

April 25, 2018

Busway, Bus Guideway, and Express Bus Program



House Transportation Finance Committee



Governor's Bonding Request: Busway, Bus Guideway, and Express Bus Development Program, Metropolitan Council

- \$50,000,000 of state funds are requested to implement capital projects along regional express bus and busway corridors.
- Requested funds would be used for design, environmental work, acquisition of right-of-way interests, preliminary engineering, engineering, acquisition, and construction of bus rapid transit (BRT) lines.
- Builds on success of A Line rapid bus program

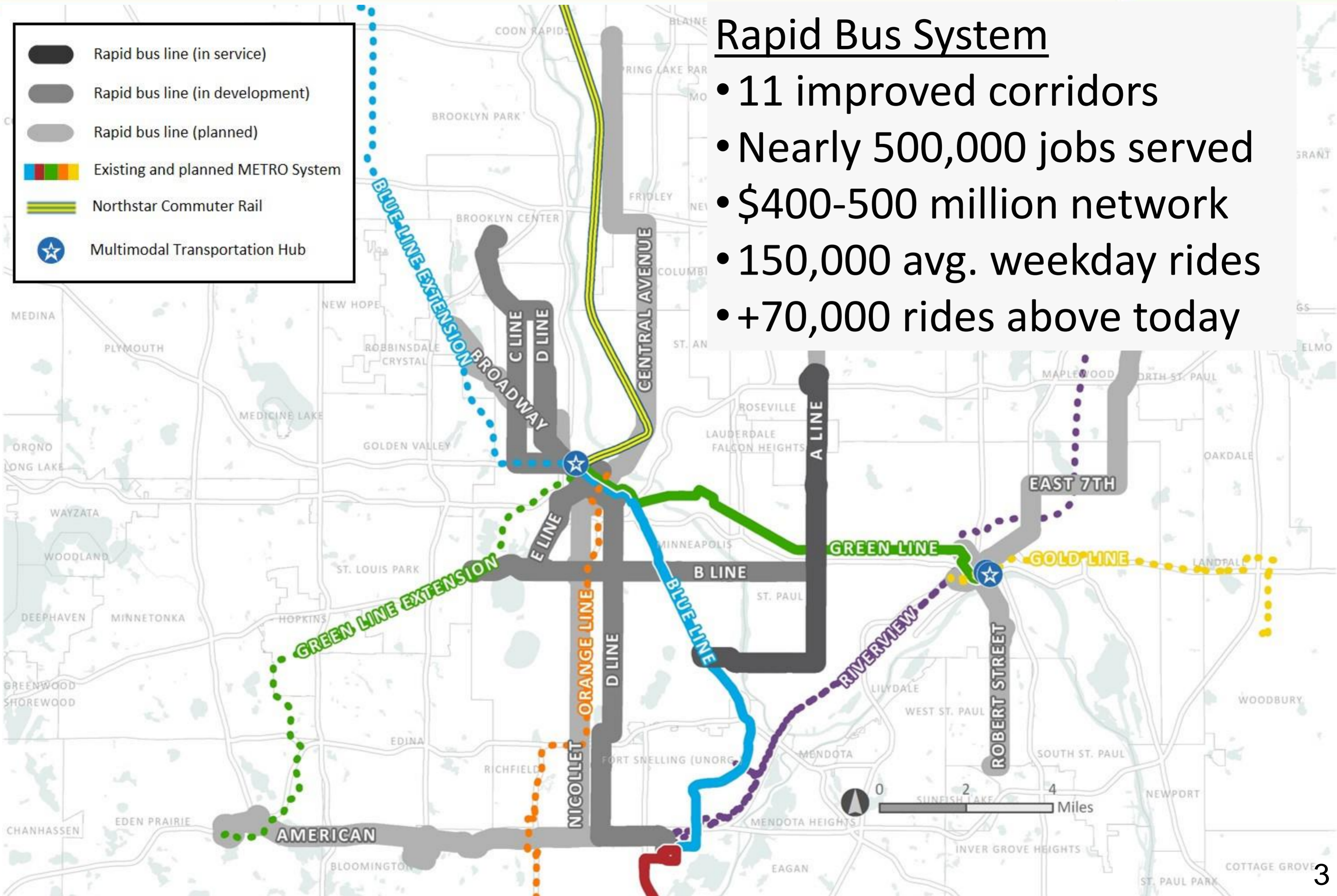
The Region's Primary Local Bus Corridors



