



Corridor Management Committee

Meeting #13 | September 5, 2024

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
- Any suggested edits or corrections to August 1st draft meeting summary?

Today's Topics

- Community & Business Advisory Committee Report (5m)
- Community Outreach & Engagement Update (5m)
- Network Now (15m)
- Arcade St Station Update & Next Steps (20m)
- Alternative Northern Endpoints/Extensions Update & Next Steps (25m)
- Next Steps (5m)
- Other Items/Around the Table (5m)
- Adjournment (5m)

Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

Laurie Malone | CBAC Co-chair

August 23rd Meetings Highlights

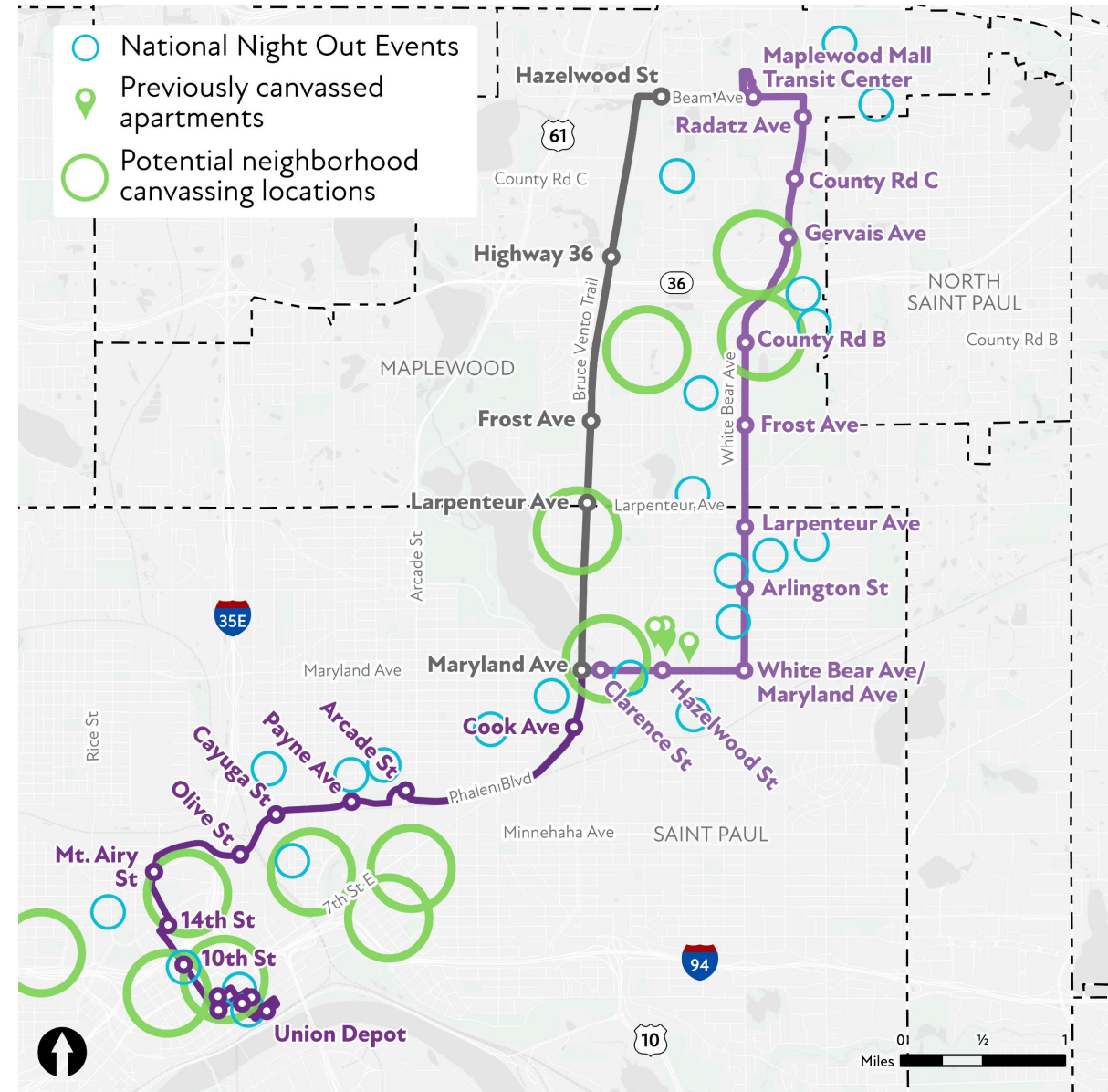
- Project staff provided CBAC members an update on the Arcade Street station and advancement of A2, Metro Transit's Network Now program and how that relates to the northern endpoints for Purple Line, the Northern End Point viability and a community outreach update and next steps
- Additional discussion included where park and rides were proposed and what safety and security measures would be implemented with the project
- Desire for additional transit service in the White Bear Ave corridor was expressed

Community Outreach & Engagement Update

Colin Owens | Community Outreach & Engagement

Recent Canvassing Efforts

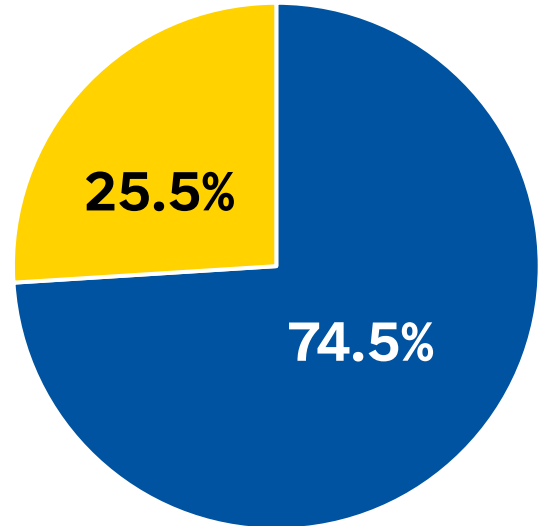
- Visited 23 National Night Out events along the corridor on August 6
 - Dropped off flyers and paper surveys for organizers to distribute to attendees
- Spoke with residents at apartment complexes along the corridor
 - Project team has identified other areas for future canvassing opportunities
- Most people have heard of the Purple Line with a mixture of support and opposition



Corridor Comparison Survey Updates (as of 9/4/24)

- 1,281 total responses
 - English: 1,279
 - Spanish: 2
 - Somali, Hmong, Karen: 0

Purple Line BRT Preferred Corridor



- White Bear Avenue Corridor
- Bruce Vento Regional Trail

Hello Lamp Post

- New feedback option
 - Two-way communication platform via signage and user's cell phone on signs and sidewalk decals posted along the Bruce Vento Regional Trail and White Bear Ave corridors
- 123 conversations, 510 messages from “players” (respondents)
 - As of 9/5/24



Hello Lamp Post signs at a stop near Payne Ave/Phalen Blvd (left) and Bruce Vento Regional Trail (right).

Recent Events

- Centromex Supermercado
 - August 1, 5-6:30 PM
- MN Philippine Center
 - August 4, 11 AM – 1:30 PM
- National Night Out
 - August 6, 5-7 PM
- Cochran Rehabilitation Tabling
 - August 7, 1-2:30 PM
- Union Depot – Depot Days
 - August 13, 10 AM – 12 PM
- Bruce Vento Trail Pop-ups
 - August 9, 11 AM – 1 PM | Lake Phalen Trail/BVT
 - August 15, 4-6 PM | Frost Ave/BVT
 - August 22, 11 AM – 1 PM | Gateway Trail/BVT
- Virtual Community Meeting
 - August 14, 12-1:30 PM
- Bus Stop Canvassing @ MMTC
 - August 14, 3:30-5 PM
- India Fest
 - August 17, 11 AM – 5 PM
- Union Depot Bus Station Outreach
 - August 19, 11:30 AM – 1:30 PM | Union Depot
- Maplewood Celebrate Summer
 - August 21, 6-7:30 PM | Edgerton Park
- Residential and Transit Rider Canvassing
 - August 21, 22, and 26 | Various locations

Upcoming Events

- Friends of the Parks & Trails (9/5/24 6p Rondo Community Library)
- D4 and D5 Council Meetings (to be confirmed)
- D2/WBABA/ESABA/Purple People Open House
 - Tentatively September 21 | Cups and Cheers



Network Now

Adam Harrington | Director of Service Development

Why Network Now?

