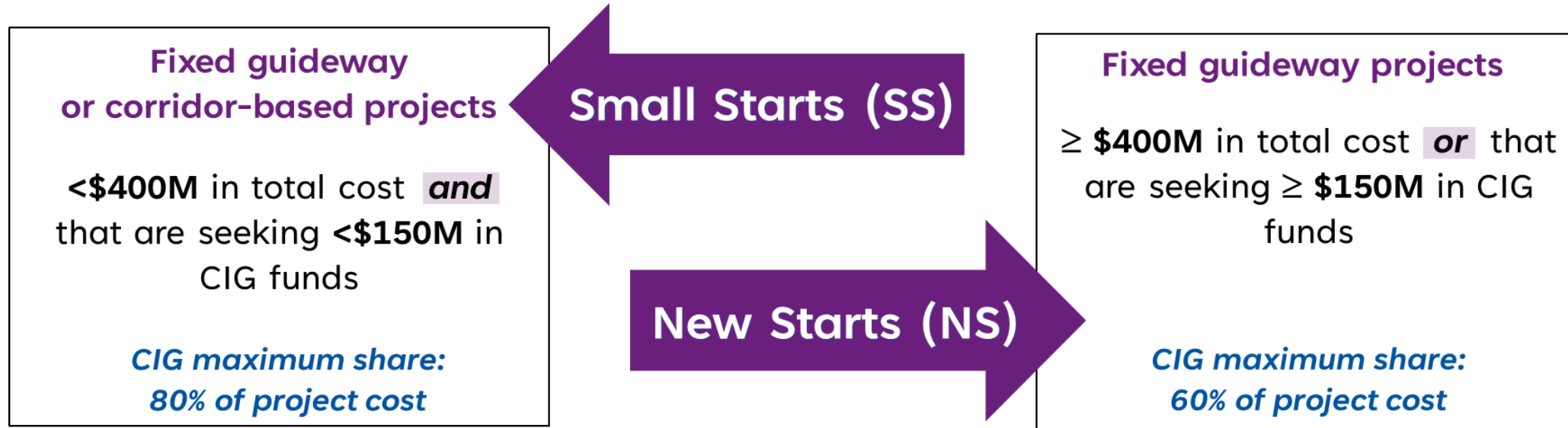
Stephen Smith | Deputy Project Manager

# Capital Investment Grants (CIG) Program

- **Largest FTA discretionary grant program (5309 Funds)**
  - Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects
  - Demand for funds exceeds supply
- **Complex Statutory Frameworks**
  - Project sponsor must be a State or Local Government Authority
  - Projects must complete a multi-year, multi-step process to be eligible for funds
  - FTA must evaluate and rate projects on multiple statutory criteria
  - FTA must perform project oversight
  - FTA must prepare Annual Report to Congress with proposed funding levels & project rating
  - Sponsor must complete a study comparing service, cost and ridership predictions before grant award with actual numbers 2 years after opening for service
- **Three types of eligible projects: New Starts, Small Starts, and Core Capacity**

# Purple Line on White Bear Ave Federal Viability

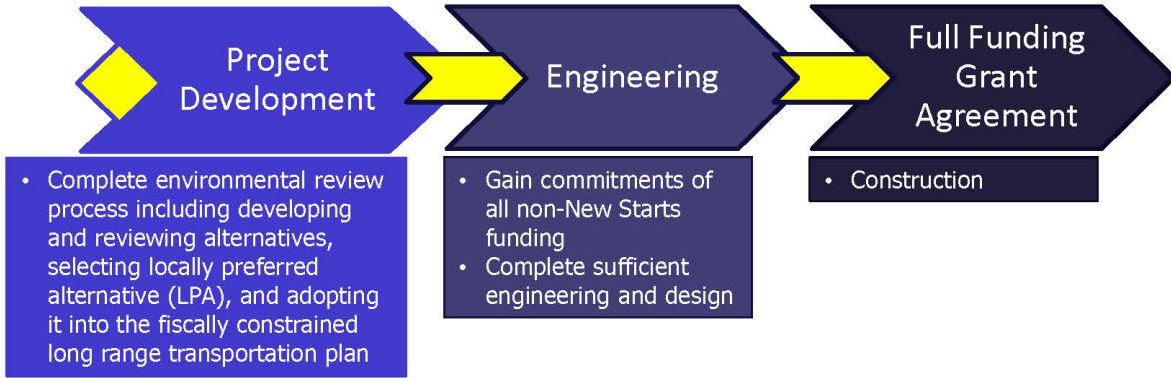
- Will need to ***transition*** from New Starts ***to Small Starts*** to remain viable



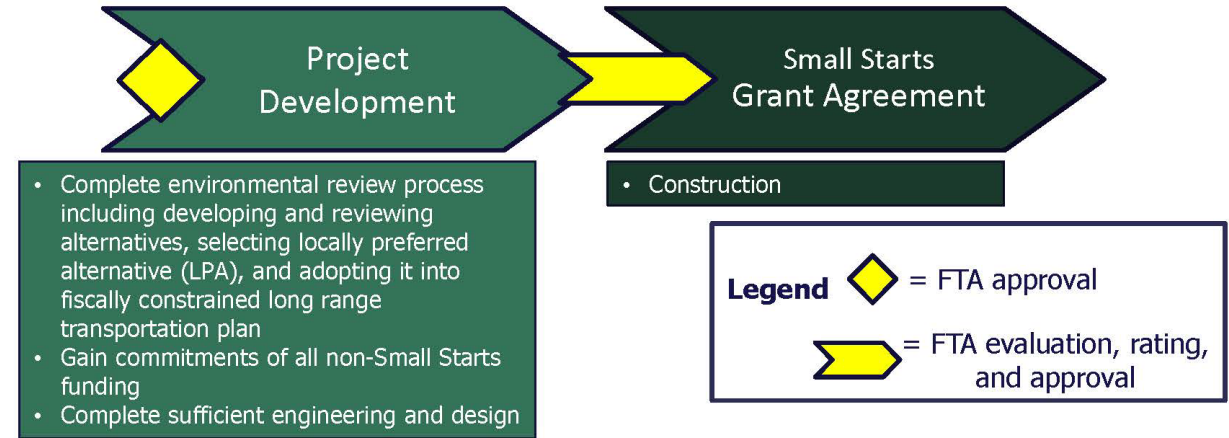
- Project's ***scope*** will need to be ***reduced*** to ***maintain*** future federal ***funding eligibility***
  - Elements funded outside of the project by other entities ***or*** not implemented at all

# Process Differences: New Starts vs. Small Starts

## New Starts and Core Capacity Process



## Small Starts Process



- No time limit to the Project Development Phase
- No Engineering Phase
- Single FTA Evaluation, Rating and Approval

# CIG Program BRT Eligibility: Key Difference

## Fixed Guideway BRT (New Starts or Small Starts)

Over 50 percent of the route must operate in a separate ROW dedicated for public transportation during peak periods

Represents a substantial investment in a defined corridor as demonstrated by features that emulate rail including:

- Defined stations
- Traffic Signals priority
- Short headway bidirectional services for a substantial part of weekdays and weekends
- Any other features the Secretary may determine

## Corridor Based BRT (Small Starts)

Represents a substantial investment in a defined corridor as demonstrated by features that emulate rail including:

- Defined stations
- Traffic Signals priority
- Short headway bidirectional services for a substantial part of weekdays
- Any other features the Secretary may determine