- Rapid bus line (in service)
- Rapid bus line (in development)
- Rapid bus line (planned)
- Existing and planned METRO System
- Northstar Commuter Rail
- Multimodal Transportation Hub

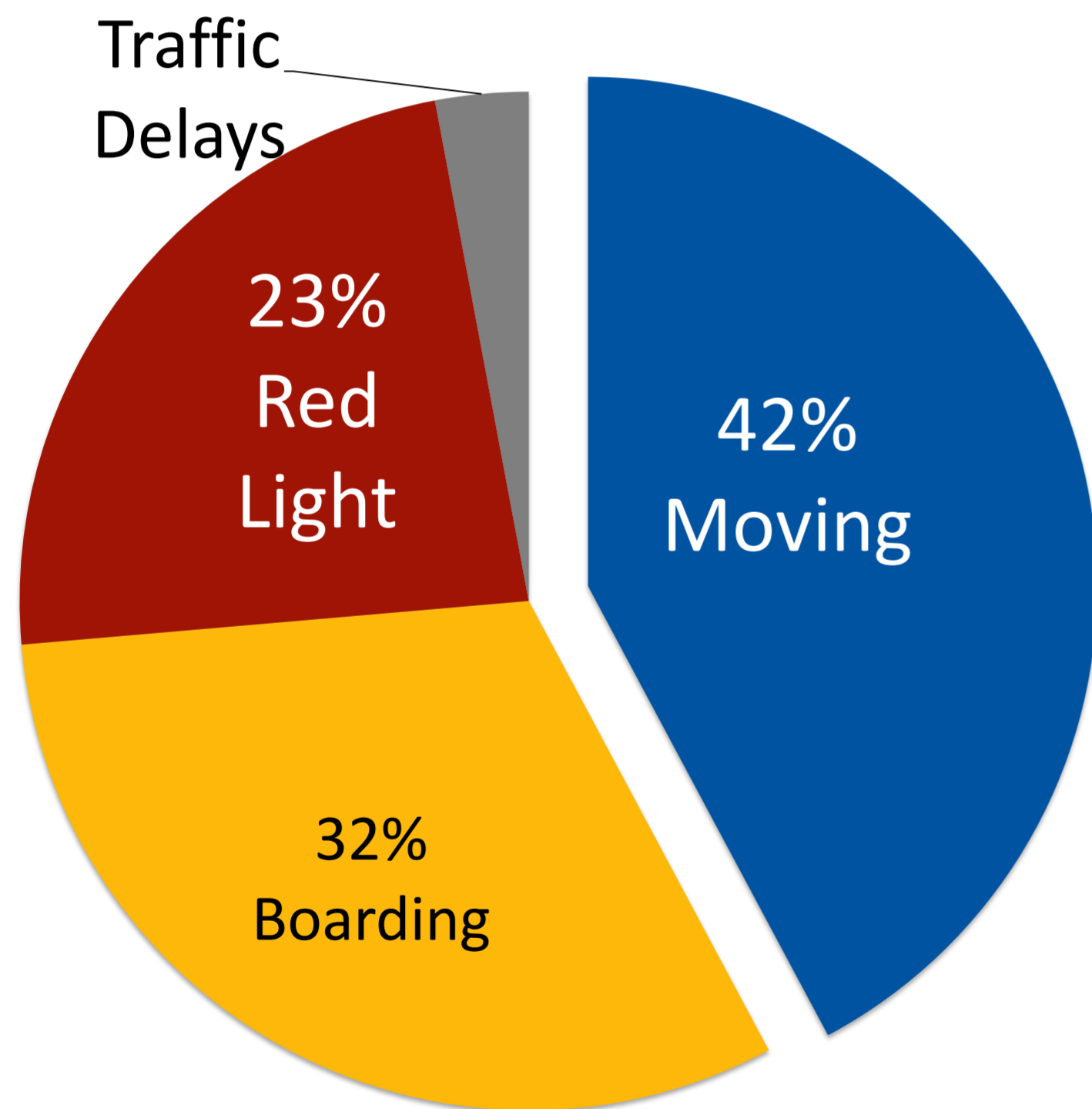
Rapid Bus System

- 11 improved corridors
- Nearly 500,000 jobs served
- \$400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today