Pivotal time in our history

- Ridership dropped 50% between 2019 and 2020 but is now growing again
- 30% less service, with 60+ routes suspended

Travel patterns are **changing**

- Fewer downtown commuters and more diverse needs
- Customers increasingly need all-day, all-purpose transit

Workforce is a top priority

- Bus and rail service expansion requires operators and support staff
- Service design can impact employee satisfaction

Metro Transit is **growing**

- New regional sales tax
- 4 new transitways under construction and more in planning
- New transit modes (microtransit)

Network Now goals:

Resolve:

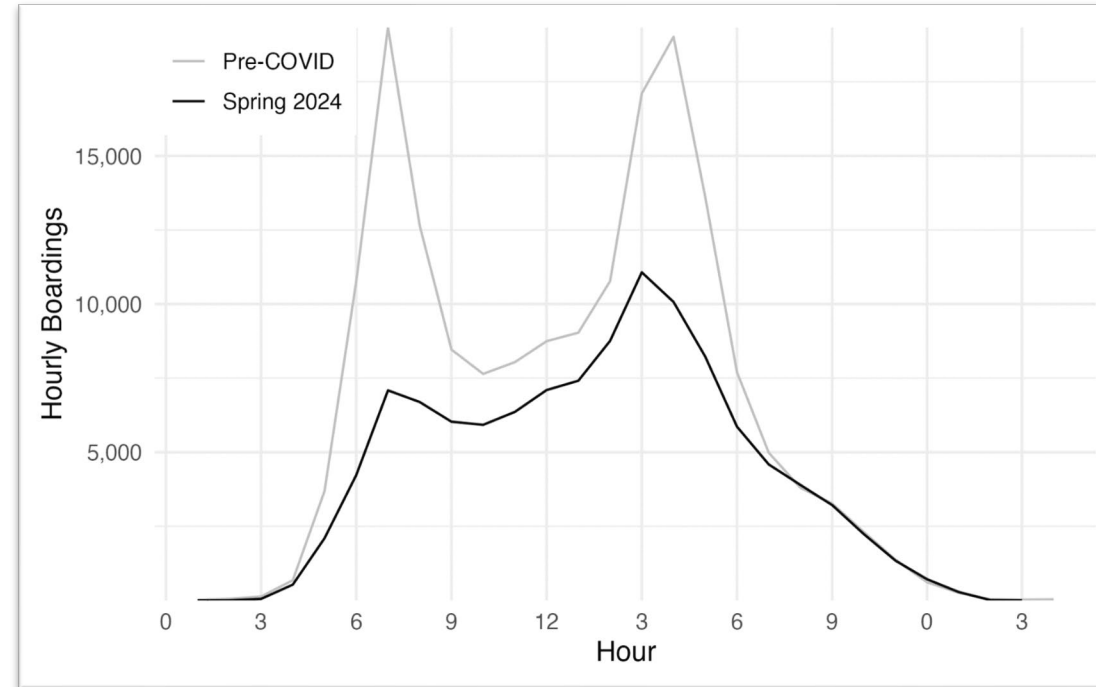
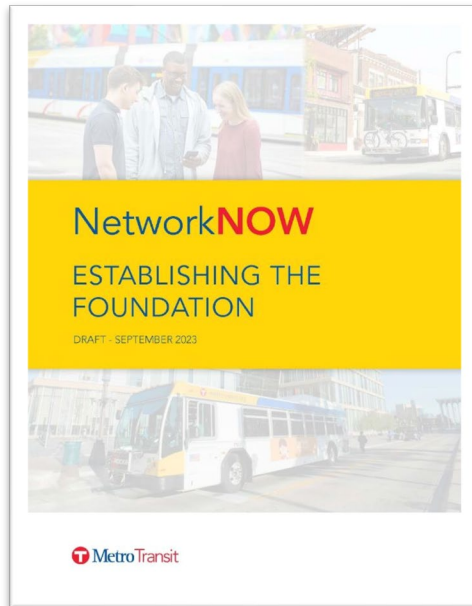
- Status of routes that are currently suspended (some since 2020)
- Facility closure needs

Improve:

- New or redesigned routes
- Frequency or span improvements
- METRO line investments
- Micro Transit possibilities

The foundation for network modification

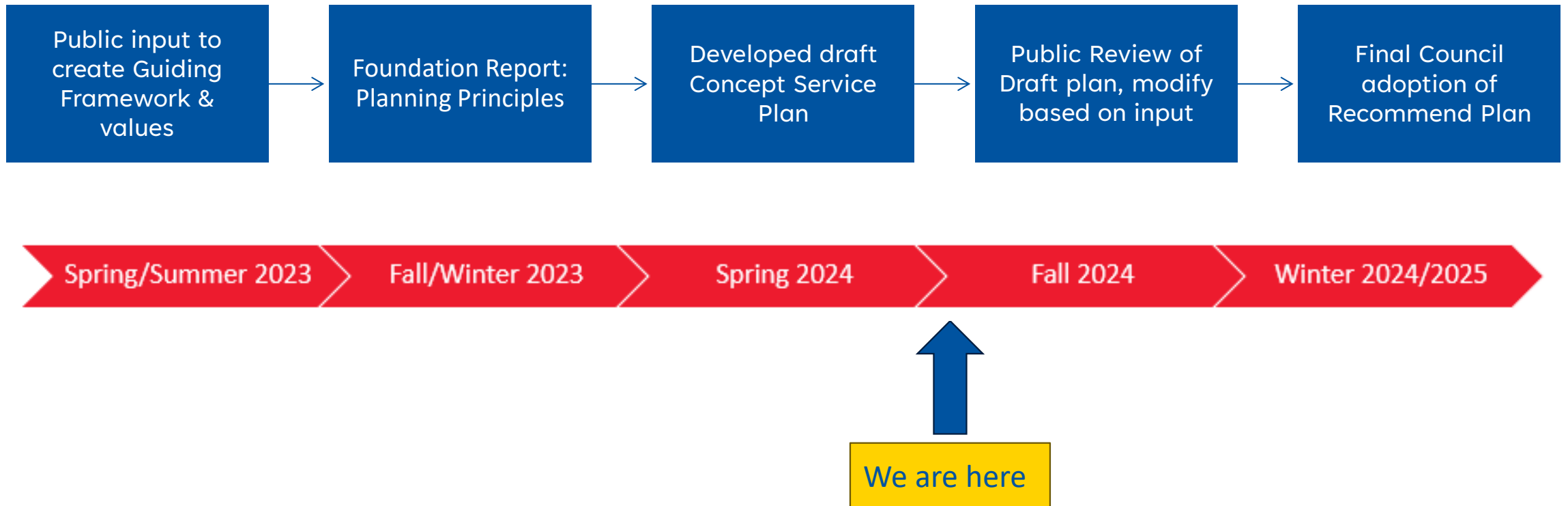
- **Performance:** details network performance, changes since 2019, and opportunities
- **Policy:** regional policy guidance from the Metropolitan Council applied
- **Engagement:** 2023 captured values and thoughts, surveys, workshops, customer contacts, 6,000 comments