# Current FTA CIG Projects

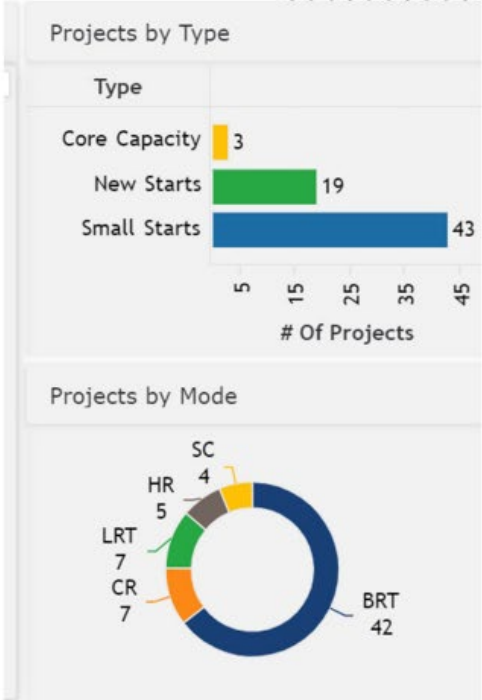
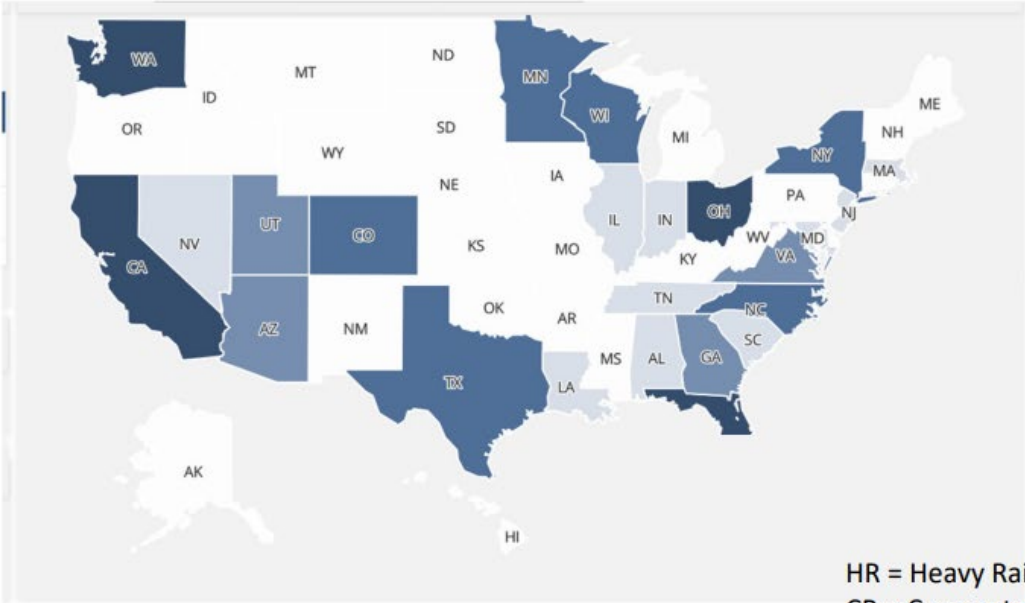
- **Past Metro Transit NS/SS**

- Green Line LRT (NS)
- Blue Line LRT (NS)
- Orange Line BRT (SS)

- **Current Metro Transit NS/SS**

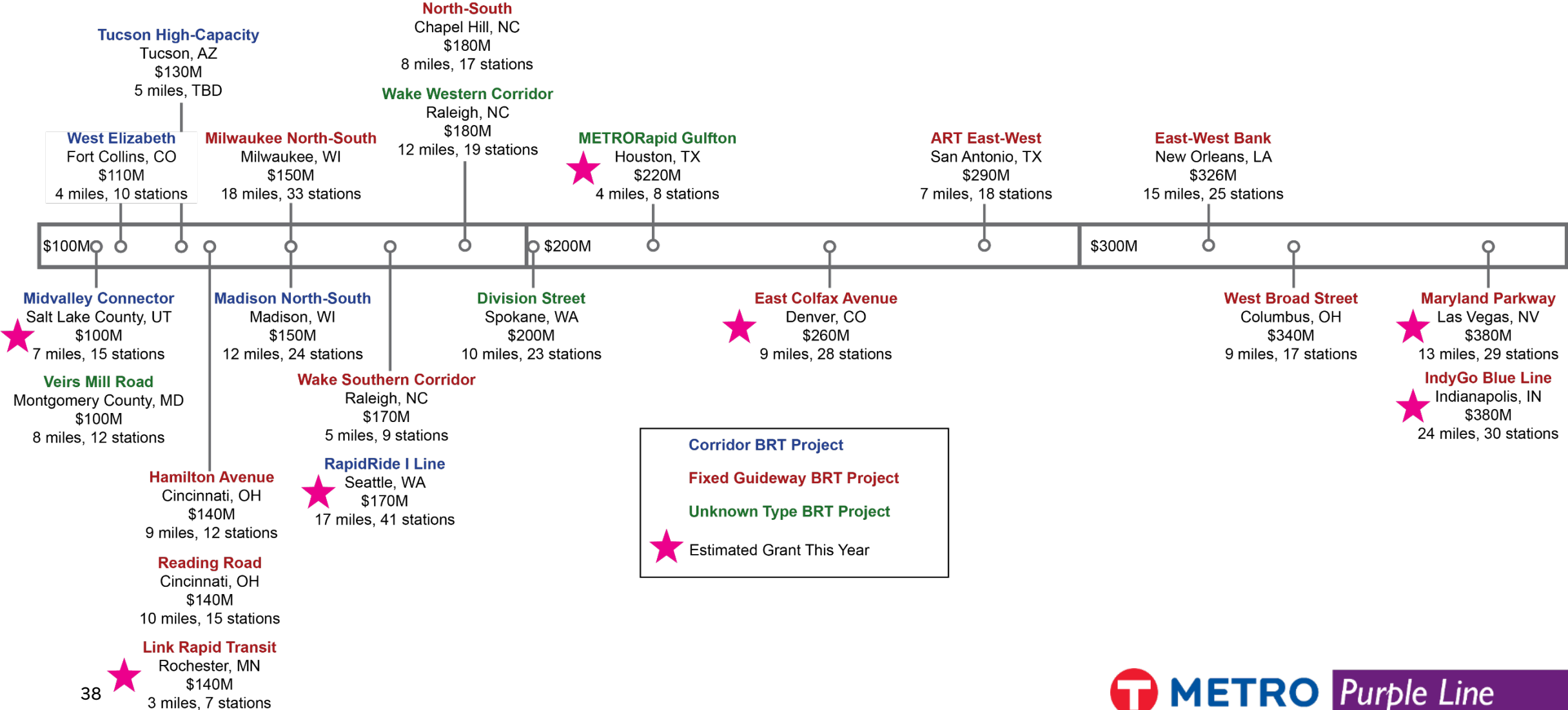
- Green Line Extension LRT (NS)
- Blue Line Extension LRT (NS)
- Gold Line BRT (NS)
- F Line BRT (SS)
- **Purple Line BRT(NS → SS)**

## 65 Projects in CIG Pipeline (as of Sept 2023)



HR = Heavy Rail  
CR = Commuter Rail  
SC = Streetcar  
LRT = Light Rail  
BRT = Bus Rapid Transit

# Small Starts Project Comparison



# FTA Oversight During Project Development (Smalls Starts)

- Generally, Oversight Plan developed after Locally Preferred Alternative (LPA) identified
- Formal Oversight starts at least 6 months prior to receiving a Grant Agreement
- Major Reviews
  - Cost, Scope, Schedule and Risk
  - Project Management Plan & Sub-plans
- Review of Critical Third-Party Agreements
- Readiness to Execute Small Starts Grant Agreement (SSGA)

# New Starts to Small Starts Redesignation Letter

- Redesignation Letter to FTA Associate Administrator for Planning & Environment
- Need to demonstrate:
  - Locally Preferred Alternative
  - Description of the corridor; Purpose and Need
  - Weblinks to previous studies (RMS Reports?)
  - Cost Estimate
  - Anticipated PD costs and committed funding
  - Project Schedule
- Electronic Submission, 2 – 5 pages
- Submit: September 2024
  - Need decision by December 2024

October 8, 2021

Felicia James  
Associate Administrator for Planning & Environment  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Federal Transit Administration's Capital Investment Grant Program Entry into Project Development Request – METRO Purple Line Bus Rapid Transit Project (formerly known as Rush Line Bus Rapid Transit Project) – Twin Cities, Minnesota

Dear Ms. James,

Consistent with the requirements of the Fixing America's Surface Transportation Act, the purpose of this letter is to request entry of the METRO Purple Line Bus Rapid Transit Project (the Project) into the Project Development (PD) phase of the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program as a New Starts project. This letter was prepared following FTA's Section 5309 Capital Investment Program – Final Interim Policy Guidance<sup>1</sup> document (June 2016).