- Slow speeds caused by slow fare payment, red lights

- Limited infrastructure doesn't match transit's role in busy corridors



Station Facilities: Before and After



Before



After



- https://www.youtube.com/watch?v=PcWtr_30WXM&feature=youtu.be

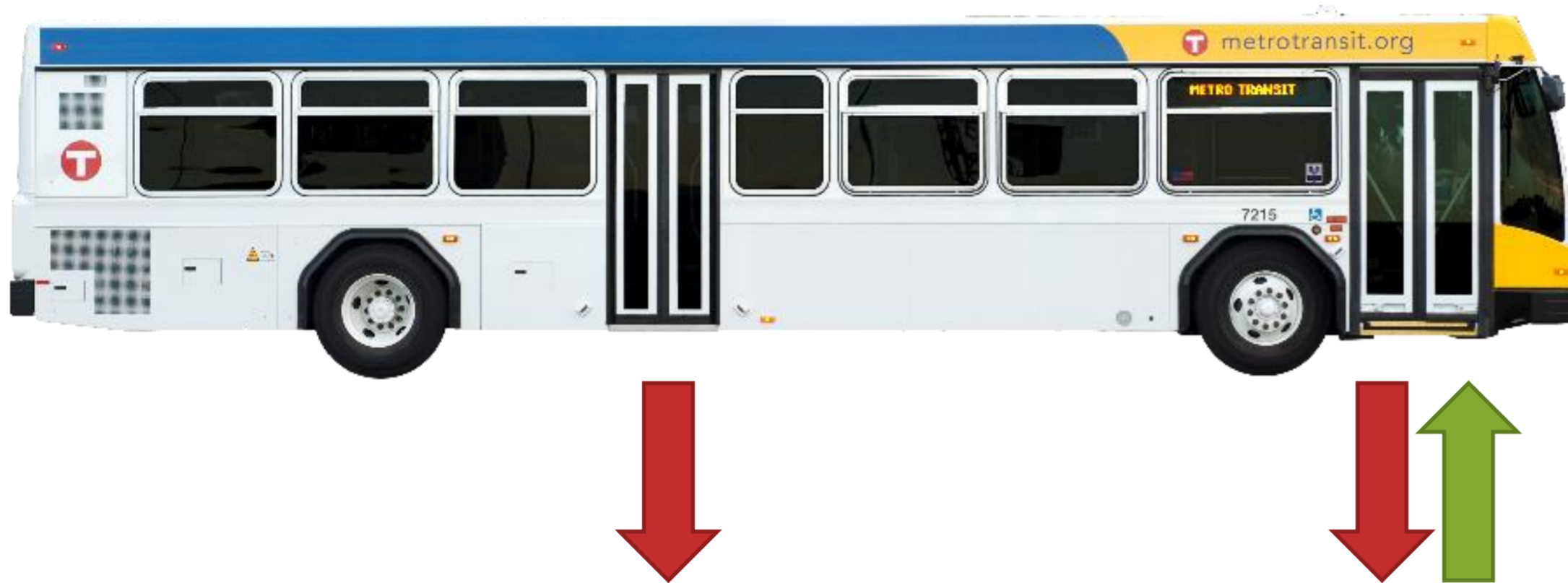
BRT Toolbox: Off-Board Fare Payment



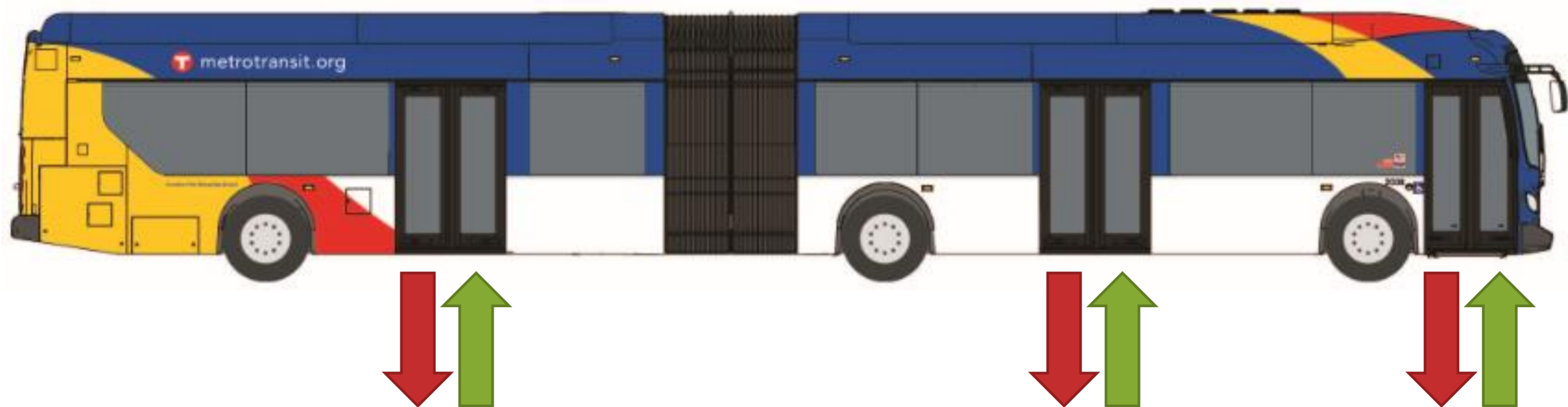
All-Door Boarding and Off-Board Payment