Network Now Principles

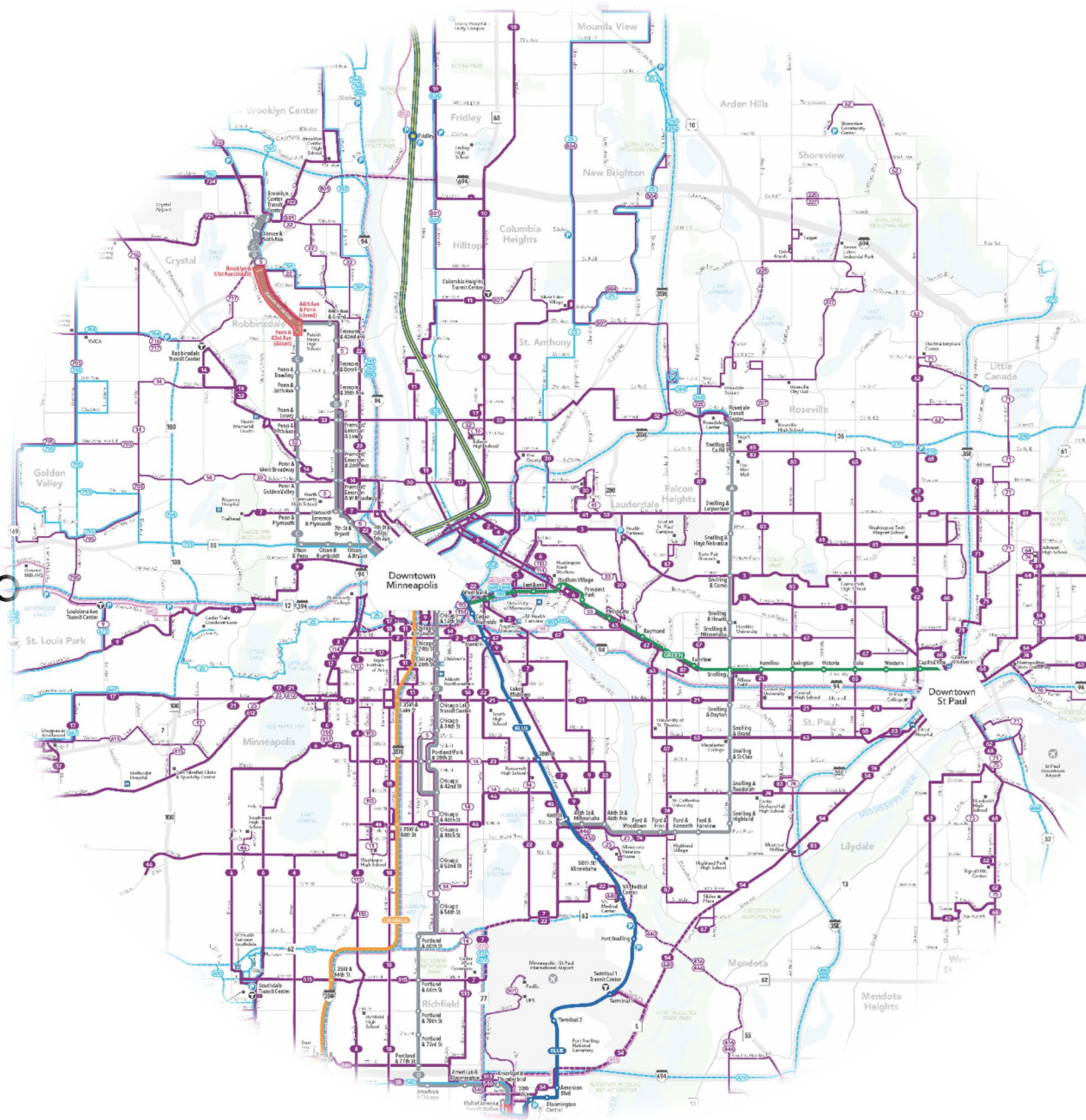
Adapt	Adapt service to changes in transit markets and travel patterns.
Prepare	Prepare for new METRO and high-frequency routes.
Maintain	Maintain the reliability of our scheduled service consistently over time.
Build on success	Build on success to grow ridership, adding service where people use transit the most.
Provide access	Provide access to opportunities and services with a focus on advancing equity and reducing regional disparities.

Network Now development timeline

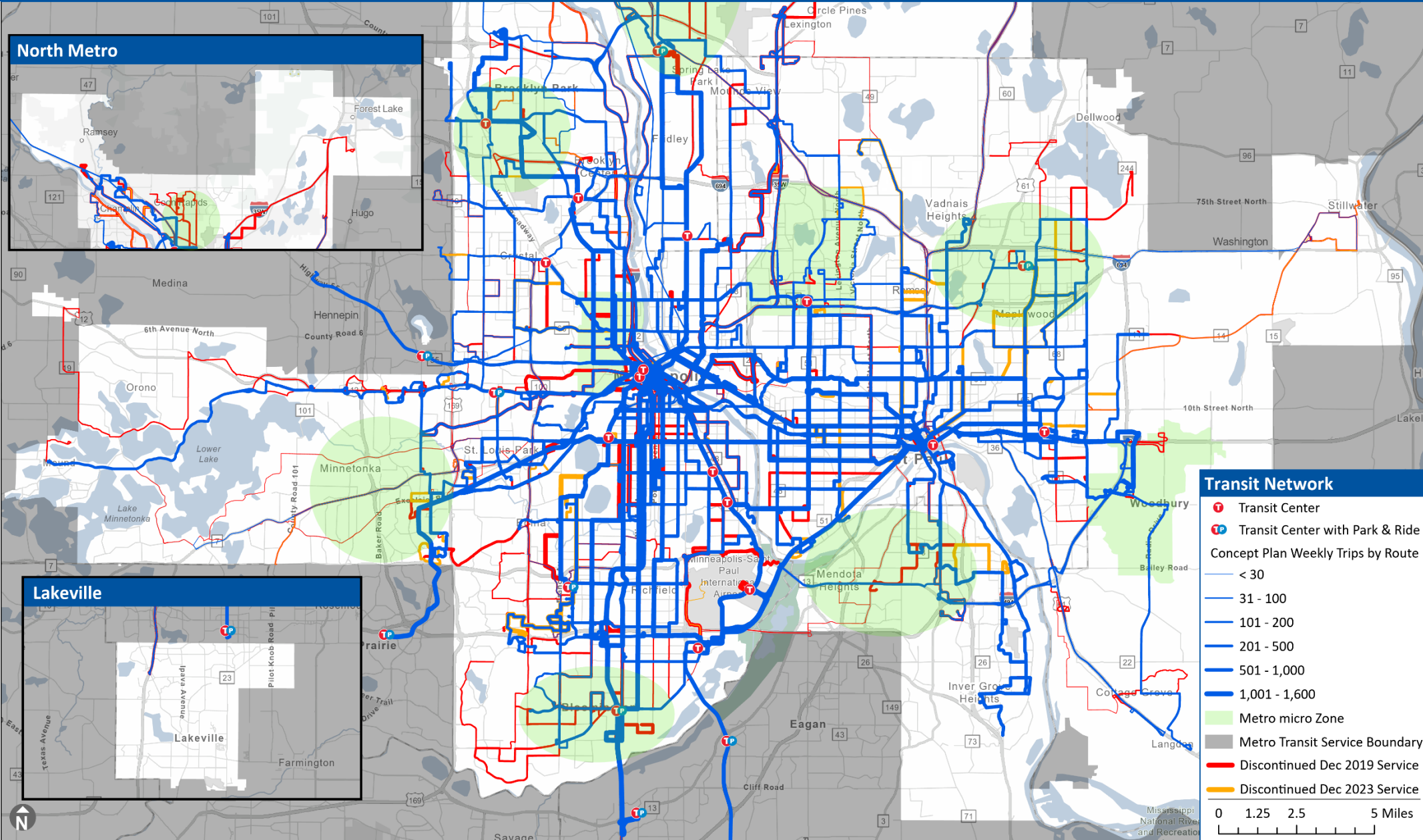


Network Now

- Metro Transit's vision through 2027
- 35% service expansion grow ridership
- Improve coverage and mobility by expanding bus routes and Metro micro service
- Redesign commuter services to meet the travel needs of our region now



Concept Plan Network Changes by Number of Weekly Trips



Network Now
concept plan
invests in
frequent
service

Engagement Process

- Online comment form
 - Paper version available for customer intercept and community work
 - Comments also accepted via email
- Community meetings
 - Public hearing on October 29
 - Virtual and in-person events around the metro
- Pop-up and customer intersect events
- Social media, rider alerts, and information shared across our system
- Direct reach out to government partners and community organizations
 - Do you have organizations or individuals that you want us to reach?

