

METRO Green Line Fact Sheet



Green Line by the Numbers

- 9.8 miles of new track, plus more than a mile of existing track shared with the METRO Blue Line in downtown Minneapolis
- 18 stations, plus five shared with the METRO Blue Line in downtown Minneapolis
- Total project budget of \$957 million, funded by federal, state and local sources
- Project ridership of more than 40,000 weekday boardings in 2030
- A trip between Nicollet Mall Station in Minneapolis and Central Station in St. Paul will take about 40 minutes

Opening Day

Celebrations from 10 a.m. to 4 p.m. on June 14 at nine locations. For details, check the Metro Transit website at <http://www.metrotransit.org/greenline>

- **Union Depot Station** will host a ribbon cutting ceremony at 10 a.m. and a closing event from 4 to 6 p.m. with bands and other entertainment.
- **Target Field Station** will show a live telecast of the ribbon cutting with additional festivities throughout the day.

Community-driven station events will be held at:

- Central Station
- Western Station
- Victoria Station
- Hamline Station
- Raymond Station
- Stadium Village Station
- West Bank Station

Hours of Operation

- Trains will operate 24 hours a day, seven days a week
- Trains will run every 10 minutes throughout the day, every 10-15 minutes evenings, every hour in the early morning.

Safety is a Shared Responsibility

Safety near rail stations

- Trains can come on any track, at any time, from either direction. Don't assume you know when and where to expect a train
- Trains move faster than they appear and can't stop as quickly as a car
- Be alert near platforms and intersections. Loud music, headphones and mobile devices can distract
- Tracks aren't a place to explore
- Never walk or play on tracks – it's dangerous and illegal
- Cross tracks only in designated areas
- Never bike or skateboard on the tracks

Listen up! Trains are quiet

- Unlike freight trains, you might not hear a light-rail train approaching
- Pay attention near the tracks. Listen for horns and warning bells
- Look both ways before crossing the tracks by car, bicycle or on foot

Reminders for motorists

- Trains don't have steering wheels and can't swerve out of your way
- Never try to beat a train through a light. Trains will clear intersections in a few seconds
- Obey all traffic signals and warning signs

For more information, visit:
www.metrotransit.org/greenline

Fares

- Fares will match existing fares on the METRO Blue Line, Red Line and local bus routes
- Adults will pay \$1.75 during off-peak hours/\$2.25 during weekday rush hours (6 a.m.-9 a.m./ 3 p.m.-6:30 p.m.)
- Seniors 65 and older, youth between 6 and 12 and Medicare cardholders will pay 75 cents to ride during non-rush hours
- Fares can be paid with cash, passes or money-saving Go-To cards and include 2.5 hour transfer for other bus and rail service
- Details available at www.metrotransit.org/fares

Light Rail Vehicle Facts

- Number of vehicles for Green Line: 47, with additional 12 for Blue Line, allowing both lines to operate three-car trains during peak times, special events to meet growing demand
- Cost per vehicle: \$3.3 million
- Weight of vehicle: 100,000 pounds, 6,000 pounds lighter than an LRV in the existing Blue Line fleet. Lighter cars translate into greater efficiency because they use less electricity
- Vehicle passenger capacity: 200 fully loaded (68 seated/132 standing)
- Three-car train capacity: Up to 600 people with just one operator
- Accessibility: Level boarding with room for four wheelchairs per LRV
- Improved insulation: Improved insulation will make the ride quieter, as well as warmer in the winter.
- Energy efficiency: The new LRVs also have LED internal lighting as opposed to fluorescent lighting, saving energy.
- Operating speed: Trains normally will not exceed 35 mph. Speeds will be lower in the downtowns and through the University of Minnesota
- Manufacturer: Siemens, Sacramento, Calif., plant
- Number of employees needed to operate, maintain the line: 200

Bus Routes

Beginning June 14 with the start of Green Line service, Metro Transit bus service will undergo a historic realignment with improved connections to the Green Line.

- Route 50 will be replaced with the new rail service.
- Route 16 will offer fewer trips on University Avenue between downtown St. Paul and the University of Minnesota campus.
- Route 94 will end weekday evening and weekend trips. These service hours will be reinvested to provide additional trips on the network of connecting routes.
- Route 83 is a new route that will run on Lexington Parkway.
- Route 65, which runs on Dale Street, will be extended to Grand Avenue.

Details of the bus service plan are at www.metrotransit.org/centralstudy

Benefits to the Public

- Employment along the line is projected to grow by more than 90,000 jobs by 2030, bringing total employment in the area to nearly 375,000 workers
- More than 100 projects have been built, are under construction or are in the planning phase along the line, representing more than \$1.7 billion in private development
- Created over 5,000 LRT construction jobs, employing workers who live in more than 60 Minnesota counties, from the Canadian border to Iowa
- Estimated to create \$252 million in payroll by the time the project is complete
- Created 200 operations and maintenance jobs

Project Funders

- Federal Transit Administration
- Counties Transit Improvement Board
- State of Minnesota
- Ramsey and Hennepin counties' regional railroad authorities
- City of St. Paul
- Metropolitan Council
- Central Corridor Funders Collaborative

For more information, visit:

www.metrotransit.org/greenline