Route 5: Front-door boarding



BRT: All-door boarding



Transit Signal Priority reduces red-light delays



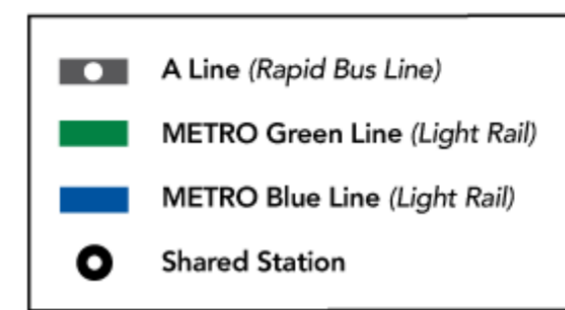
Neighborhood-Scale Stations



First Rapid Bus Corridor: A Line



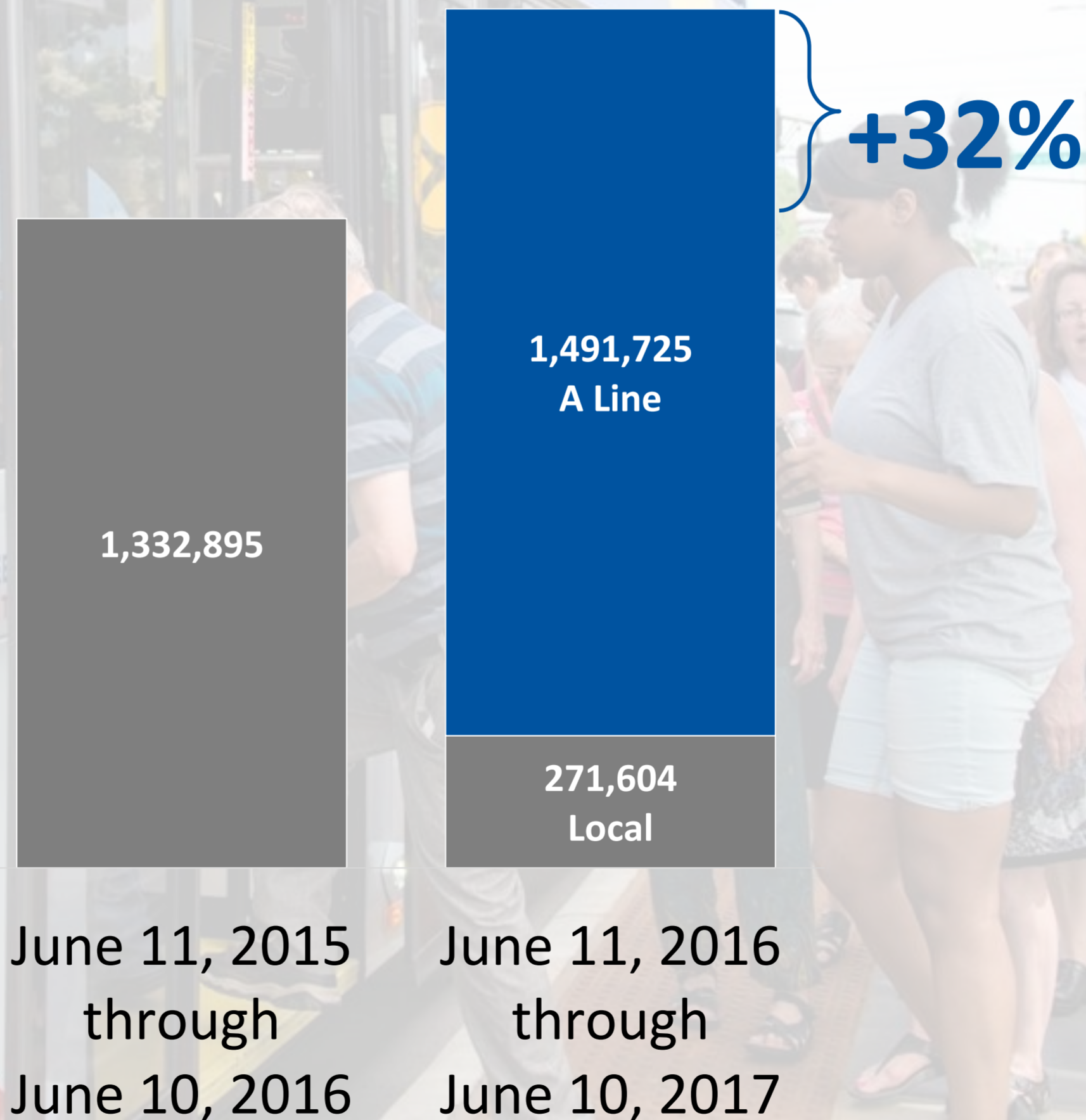
- Opened June 2016
- 10 miles, 4 cities
- \$27 million project cost
 - \$16M State funds
 - \$11M Federal and Council funds
- +\$2 million annual service cost