Public meetings

October 1 / 5:30 p.m. - 7:00 p.m. Take transit via: 612
Hopkins Pavilion / 11000 Excelsior Boulevard, Hopkins, MN 55343

October 7 / 5:30-7:00 p.m. Virtual Meeting

October 8 / 11:00 a.m. – 12:30 p.m. Take transit via: Blue Line, Green Line, 4, 6, 10, 11, 17, 18, 25, 61
Minneapolis Central Library / 300 Nicollet Mall, Minneapolis, MN 55401

October 10 / 5:30 p.m. – 7:00 p.m. Take transit via: 65, 21
Hallie Q. Brown Community Center / 270 Kent Street, Saint Paul, MN 55102

October 21 / 5:30 p.m. - 7:00 p.m. Take transit via: 63, 70, 74, 80, 219
Sun Ray Library / 2105 Wilson Avenue, Saint Paul, MN 55119

October 29 / 5:00 p.m. – 7:00 p.m. Take transit via: C Line, D Line, 5, 22, Blue Line, Green Line
***Official Public Hearing**
Heywood Chambers / 560 N 6th Avenue, Minneapolis, MN 55411

What's Next

- **September 9:** Transportation Committee sets October 29 public hearing date
- **September 11:** Council action to set public hearing date
- **September 12–November 15:** Draft concept plan public engagement
- **Winter 2024–2025:** Refine plan based on feedback
- **Early 2025:** Seek Metropolitan Council approval
- **2025–2027:** Phased implementation

To learn more or subscribe for updates, visit metrotransit.org/network-now.

Purple Line in Network Now

- Assumes route alignment consistent with **current Locally Preferred Alternative** (i.e., collocating with Bruce Vento Regional Trail in Ramsey County rail right-of-way north of Maryland Ave)
- Purple Line is anticipated to open **after** the Network Now service changes are implemented (post-2027)
- If Purple Line route alignment is recommended to change this fall, then the new route alignment can be reflected in the Final Network Now Concept Plan, anticipated to be adopted in spring 2025.

Arcade St Station Update & Next Steps

Emma Lucken | Station Area Planning Lead

Community Goals

Representatives from the District 5 Community Council and ESABA shared their views on the neighborhood's specific needs to make the Arcade Street Station successful:

- Locate the station **near existing street activity and development**, and preferably on Arcade
- Support **redevelopment** at the station area
- Prioritize **mixed-income housing** and an **improved public realm**

Purple Line Goals

The Purple Line's goals for the Arcade Street Station include:

- Create **value for the community**
- **Promote future Purple Line ridership** through transit-oriented development at the Arcade station.
- Create an **activated and accessible station area**, achieved through:
 - Station location: considering topography and relationship to existing development
 - Development typologies: considering market demand and gaps

Site Redevelopment Feasibility Analysis – Project Scope

The Purple Line’s planning team at Metro Transit and Ramsey County engaged HR&A Advisors and 4RM+ULA Architects to explore the Arcade Street Station in terms of:

- **Transit-oriented development (TOD) potential**
- **Station location alternatives**

The analysis and recommendations consider input from community representatives, public agencies, private landowners, local developers, and local real estate market data.

Station Development Goals

Considering the community's needs and the overall goals of the Purple Line, TOD at this station should be guided by the following:

- Prioritizing mixed-income/ affordable housing over luxury, market-rate housing
- Right sizing the amount of ground-floor retail to avoid vacancies but meet market demand
- Maintaining grocery in this area
- Improving quality of public realm and walkability

Development Scenarios

HR&A considered three development scenarios:



A. Phased development: Start with **City-owned parcels** and **surface parking lots**, followed later by **Glimcher Group-owned buildings**

- with **A2 station option**.

B. Full, simultaneous development of highlighted parcels

- with **A2 station option**.

C. Full, simultaneous development of highlighted parcels

- with **A3 station option** and alignment through the Seeger Square site connecting to Mendota Circle.

Market Conditions

- HR&A analyzed the three development scenarios under a range of market conditions, with a spectrum of construction costs, interest rates, and mixes of affordable and market-rate units.
- The market analysis also assumed leveraging the following public subsidy programs:
 - 1. Low Income Housing Tax Credit (LIHTC)**
 - 2. Tax Increment Financing (TIF)**
 - 3. Metropolitan Council, Livable Communities Demonstration Grant (LCDA)**
 - 4. Minnesota Dept of Employment and Economic Development (DEED), Redevelopment Grant Program**
 - 5. Ramsey County Affordable Housing Infrastructure Investments**

Glimcher Group

Conversations with the Glimcher Group revealed potential opportunities and challenges with redevelopment of these privately-held sites.

- Glimcher Group has owned this site since 1996. Today, the property is a well-functioning asset for the Glimcher Group.
- Although Glimcher Group has recently divested of some of its properties in other states, it currently has no plans to sell this property because:
 - It is fully leased;
 - They recently invested in capital improvements and signed a long-term lease with anchor tenant;
 - They are able to operate this property efficiently in conjunction with their highly successful Rochester property.
- Glimcher Group does not have experience with mixed-use redevelopment and would be unlikely to lead a TOD project at Arcade as most of their assets are located in suburbs and smaller cities outside of Minnesota.

Feasibility Findings

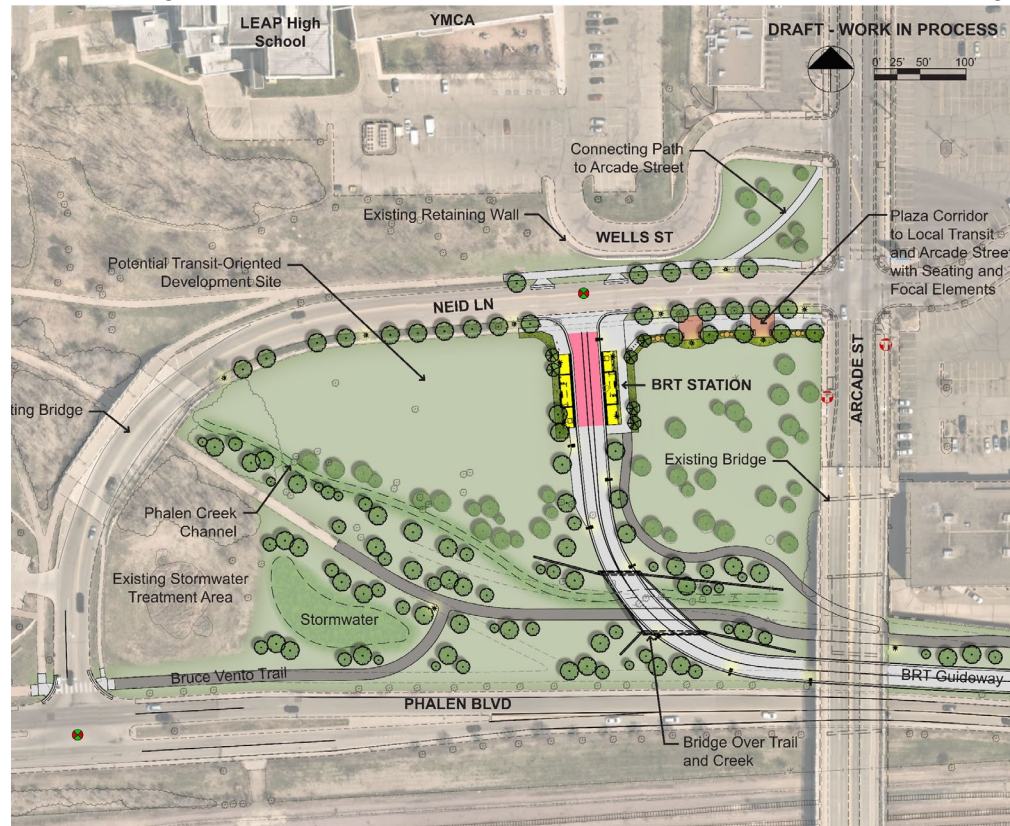
- The current value of Glimcher Group-owned parcels is significantly higher than the anticipated private return of redevelopment at the site.
- Because of the feasibility gap and that Glimcher Group is not in the business of developing mixed-use projects, it is neither likely that Glimcher Group would pursue redevelopment of its properties itself, nor would a private developer buy out the Glimcher Group for a privately-led development.