**The Corridor (Project Area) and Current Transit Service<sup>2</sup>**

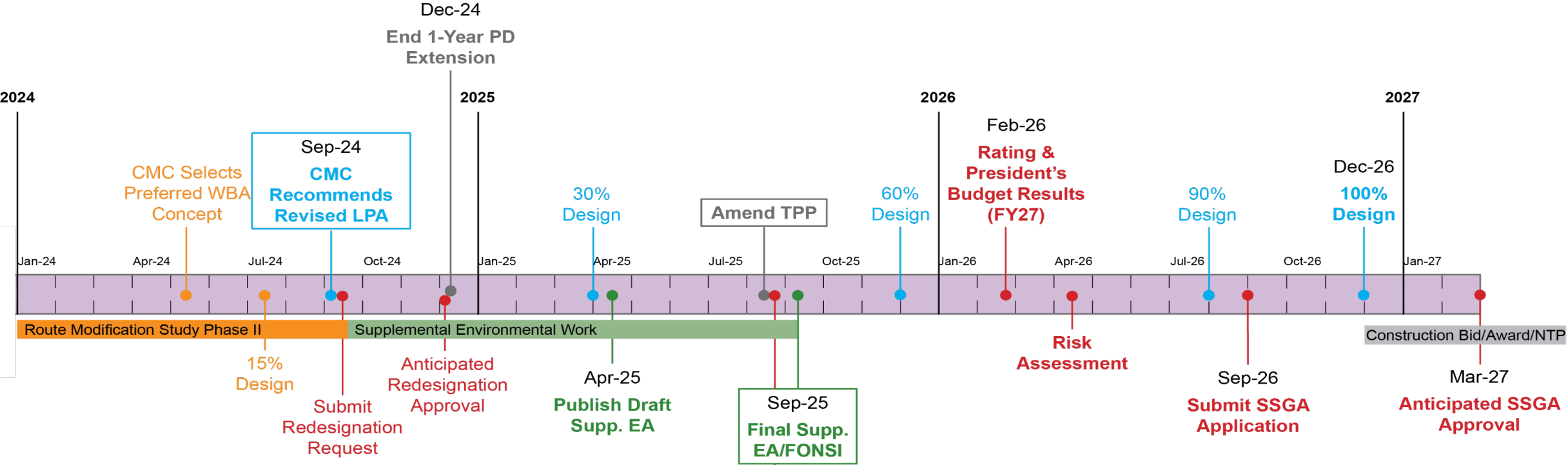
The Project is located within Ramsey County in the eastern part of the Minneapolis-Saint Paul Metropolitan Area. As shown in **Attachment 1**, this dedicated bus rapid transit (BRT) transitway extends approximately 15 miles north from downtown Saint Paul through Saint Paul's East Side and the suburban communities of Maplewood, Vadnais Heights, Gem Lake, White Bear Township, and White Bear Lake. Most of the existing transit service in the project area operates in a north-south direction, oriented towards downtown Saint Paul. The southern half of the Project area is primarily served by all-day local service between downtown Saint Paul and Maplewood Mall, the two key activity centers in the project area. The northern half of the project area is not currently served by any all-day transit service. The bus routes that currently operate in the project area, as of Fall 2019, are shown in **Attachment 2**.

The Minneapolis-Saint Paul Metropolitan Area's long-range transportation plan, *2040 Transportation Policy Plan (2020 update)*<sup>3</sup>, identified the corridor as one of five for which a high-capacity transit investment could be reasonably implemented by 2040. The Project will improve transit access within the corridor and to the regional all-day, high-frequency transit networks shown in **Attachment 3**, including existing light rail transit (LRT) on the METRO Green Line and METRO Blue Line, as well as BRT on the METRO Red Line, METRO A Line, METRO C Line, and other local and express bus routes. Additional connections are planned to be made to other potential future transitways, as shown in **Attachment 4**.

**Prior and Current Corridor Planning Activities**

As presented in **Attachment 5**, previous studies addressing transit in the project area include long-range transportation plans, feasibility studies, park-and-ride plans, and an Alternatives Analysis, among others. A *Rush Line Corridor Pre-Project Development Study Locally Preferred Alternative Selection Report*<sup>4</sup> was

# Anticipated Small Starts Project Schedule



**KEY:**

- Environmental Activities
- Design Activities
- FTA Coordination Activities
- RMS Phase II Activities
- Other Activities

**PRIOR MILESTONES:**

- LPA to White Bear Lake: 5/25/17
- Adoption into TPP: 10/24/18
- FTA FONSI: 10/5/21
- Entry into PD: 12/9/21
- FHWA FONSI: 12/14/21
- 1-Year PD Extension: 11/3/23

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# Purple Line – Small Starts

Stephen Smith | Deputy Project Manager

# Purple Line on White Bear Ave Federal Viability

- Will need to **transition** from New Starts **to Small Starts** to remain viable

Fixed guideway  
or corridor-based projects

<\$400M in total cost **and**  
that are seeking <\$150M in  
CIG funds

*CIG maximum share:  
80% of project cost*

Small Starts (SS)

- Project's **scope** will need to be **reduced** to **maintain** future federal **funding eligibility**
  - Elements funded outside of the project by other entities or not implemented at all



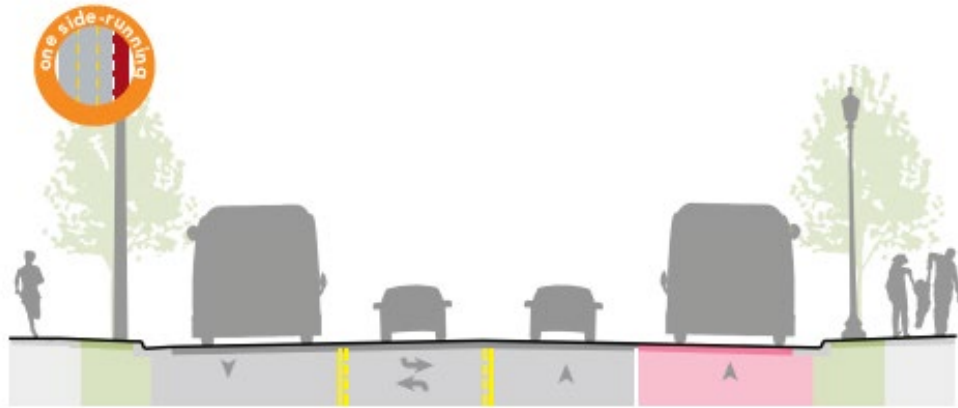
# Purple Line on White Bear Ave Cost Estimates

- Approximately **5% cost difference** amongst the four roadway and transit design options under consideration for Maryland and White Bear Avenues
- Approximately **10% cost increase** to directly serve St. John's Hospital with Purple Line