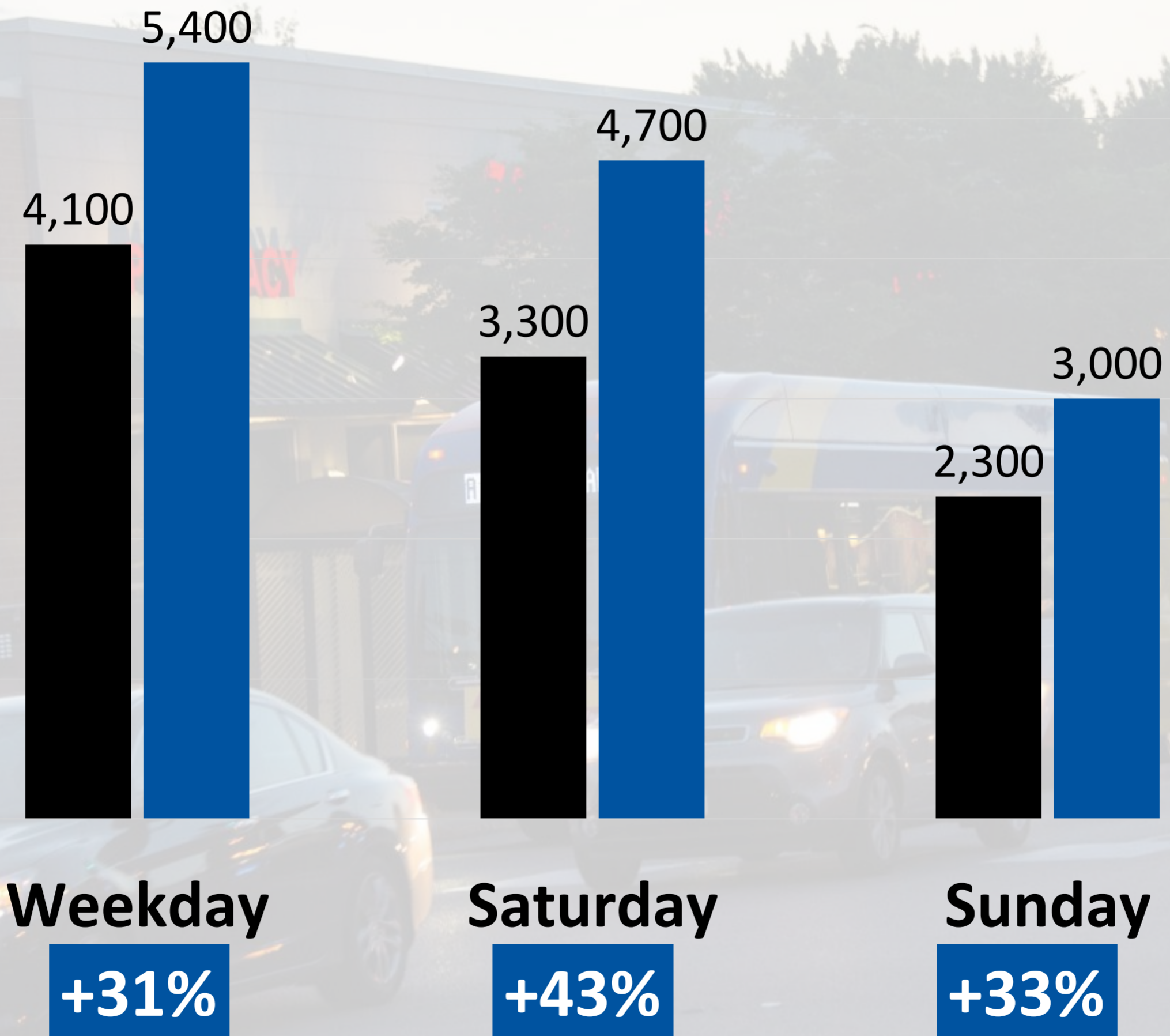
A Line: Proven Success



A Line Total Corridor Rides Year-Over-Year *One year after A Line launch*



April 2016 vs. **April 2017** Corridor Ridership



- 94% On-time performance (Jan 2018)
- 25% faster through delay/travel time reductions
- 40% more productive (passengers/service hour) than local service replaced by A Line
- Customer survey: Satisfaction comparable to LRT
- Faster, more reliable access to jobs and opportunity