Feasibility Findings

- The current value of Glimcher Group-owned parcels is significantly higher than the anticipated private return of redevelopment at the site.
- Because of the feasibility gap and that Glimcher Group is not in the business of developing mixed-use projects, it is neither likely that Glimcher Group would pursue redevelopment of its properties itself, nor would a private developer buy-out the Glimcher Group for a privately-led development.
- Redevelopment in the near-term would require significant public agency intervention but could deliver significant value to the community. Full-buildout of this development program could result in 700 - 1,100 units of much needed new housing units for the Payne-Phalen neighborhood.
- Because this commercial property is fully-leased, the politics of a public agency purchasing this site are challenging.

Next Step: Continue Advancing this Station Location

- Continue to advance the design and environmental review for **Arcade St Station (Option A2)** as the best of the technical feasible and financially fundable options.
- No further CMC action needed (Endorsed as preferred location in April '23); Preliminary (30%) Design completed (July '24) which accommodates Phalen Creek Daylighting Project



Commitment to Working Toward Change in the Future

- Met Council (Metro Transit) is **committed to working** with the City of St. Paul, Ramsey County, and others **to relocate** the Arcade St Station to the intersection of Neid and Arcade, **if and when** Seeger Square is redeveloped **and** Neid Lane is extended through the site down to Phalen Blvd.
 - Shared costs (millions of \$) to be determined for relocating station platforms, extending Neid Ln, decommissioning previously built station platforms, bridge and guideway, paying back undepreciated asset value, etc.

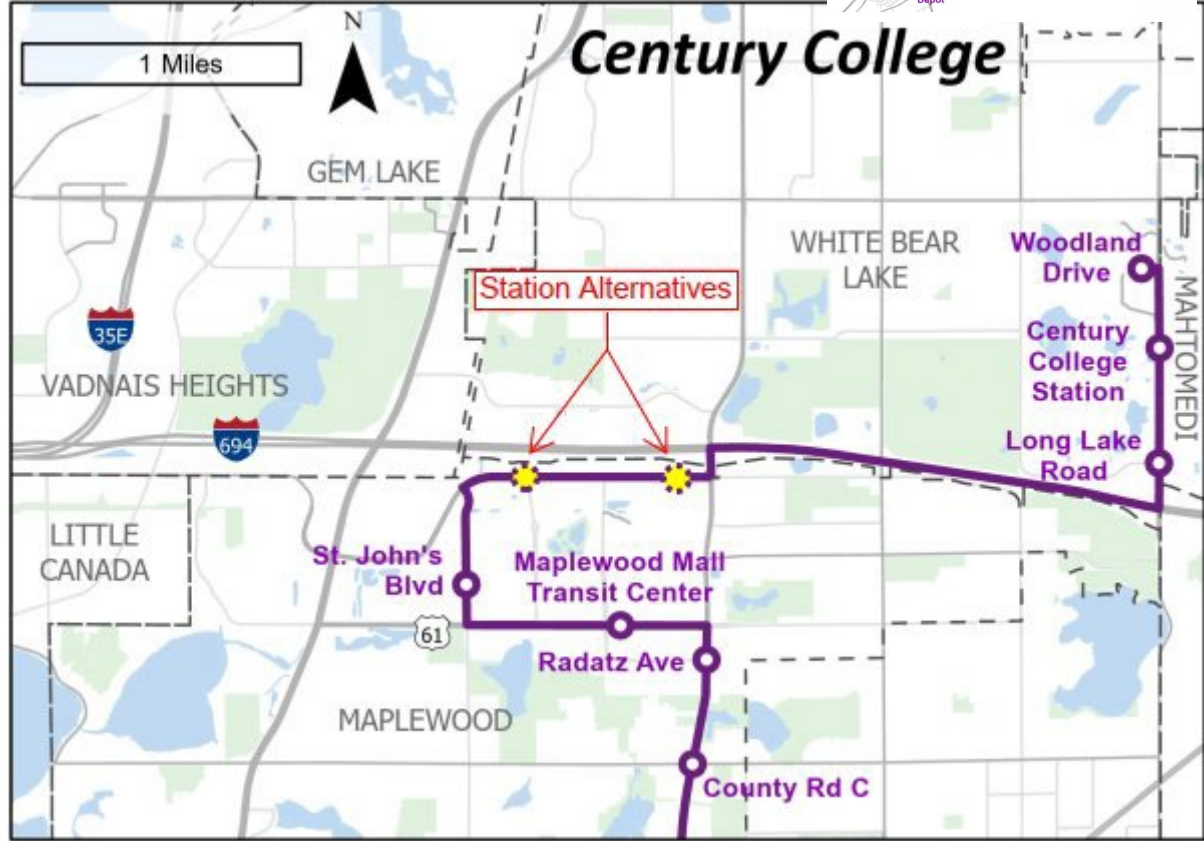
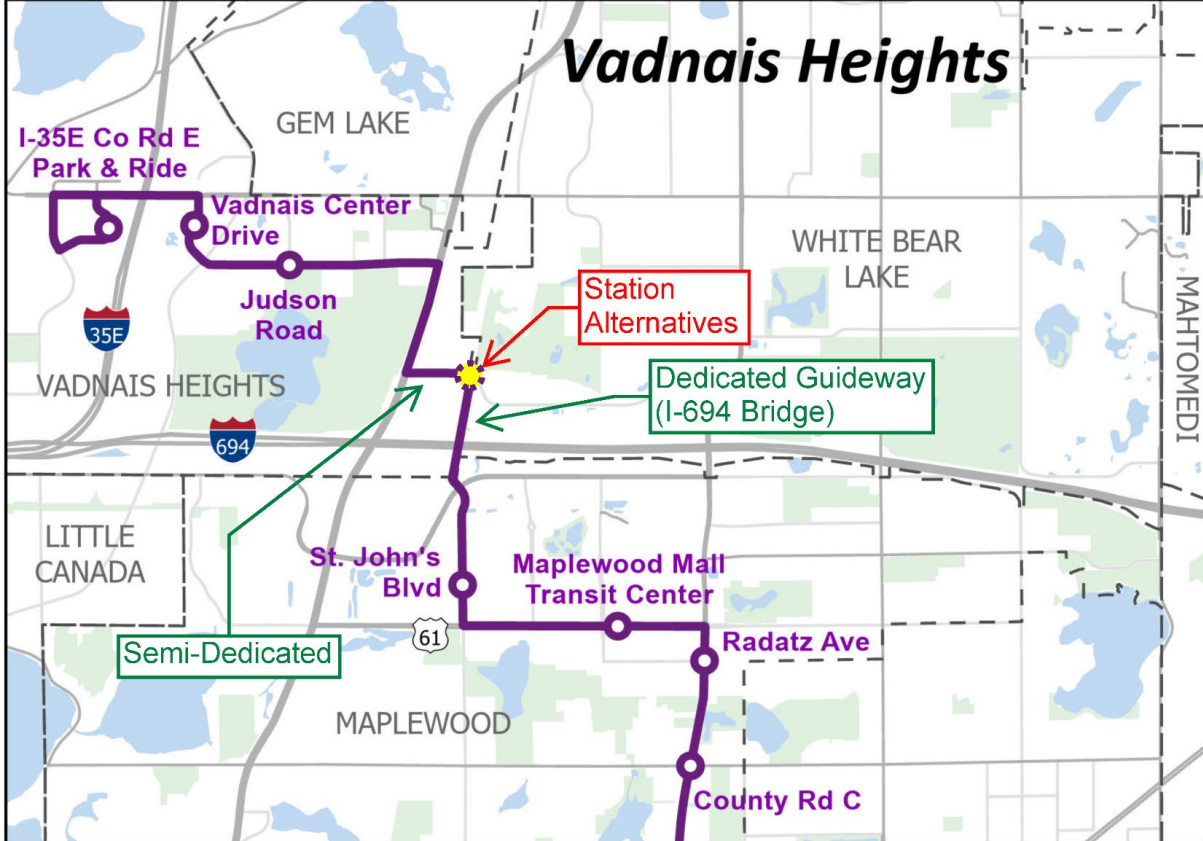
Next Steps: Continued Outreach & Engagement