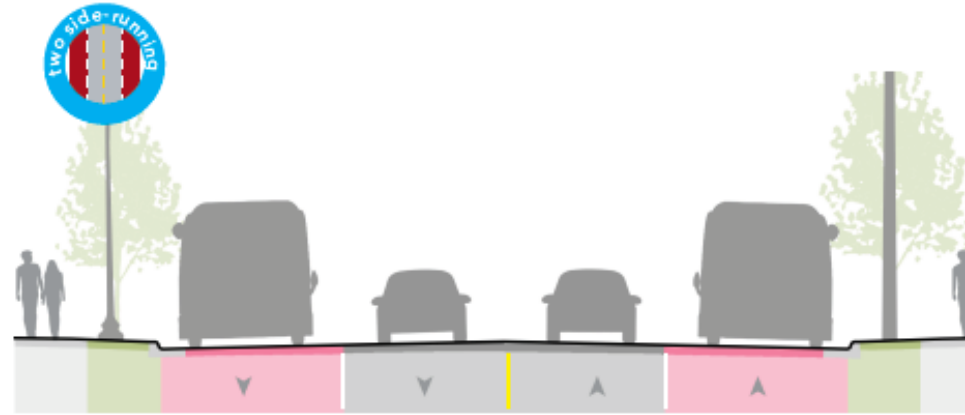
	Union Depot to Maplewood Mall Transit Center	Union Depot to St. John's Hospital	Differences in End Point
Base Cost (w/o Contingency)	\$275 – \$287 million	\$306 – \$318 million	~\$31 million
Contingency*	\$104 – \$109 million	\$117 – \$123 million	\$13 – \$14 million
<b>Total Cost</b>	<b>\$379 – \$396 million</b>	<b>\$423 – \$441 million</b>	<b>~\$45 million</b>

\* Unallocated and allocated contingency is approximately 40% of base cost.

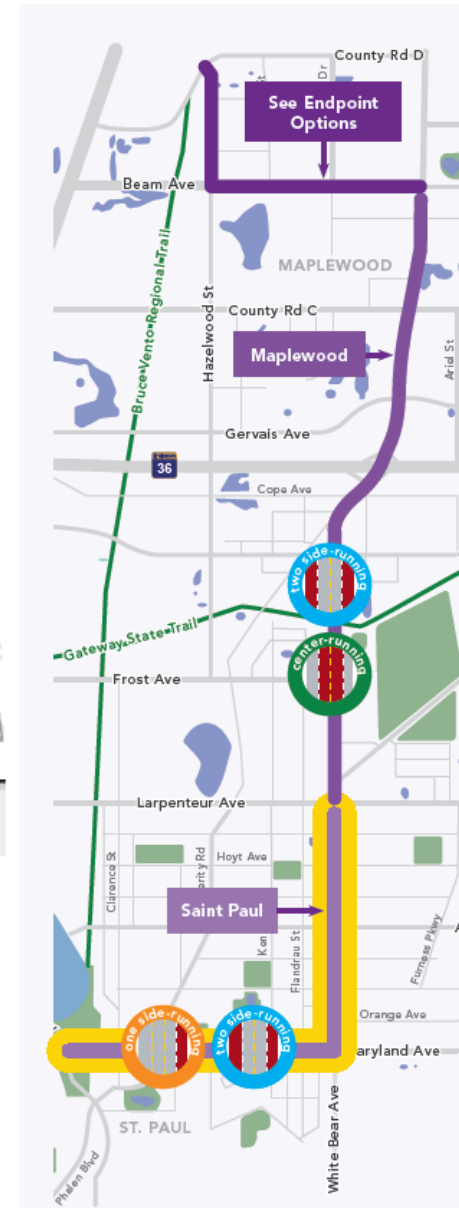
# Design Options in the Saint Paul section



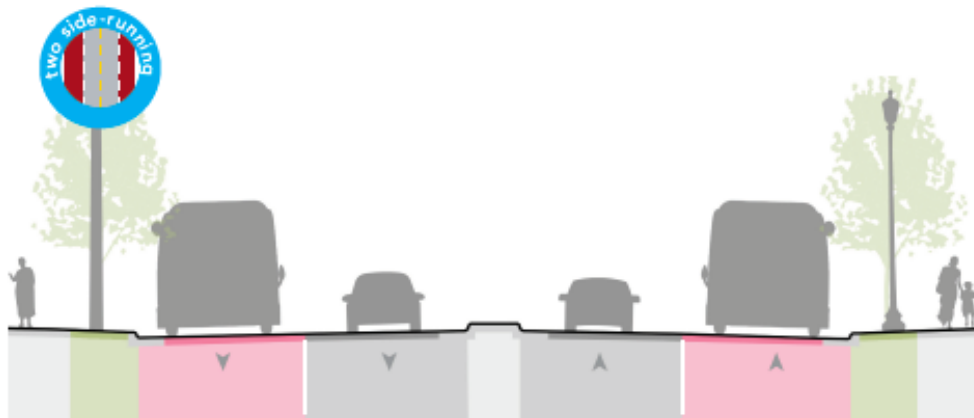
"One Side-Running" Transit Lane:



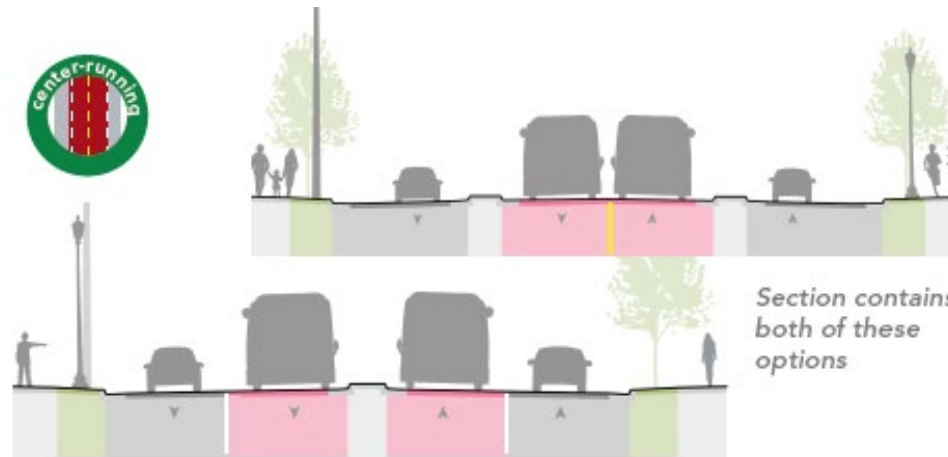
"Two Side-Running" Transit Lanes:



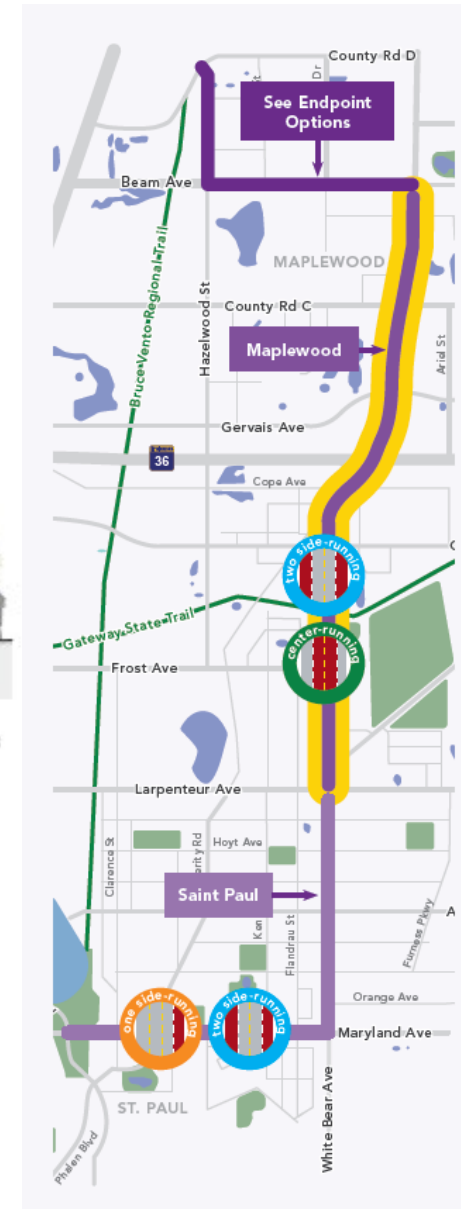
# Design Options in the Maplewood section