Support for Rapid Bus Lines



- Broad Support for rapid bus improvements

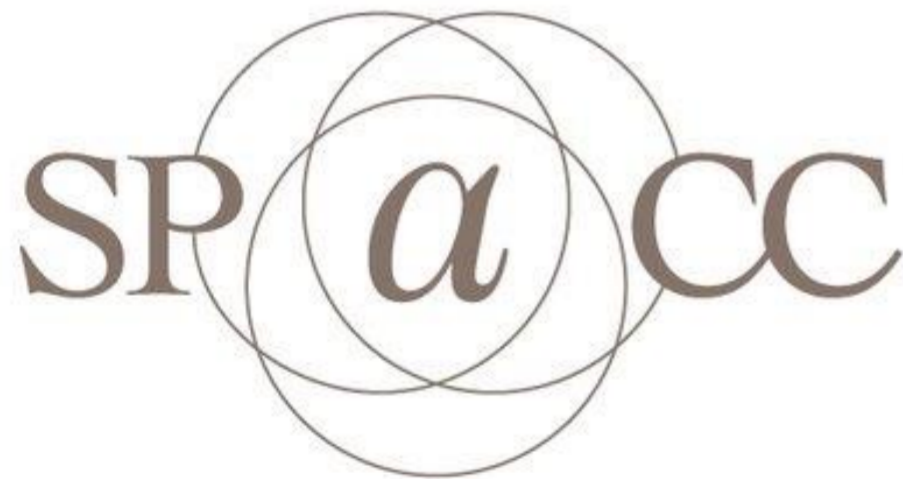


OPINION > PIONEER PRESS EDITORIALS

Editorial: A clear case for these buses



By [PIONEER PRESS EDITORIAL BOARD](#) | Pioneer Press
April 15, 2018 at 12:38 am



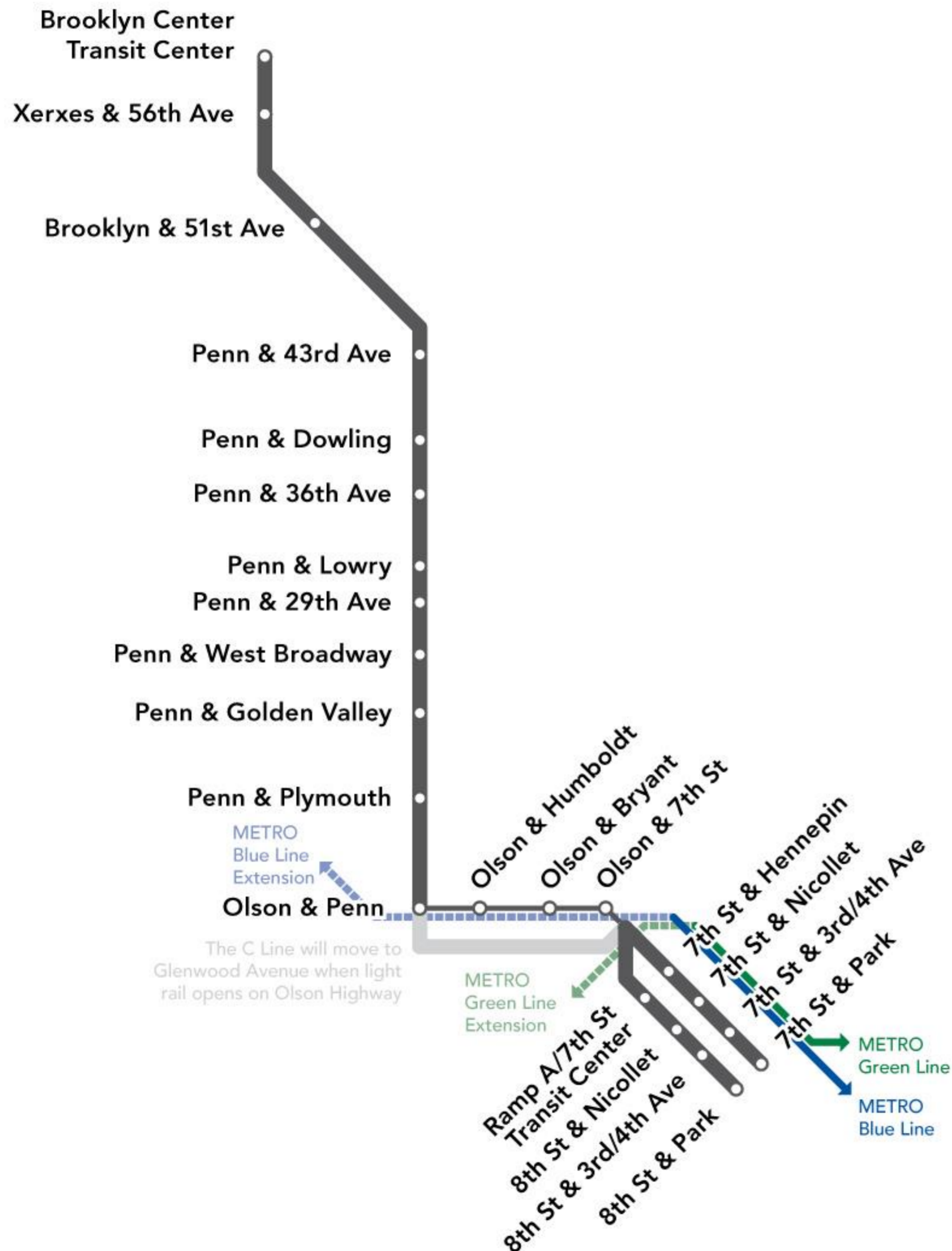
BETTER BUSES



Hear how aBRT works for people today.



Next Up: C Line (Penn Ave N)



- 8.5 miles Minneapolis to Brooklyn Center
- 7,600 daily rides today, 9,300 by 2030
- \$37 million project
- Approx. +\$4 million/year
- 14 buses manufactured in St. Cloud, including 8 battery-electric buses
- 2018 Construction
- 2019 Service Launch





- Route 5: Region's highest ridership bus route
- 15,000 weekday rides
- Buses make up 3-4% of vehicles, carry 25-35% of people
- 11 mph peak average speed
- 70-100 minute travel time