- Project Team will continue to **engage** project partners, stakeholders, interested parties, and the public about the **outcome of the site redevelopment feasibility analysis** and **Arcade St Station design advancement**.
 - Saint Paul District Councils (Payne Phalen and Dayton's Bluff)
 - East Side Area Business Association
 - Broader Community At Large

Alternative Northern Endpoints Update & Discussion

Craig Lamothe | Project Manager

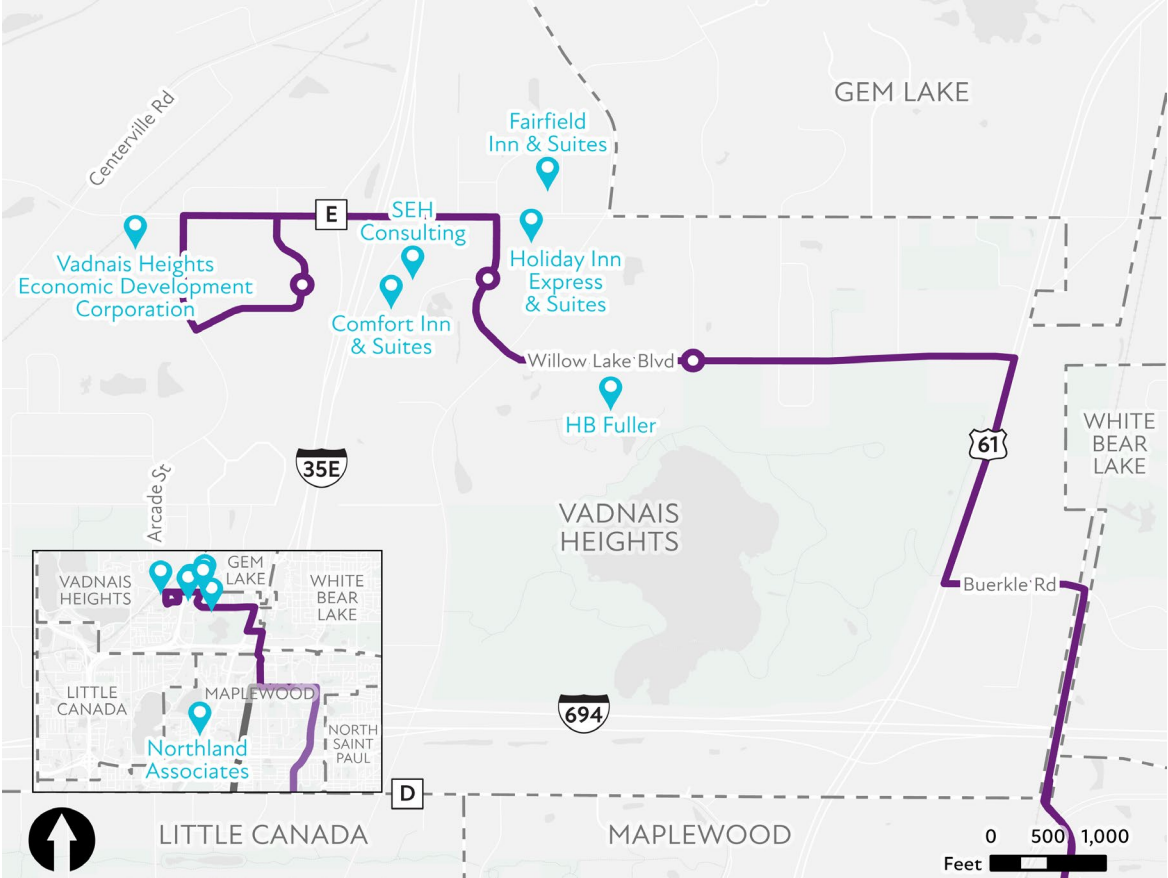
Potential Purple Line Routing & Stations to Alternative Northern Endpoints



Vadnais Heights Endpoint/Extension Outreach & Engagement (July – August 2022)

- Engaged Vadnais Heights businesses about the value of having a Purple Line terminus in Vadnais Heights via one-on-one presentations/meetings
 - HB Fuller, SEH Consulting, Comfort Inn & Suites, Fairfield Inn, Holiday Inn, Vadnais Heights Economic Development Corporation, Northland Associates
- Key takeaways:
 - Saw potential for Purple Line to support business activities/employees
 - Most discussion around route options, schedule considerations, future coordination

X Outreach & Engagement suspended in 2022.



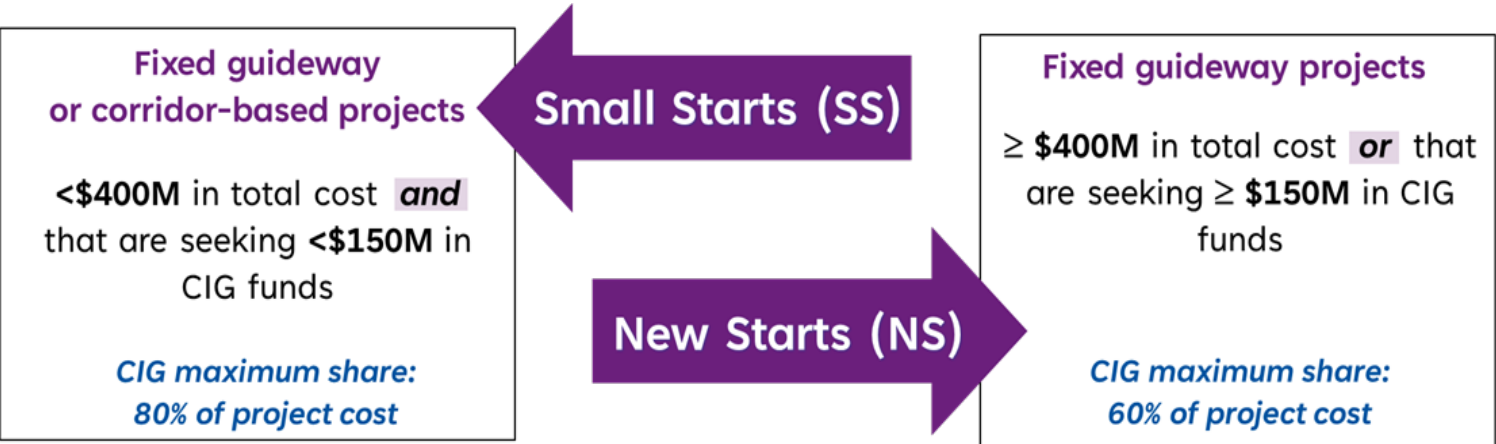
Century College Endpoint/Extension Outreach & Engagement (August – November 2022)

- May 2022: Century College Executive Leadership requested Century College be considered as an endpoint for Purple Line.
- Engaged students, faculty and staff on the value of having a Purple Line terminus at Century College via pop-ups, surveys, one-on-one presentations/meetings
- Key takeaways from this phase:
 - **Century College executive leadership expressed strong support for Purple Line**
 - **Majority (82%) use a personal vehicle to travel to Century College**, while 11% use Metro Transit or Metro Mobility.
 - **29% use transit to get to Century College** or other destinations at some level of frequency throughout the year.
 - If transit service were improved, **67% said they would use transit** at some level of frequency, indicating that if a higher level of service were available at Century College, more people would use it.

X Outreach & Engagement suspended in 2022.