**"Two Side-Running" Transit Lanes:**



**"Center-Running" Transit Lanes:**



# Endpoint Option 1

## End at the Maplewood Mall Transit Center



47

- Purple Line would end at the existing facilities at the Maplewood Mall Transit Center
- Purple Line would not directly serve St. John's Hospital, as planned in previous phases
  - Metro Transit is considering local bus service to St. John's by restoring Route 223 service. Route 223 may be extended to Century College
- Cost Range: \$379 – \$396 million

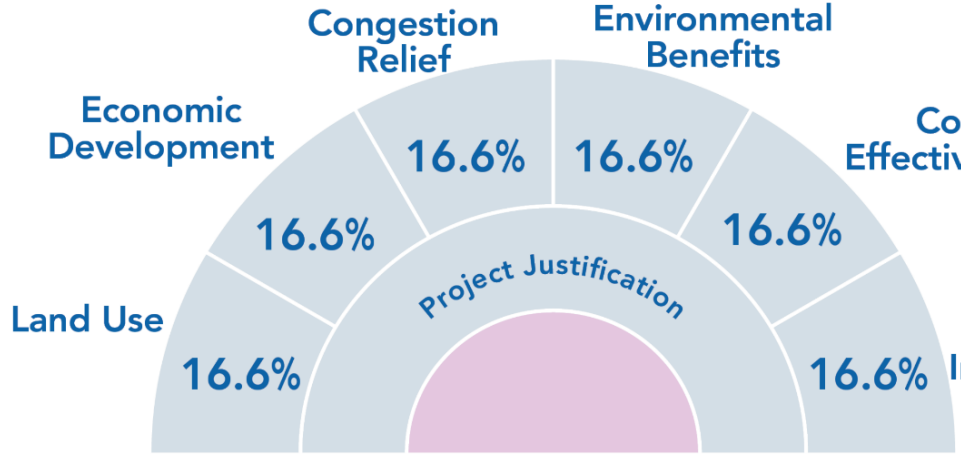
# Endpoint Option 2

*End at County Rd D and Hazelwood Street*

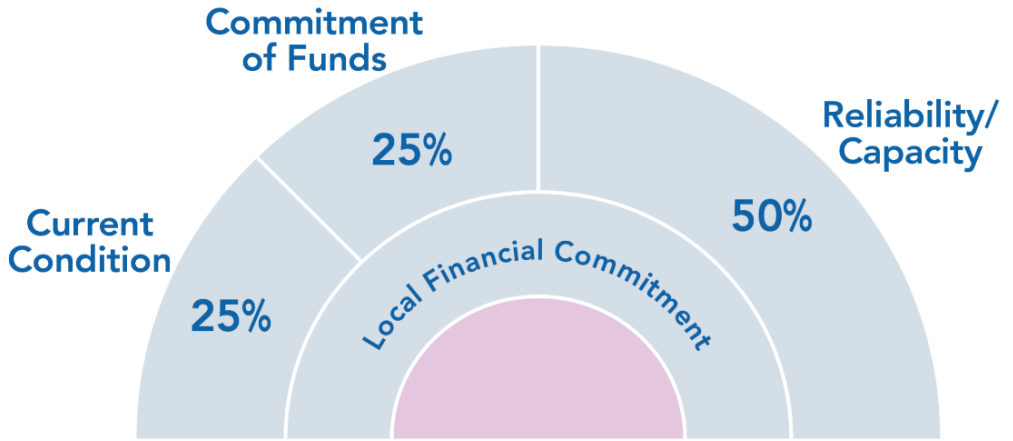


- The Purple Line would directly serve St. John's Hospital and end at new layover facility and station platform near County Road D
- Project staff are studying bus lanes on Beam Avenue. Purple Line would run in mixed traffic on Hazelwood with this option
- Adds about \$50 million in project costs for transit advantages and station facilities
- Cost Range: \$423 – \$441 million

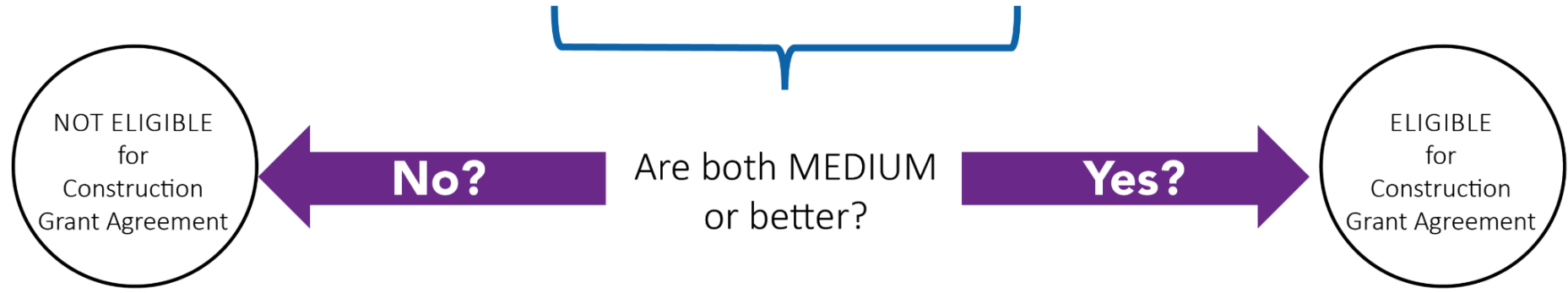
# Capital Investment Grant (CIG) Project Rating



**Project Justification**



**Local Financial Commitment**



# Small Starts Project Justification Criteria

Mobility Improvements	<ul style="list-style-type: none"><li>• Total linked trips on the proposed project, with a weight of two given to trips made by transit dependent persons</li></ul>
Cost-Effectiveness	<ul style="list-style-type: none"><li>• Annualized capital federal share of the project per trip on the project</li></ul>
Environmental Benefits	<ul style="list-style-type: none"><li>• Dollar value of the anticipated direct and indirect benefits to human health, safety, energy, and the air quality environment scaled by the annualized federal share of the project (computed based on the change in vehicle miles travelled resulting from implementation of the proposed project)</li></ul>
Congestion Relief	<ul style="list-style-type: none"><li>• New transit trips resulting from implementation of the project</li></ul>
Economic Development	<ul style="list-style-type: none"><li>• Transit supportive plans and policies</li><li>• Demonstrated performance of plans and policies</li><li>• Policies and tools in place to preserve or increase the amount of affordable housing</li></ul>
Land Use	<ul style="list-style-type: none"><li>• Existing corridor and station area development and character</li><li>• Existing station area pedestrian facilities, including access for persons with disabilities</li><li>• Existing corridor and station area parking supply</li><li>• Proportion of existing "legally binding affordability restricted" housing within ½ mile of station areas to the proportion of "legally binding affordability restricted" housing in the counties through which the project travels</li></ul>



# Ridership Forecasts: Always Under Refinement

- FTA's model – new versions released from time to time
  - New version expected in spring 2024
- FTA annually releases revised guidance and templates for rating information submittals
- Local data inputs – newer data sets released from time to time
  - 2023 regional ridership (16% higher than 2022) expected to be available in spring 2024

## Inputs

- **Person Trips**
  - Census/ACS work trip data
  - Transit survey
  - Population & employment by TAZ
- **Transit System**
  - Detailed transit schedule of fixed-route services (GTFS)
  - Transit boardings by stop
  - PNR vehicle counts
  - Project characteristics
- **Auto System**
  - TAZ-to-TAZ auto travel times & distances