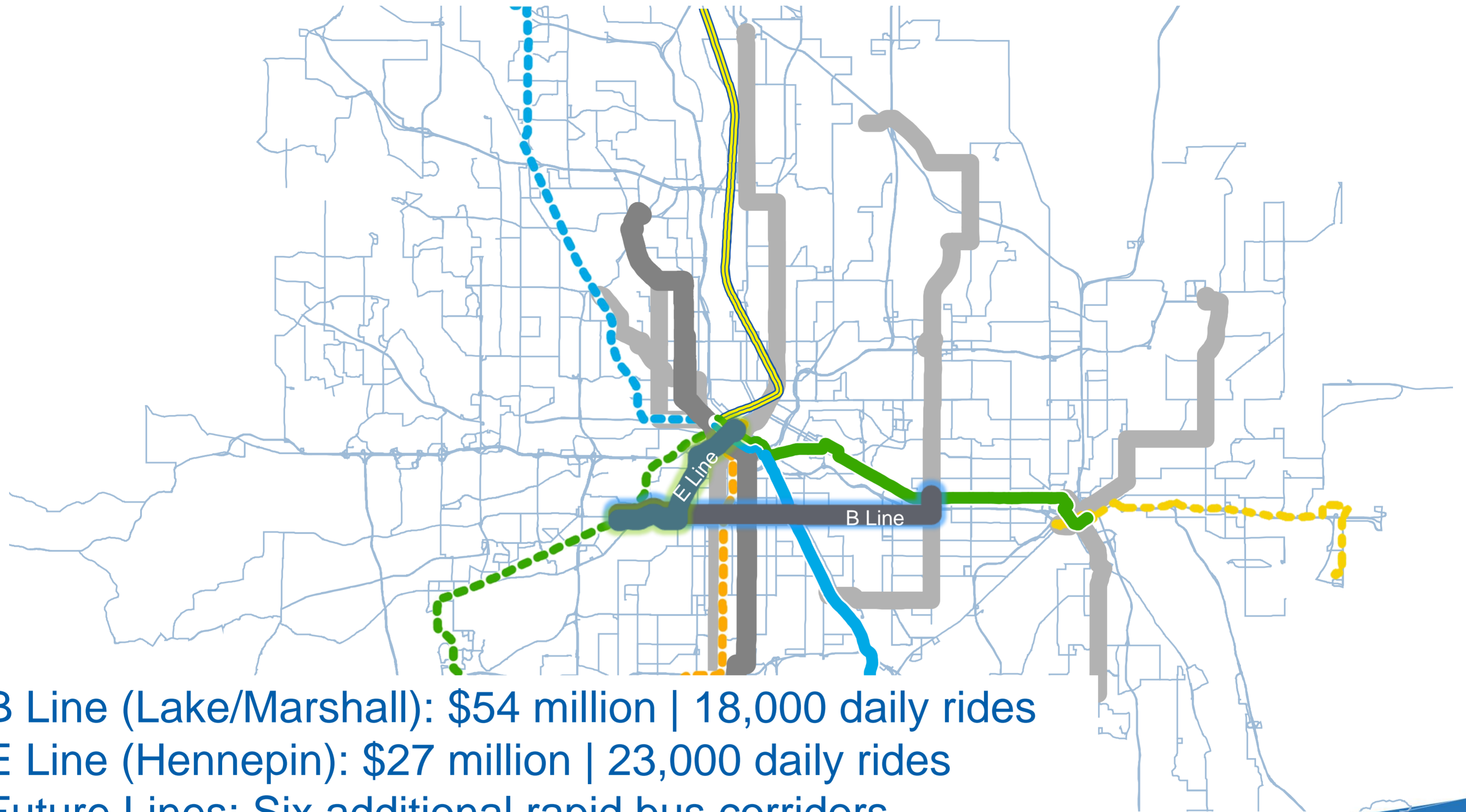
D Line Project Scope



- 18.2 miles
- Service every 10 minutes, 20-25% faster than Route 5
- Approximately 50 stations
- 2030 daily ridership forecast with rapid bus: **23,500**
- Project cost = \$75 million
 - Leverages \$40 million of federal and local funding
- Service cost approximately +\$4 million/year
- Construction 2020/2021



Additional Rapid Bus Lines



- B Line (Lake/Marshall): \$54 million | 18,000 daily rides
- E Line (Hennepin): \$27 million | 23,000 daily rides
- Future Lines: Six additional rapid bus corridors

Additional Corridors & Allocation

Opportunities for **express bus** improvements related to planned bus guideway projects

- Gold Line Corridor- Woodbury park-and-ride
- Orange Line Corridor- Lakeville park-and-ride

The Metropolitan Council will review eligible projects and allocate bond proceeds. Criteria will include readiness, usage, leveraged funds, coordination with major projects, and other factors