Capital Investment Grants Program Policy Guidance

- During the April 4th CMC meeting, it was communicated that Purple Line’s only path forward under current policy guidance was likely as a Small Starts project.
- On April 5th, FTA published proposed policy guidance for public review and comment.
 - Proposed changes were deemed very favorable to Purple Line
- On August 13th, Ramsey County Board discussion led to direction for Purple Line to remain a New Starts project.



Project Rating → Viable for Future Federal Funding

✗ Neither alternative endpoint/extension viable under current guidance

✓ Both alternative endpoints/extensions viable under proposed guidance

Rating Measure	Maplewood	Vadnais Heights		Century College	
Mobility Improvements	Medium (3.2 million)	Medium (3.5 million)	300k more	Medium (3.3 million)	100k more
Cost Effectiveness	Medium (\$19)	Medium-Low (\$22)	\$3 more	Medium-Low (\$23)	\$4 more
Congestion Relief	Medium-Low (760)	Medium-Low (775)	15 more	Medium-Low (575)	185 less
Environmental Benefits	Medium (3.4%)	Medium (3.1%)	0.2% less	Medium (1.9%)	1.5% less
Land Use	Medium (3.2)				
Economic Development	Medium				
OVERALL	MEDIUM	MEDIUM		MEDIUM	

Forecasted Project Ridership (2045)

- ✓ Both alternative endpoints/extensions will ***increase overall project ridership*** and ***serve more transit reliant customers*** from zero car households.
- ✓ Vadnais Heights: More new trips leading to more VMT reduced.
- ✗ Century College: Less new trips leading to less VMT reduced.

	Maplewood	Vadnais Heights		Century College	
All Trips	3,512	3,766	7% more	3,575	2% more
Transit Reliant Trips*	1,922	2,016	3% more	1,954	2% more
New Trips	727	1,045	19% more	712	2% less
Vehicle Miles Traveled Reduced	4,374	6,788	20% more	4,343	1% less

* Trips from zero car households

Forecasted Daily Boardings by Station (2045)

X Concern over relatively low, forecasted station platform usage.

Union Depot to St. John's Hospital

- 15 stations with boardings exceeding 100
- 8 stations with boardings **between 50-100**
- 0 stations with **less than 50 boardings**

Regional Transitway/Transit Guidelines

- **50 or more** boardings for BRT stations
- 30 or more boardings for shelter at bus stop
- 100 or more boardings for heat at bus stop

Station	Vadnais Heights
Buerkle Rd	60
International Dr	40
Vadnais Center Dr	30
I-35E Park & Ride	50
TOTAL	180

Station	Century College
Kennard St	40
E. Co. Rd. D	50
Long Lake Rd	10
Century College	10
Woodland Dr	10
TOTAL	120

On-Time Capital Cost

X Concern over relatively high, incremental estimated capital cost.

Capital Cost Drivers

- 3 additional buses for each alternative end point/extension
- 8 (Vadnais Heights) to 10 (Century College) additional station platforms
- 40% contingency for conceptual engineering (1% level of design)
- Other cost drivers: fiber, systems, bus lanes/new bridge (Vadnais Heights only)
- Turnaround/layover removed from Co. Rd. D Station

Maplewood	Vadnais Heights		Century College	
\$445.2M	\$501M	12.5% More (\$55.8M more)	\$488M	9.6% more (\$42.8M more)

Annual Operations & Maintenance Cost

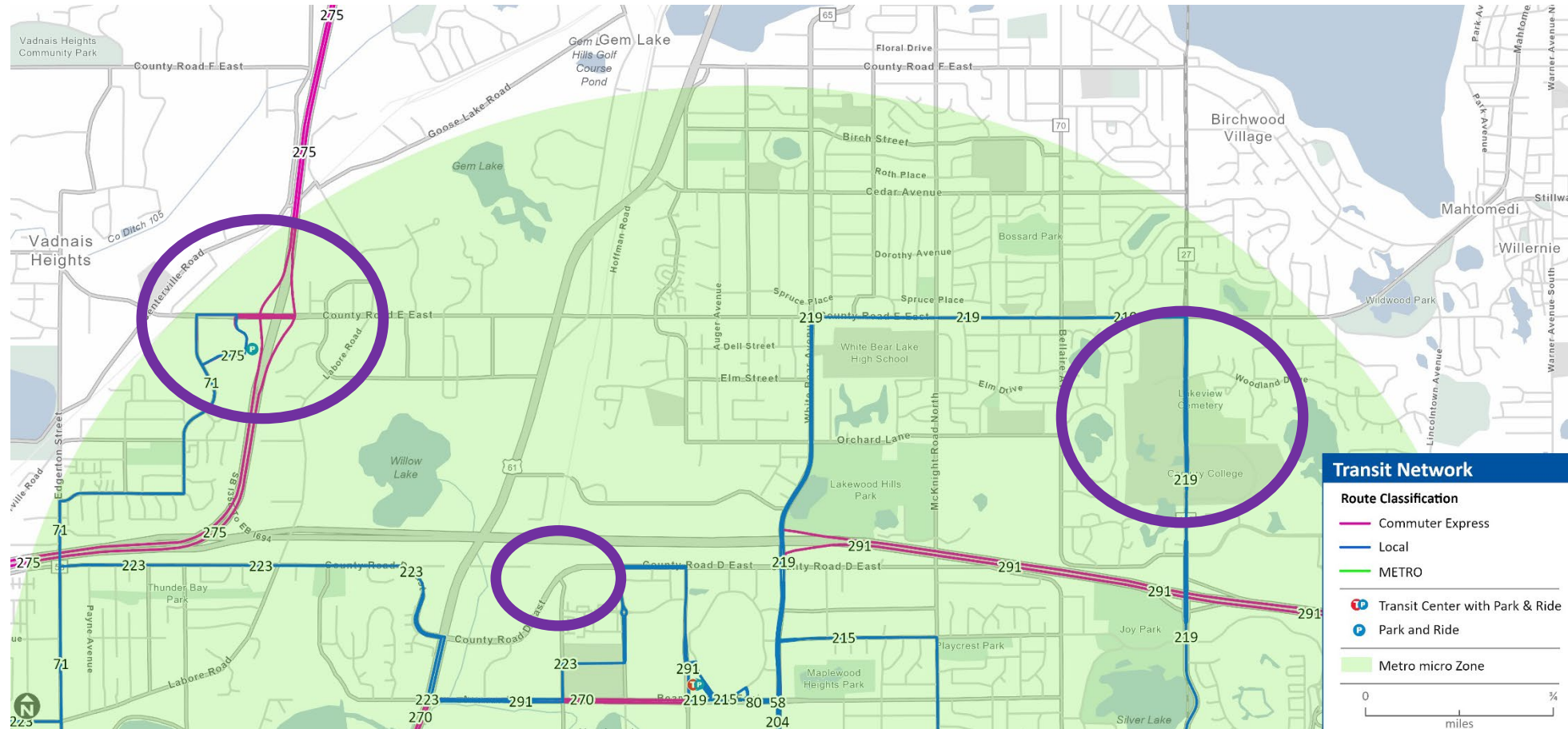
X Concern over relatively high, incremental estimated operations and maintenance cost.