# Fixed Guideway Setting (FGS)

- The Fixed-Guideway Setting approximate the perceived differences between fixed-guideway services and local bus services beyond frequency, fare, travel time and other operational details
  - Typically ranges between 0.0 and 1.0
  - fixed-guideway service beyond headway, fare and travel time
- Ridership on a fixed-guideway route increases with fixed guideway settings
- All the Purple Line alternatives will be run with FGS values between **0.10 and 0.30**
- FGS will be discussed with FTA, and eventually finalized during CIG submittal



# CIG Ratings Framework



- Must get at least “Medium” to advance
- Ratings used to:
  - Approve or deny advancement into Engineering
  - Approve or deny projects for construction grants
  - Support annual funding recommendations to Congress

# Purple Line Not Viable as New Starts Project

END POINT: *Maplewood Mall Transit Center*

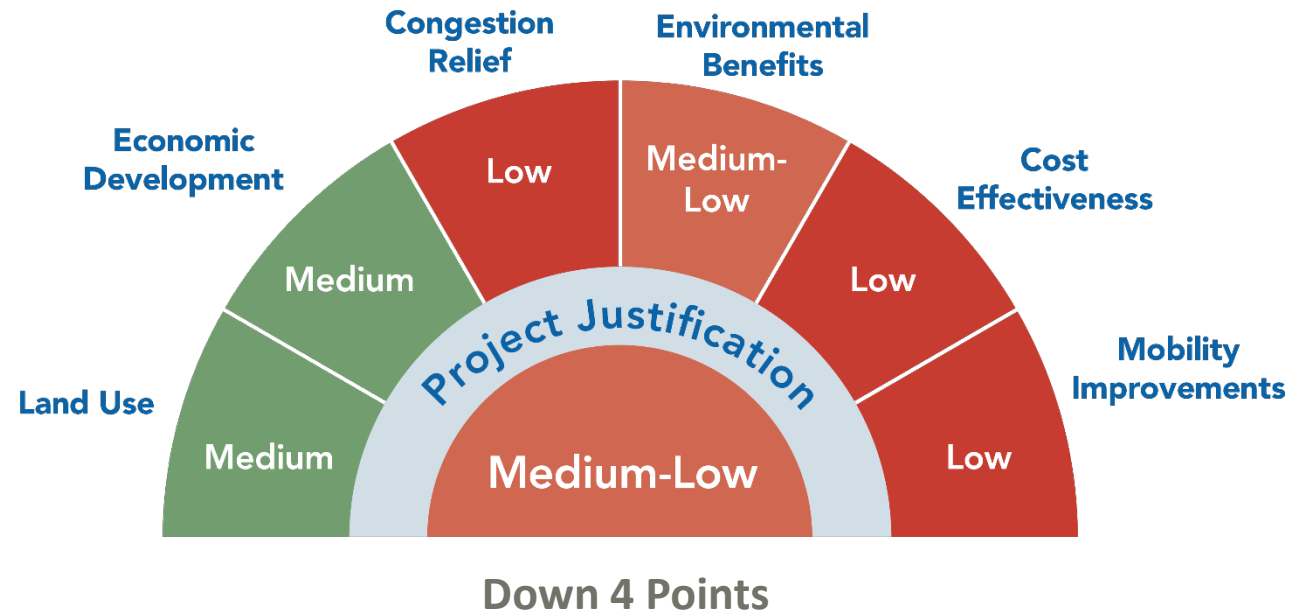
DESIGN CONCEPT: *Side-Running (St. Paul) & Center-Running (Maplewood)*

PROJECT COST: *\$395 million*

+1 point in CE through 40% scope reduction

+1 point assuming possible Medium-High land use rating

***Still 2 points short of qualifying as a New Starts project! 😞***



# Small Starts Scenario: \$150 million Federal Share

**END POINT: *Maplewood Mall Transit Center***

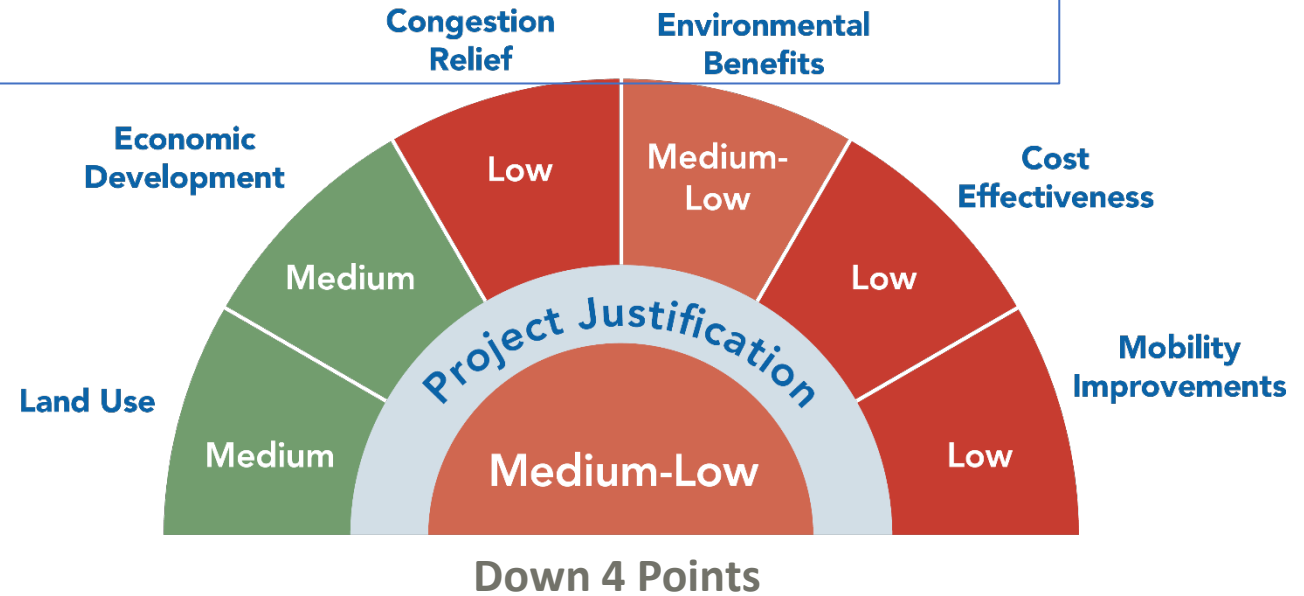
**DESIGN CONCEPT: *Side-Running (St. Paul) & Center-Running (Maplewood)***

**PROJECT COST: *\$395 million***

Possible Areas to Improve:

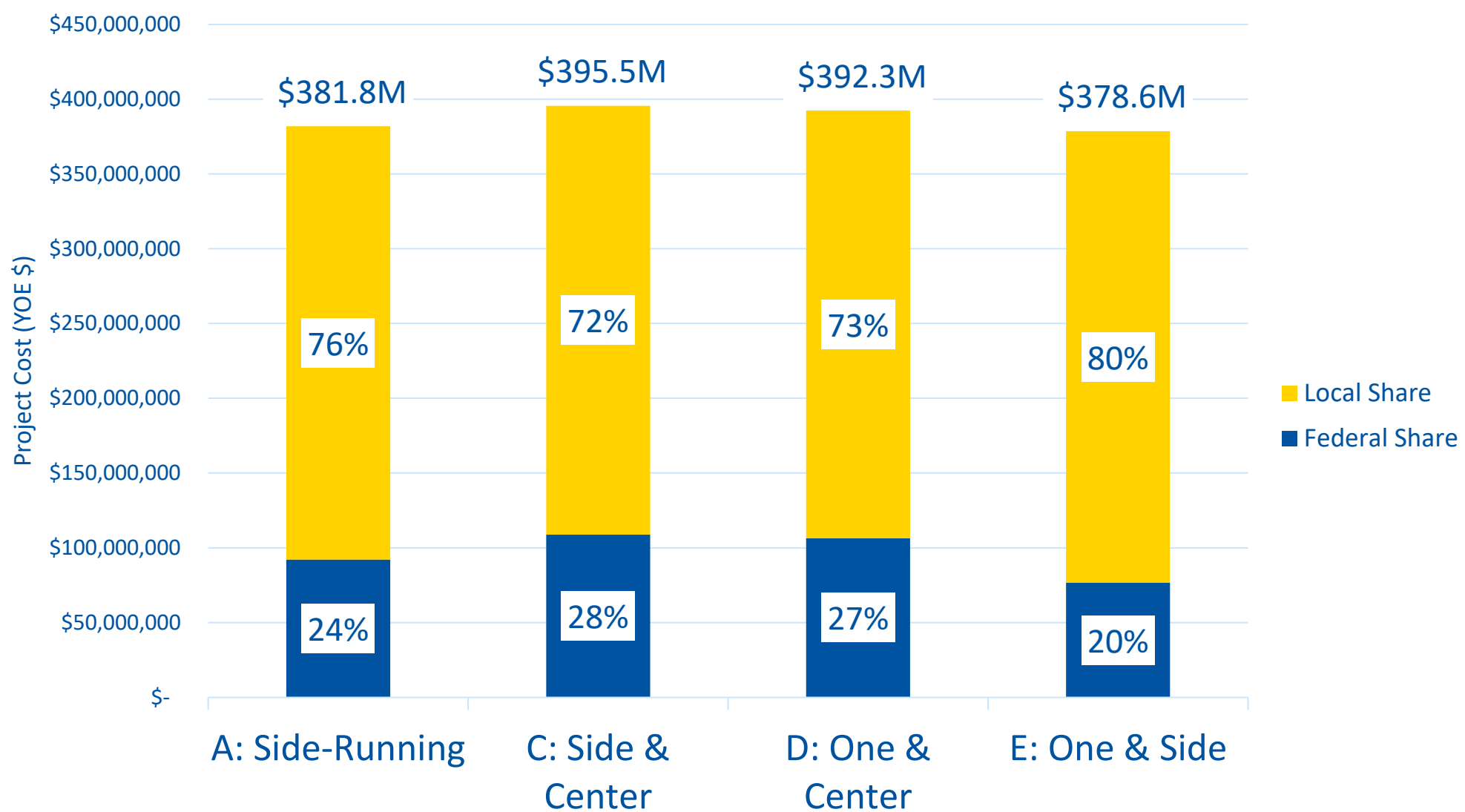
- Congestion Relief +1 Point
- Environmental Benefits +1 Point
- Land Use +1 Point
- Cost Effectiveness +2 Points

***Need to reduce requested federal share to qualify as a Small Starts project!***



## CE Thresholds

High	< \$1.00
Medium-High	\$1.01 - \$1.99
Medium	\$2.00 - \$3.99
Medium-Low	\$4.00 - \$5.00
Low	> \$5.00



<b>Local Share</b>	\$289.6M	\$286.7M	\$285.8M	\$301.8M
<b>Federal Share</b>	\$92.2M	\$108.8M	\$106.5M	\$76.7M

All options assume Segment 5 – Option 5 (MMTC).

# Small Starts Scenario: CE set to Medium

**END POINT: *Maplewood Mall Transit Center***

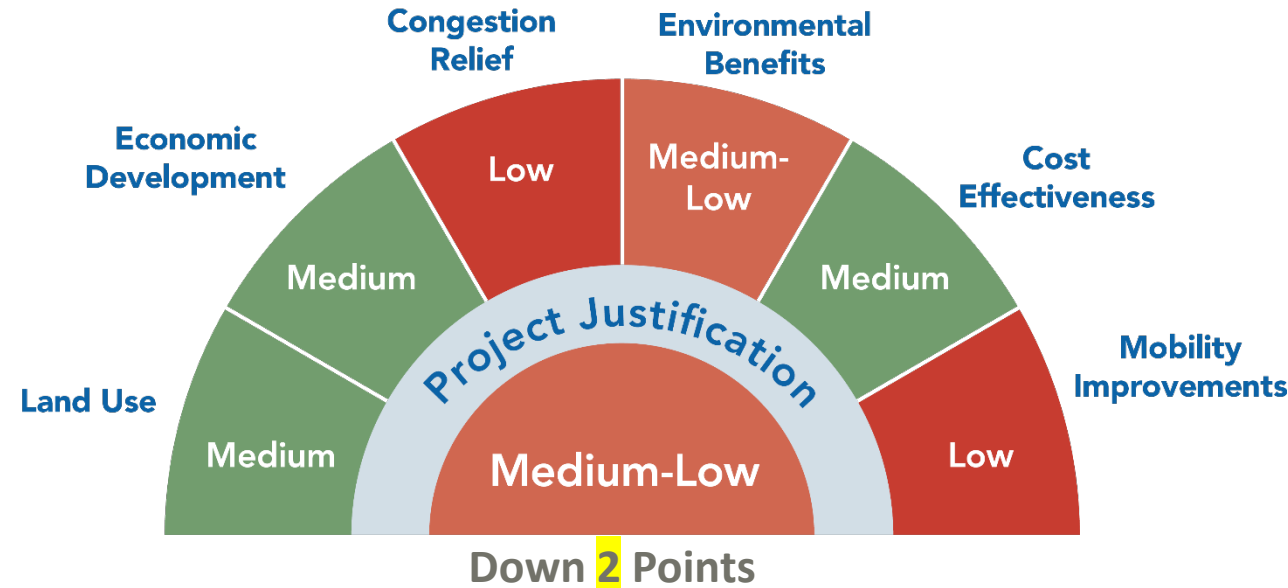
**DESIGN CONCEPT: *Side-Running (St. Paul) & Center-Running (Maplewood)***

**PROJECT COST: *\$395 million***

Possible Areas to Improve:

- Congestion Relief +1 Point
- Environmental Benefits +1 Point
- Land Use +1 Point

***Still 2 point short of qualifying as a Small Starts project! ☹️***





# Path to Viable Small Starts Project Ending at Maplewood Mall

## Still Looking for 2 Points

- Congestion Relief
  - Just below threshold for Medium-Low. Rating could improve with ridership increases over next 1 year. CR rating could be Medium-Low
- Land Use
  - Population density is higher on White Bear Ave Corridor and review CBD parking costs. LU rating could be Medium-High.
- Environmental Benefits
  - Auto VMT reduction could improve with ridership improvements. EB rating could be Medium.
- Cost-Effectiveness
  - If all three above improve, can lower CE rating by one → increase federal share. CE rating could be Medium-High.

# Small Starts Scenario

**END POINT: County Road D with Layover Facility**

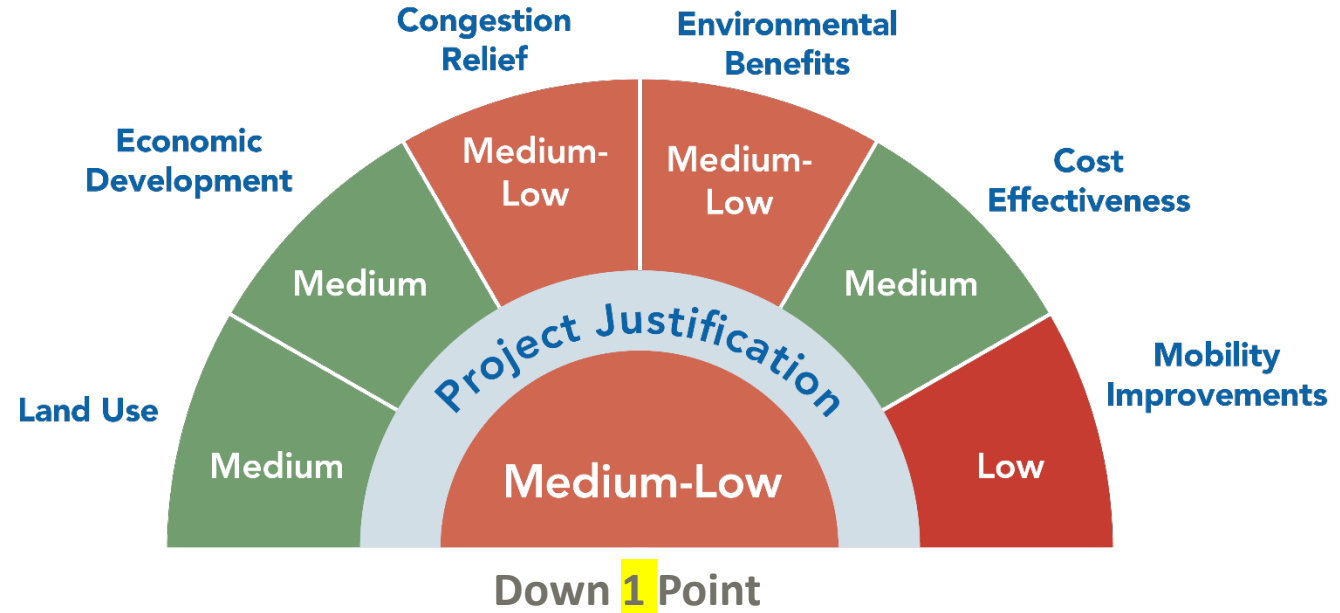
**DESIGN CONCEPT: Side-Running (St. Paul) & Center-Running (Maplewood)**