Operations & Maintenance Cost Drivers

- 8 (Vadnais Heights) to 10 (Century College) additional station platforms
- 3 additional buses operated by more than 3 additional drivers for each alternative endpoint/extension
- Bus lanes/new bridge (Vadnais Heights only)

Maplewood	Vadnais Heights		Century College	
\$7.9M to \$8.2M	\$9.2M to \$9.4M	12% to 19% more (\$1M to \$1.5M more)	\$9.2M to \$9.4M	12% to 19% more (\$1M to \$1.5M more)

Network Now Draft Concept Plan – Northeast Metro

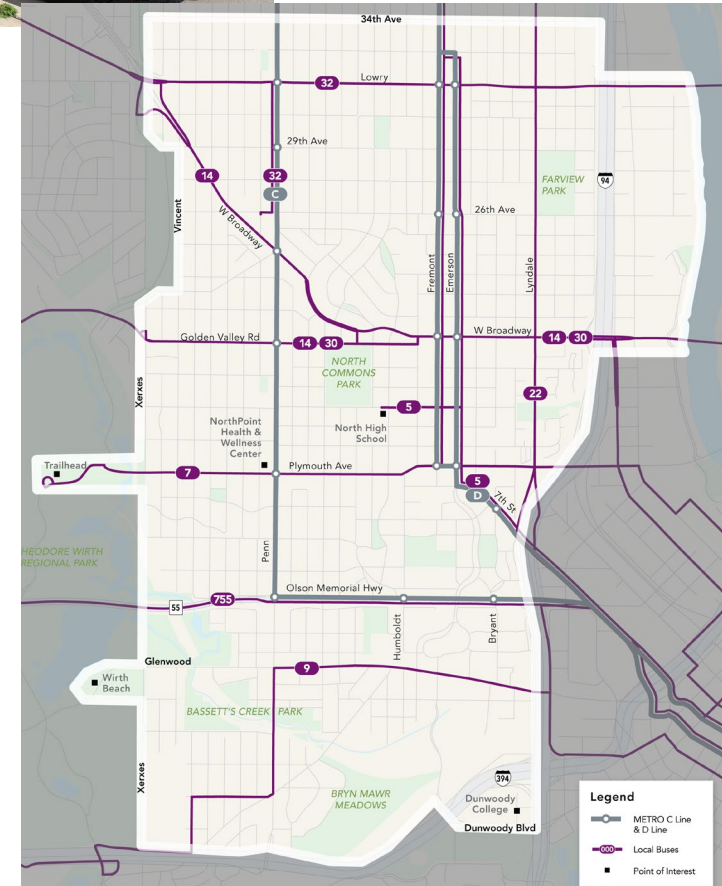


Network Now – Proposed Changes

- **Route 71:** Remove 71K branch from Little Canada, extend to I-35E & Co Rd E Park & Ride in Vadnais Heights; improve frequency from 120' to 60' WK, SAT
- **Route 219:** Restructured routing serves White Bear Ave; improve SAT frequency from 60' to 30'; longer SAT span; add 60' SUN
- **Route 223:** Restore generally along previous alignment on WK; improve frequency from 90' to 60', longer span (planned to be implemented prior to and independent of Purple Line)
- **Maplewood micro zone:** estimated to start 2025-2026

Metro Transit micro

- An affordable, accessible ridesharing service within a defined service area using mini-buses
 - 24-month test program in North Minneapolis
 - Fares range from \$1 to \$3.25
 - Weekdays: 5:30a-10:30p / Weekends: 7a-10:30p
- Network Now draft concept plan identifies service improvements for 2025-2027 including the creation of additional micro zones
 - One envisioned encompassing Maplewood's North End District
- For more information, go to metrotransit.org/micro



Some of the Open Questions and Considerations for Discussion beyond Federal Funding Eligibility

- Is the ridership gained worth the additional capital, and operations and maintenance costs?
- Do proposed Network Now service improvements north of I-694 offset the need for Purple Line?
- Will municipalities commit to transit supportive land use changes in proposed station areas?
- Will municipalities pass resolutions of support for the CMC recommended revised locally preferred alternative?
- Is Purple Line a better option to serve Century College's catchment area than other transit services?
- Would FTA accept a variable BRT service plan (i.e., reduced service to Century College in summer)?
- Is there a willing owner for the new bridge over I-694 to Vadnais Heights?

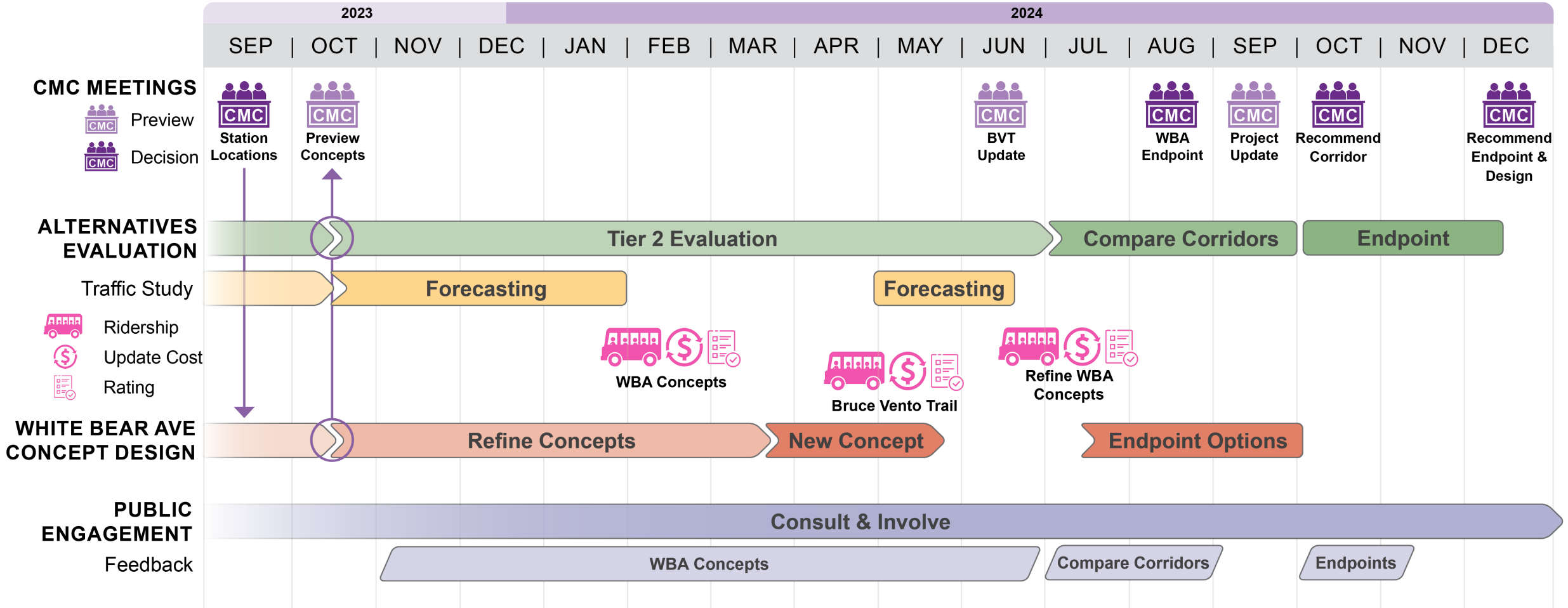
Next Steps

- **Delay** Corridor Management Committee action on a **full** revised Locally Preferred Alternative recommendation from October 14th to December.
 - Allows for any necessary, additional technical analysis and outreach/engagement (9/9 – 11/8)
- Further **explore** and **answer** open questions to inform decision-making.
 - E.g., Variable BRT Service Plan Discussion with FTA (8/22)
- **Engage** with project partners, stakeholders, interested parties and the public about the value and considerations of extending Purple Line north of Maplewood.
 - E.g., Vadnais Heights City Council Workshop (9/3)

Next Steps

Stephen Smith | Deputy Project Manager

RMS Phase II Schedule



Anticipated Upcoming CMC Actions

- **October 14th CMC**
 - **ACTION:** Partial Revised Locally Preferred Alternative (route alignment between Maryland Ave and Beam Ave) Recommendation → Bruce Vento Regional Trail Colocation Alternative or White Bear Ave Corridor Alternative
- **November 7th CMC → Cancel**
- **December **TBD** CMC**
 - **ACTION:** Full Revised Locally Preferred Alternative (northern endpoint) Recommendation → Maplewood, Vadnais Heights, or Century College
 - **ACTION:** Preferred White Bear Ave Corridor Design Concept (Side or Center Running Bus Lanes) – IF WHITE BEAR AVE CORRIDOR IS RECOMMENDED IN OCTOBER

Other Items / Around the Table

Charlie Zelle | CMC Chair

Adjournment

Charlie Zelle | CMC Chair

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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