**PROJECT COST: \$440 million**

Possible Areas to Improve:

- Environmental Benefits +1 Point
- Land Use +1 Point
- **Cost Effectiveness +2 Points**

***Need to reduce requested federal share to qualify as a Small Starts project!***



## CE Thresholds

High	< \$1.00
Medium-High	\$1.01 - \$1.99
Medium	\$2.00 - \$3.99
Medium-Low	\$4.00 - \$5.00
Low	> \$5.00

# Path to Viable Small Starts Project Ending at County Road D with Layover Facility

## Still Looking for 1 Point

- Land Use
  - Population density is higher on White Bear Ave Corridor, and review CBD parking costs. LU rating could be Medium-High.
- Environmental Benefits
  - Auto VMT reduction could improve with ridership improvements. EB rating could be Medium.
- Cost-Effectiveness
  - If all two above improve, can lower CE rating by one → increase federal share. CE rating could be Medium-High.

# Next Steps for CIG

## CIG Program Viability for a White Bear Ave Corridor Route

- Update ridership modeling with 2023 regional ridership
- Define an approach to reduce the BRT Project scope below \$400M
  - Elements to propose removing from the BRT Project scope
  - Separate projects funded outside of the project (100% Local)

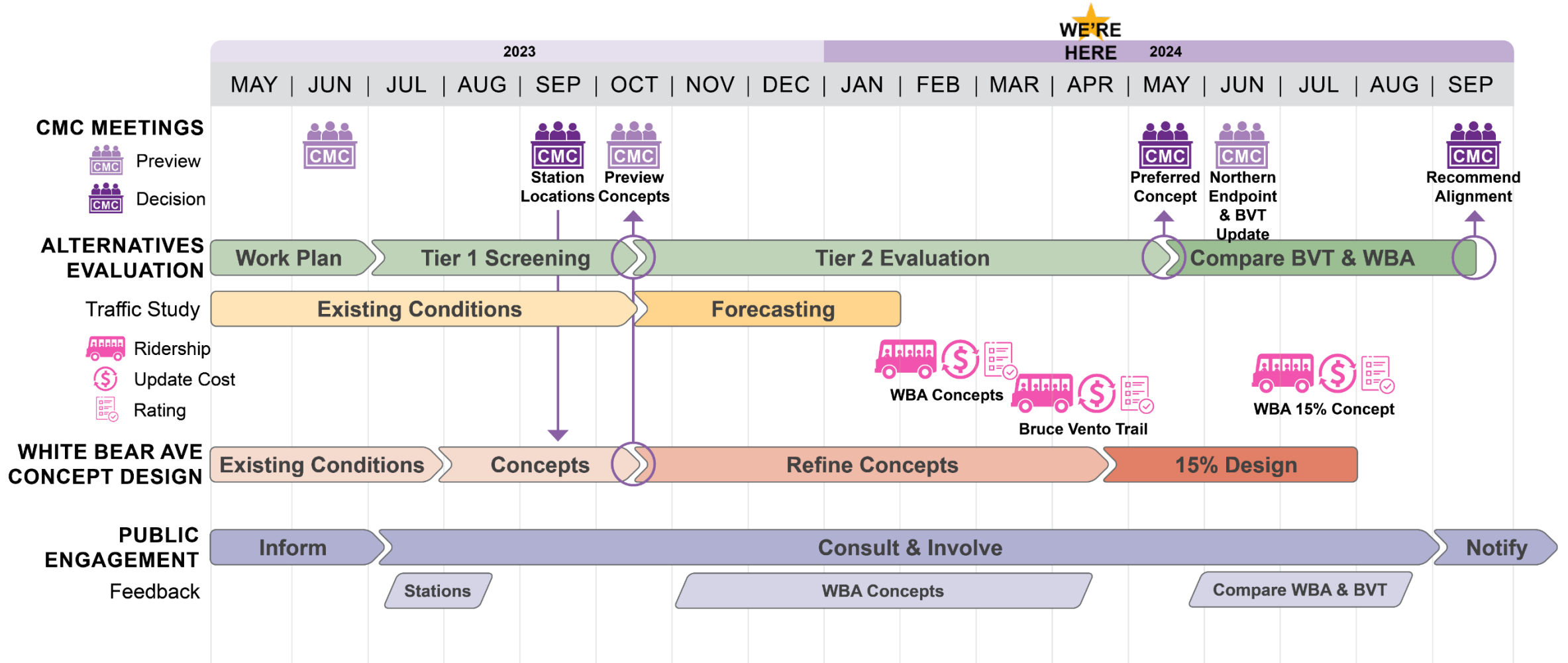
## Remaining RMS Phase II Schedule

- Collect public input on design options for White Bear Ave Corridor (March/April)
- Staff recommends preferred White Bear Ave Corridor Concept to CMC (May)
- CMC recommends revised LPA (September)
- Transition to Small Starts (October/November)
- Submit Rating for President's Budget (FY27) in August 2025

# Next Steps

Craig Lamothe | Project Manager

# RMS Phase II Schedule



# CMC Meetings Look Ahead

DATE	TENTATIVE AGENDA TOPICS
May 2024	<ul style="list-style-type: none"> <li>• <b>Action:</b> Staff Recommendation for a Preferred Roadway &amp; Transit Design Concept for the White Bear Ave Corridor Route Alternative based on Technical Evaluation and Public Feedback</li> </ul>
June 2024	<ul style="list-style-type: none"> <li>• <b>Information:</b> Refreshed Bruce Vento Regional Trail Co-location Route Alternative</li> <li>• <b>Information:</b> Options to Serve Areas north of Maplewood’s North End District</li> </ul>
July 2024	<ul style="list-style-type: none"> <li>• Likely Cancelled</li> </ul>
August 2024	<ul style="list-style-type: none"> <li>• Likely Cancelled</li> </ul>
September 2024	<ul style="list-style-type: none"> <li>• <b>Action:</b> Staff Recommendation for a Revised Locally Preferred Alternative for Purple Line Bus Rapid Transit based on Technical Evaluation and Public Feedback</li> </ul>
October 2024	<ul style="list-style-type: none"> <li>• Likely Cancelled</li> </ul>
November 2024	<ul style="list-style-type: none"> <li>• Likely Cancelled</li> </ul>



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## Other Items / Around the Table

Charlie Zelle | CMC Chair

# Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
  - May 2, 2024 from 1pm to 2:30pm
- Subsequent meetings:
  - Cancellation notices will be sent a few weeks before the scheduled date.

# Contact Us

For more information:

[www.metrotransit.org/purple-line-project](http://www.metrotransit.org/purple-line-project)

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

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