



T METRO

# **METRO Bus Rapid Transit Project Workshop**

November 25, 2025

## Workshop agenda

- Project overview
- Funding and responsibilities
- Design, Communications and schedule
- Next steps, discussion and direction



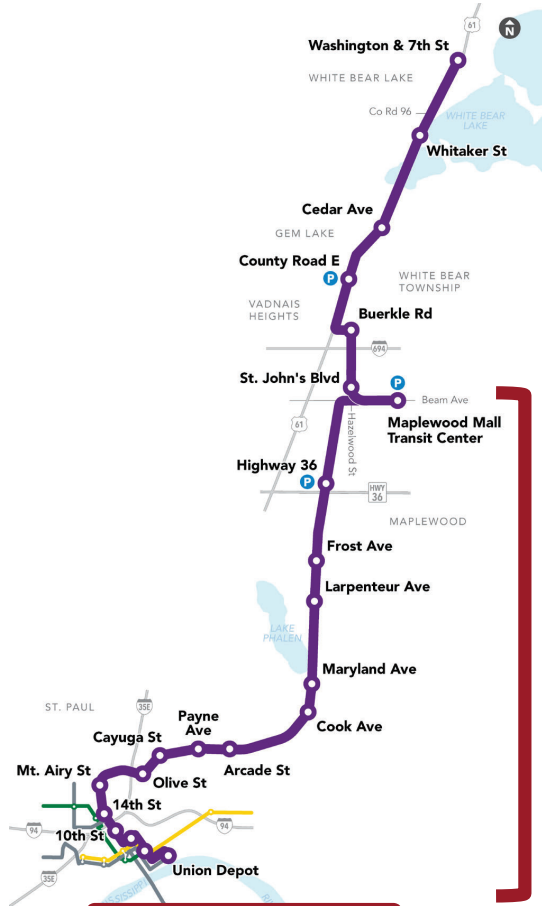
## Workshop purpose

*Receive board feedback and direction on the proposed METRO Bus Rapid Transit (BRT) Project approach.*

### **Goals:**

- Update the board on the METRO BRT project scope, funding and delivery approach.
- Receive board feedback on the project's proposed path forward.

# Project History



Rush Line (2021)



Purple Line (2023)



METRO BRT (2025)

## Who is the project serving?

- **61%** BIPOC
- **17%** Zero-car households
- **20%** Population in poverty
- **11%** Population over 65
- **38%** Population under 25
- **13%** Population with a disability
- **18%** Population with limited English proficiency



12 schools



5 healthcare facilities



2 libraries

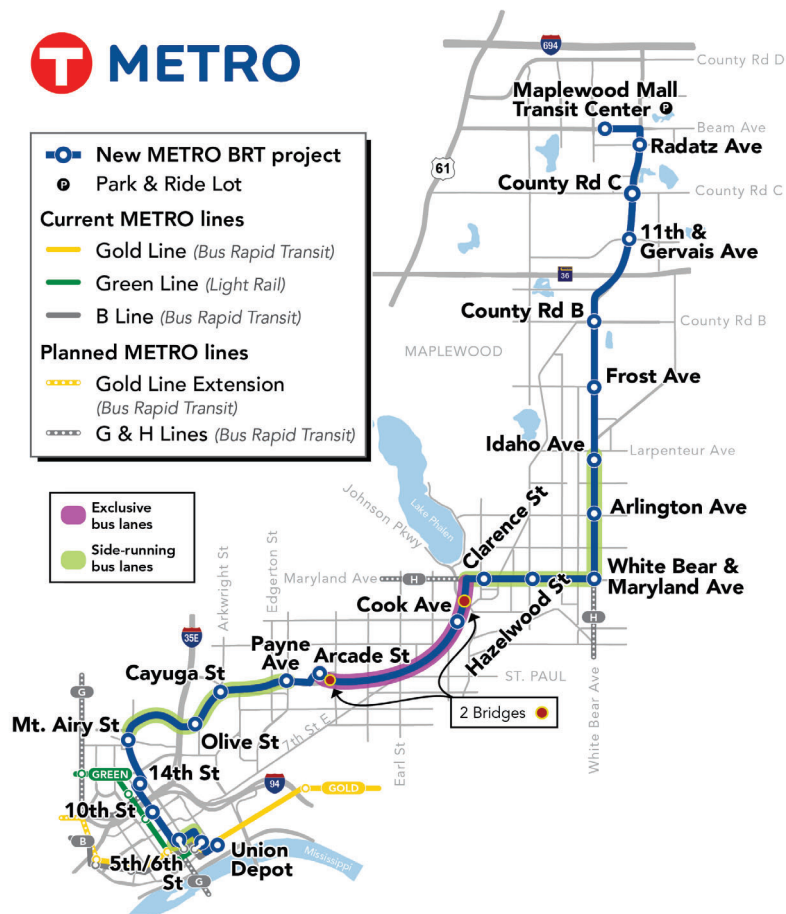
# Project Overview





- New METRO BRT project
- Park & Ride Lot
- Current METRO lines**
- Gold Line (Bus Rapid Transit)
- Green Line (Light Rail)
- B Line (Bus Rapid Transit)
- Planned METRO lines**
- Gold Line Extension (Bus Rapid Transit)
- G & H Lines (Bus Rapid Transit)

- Exclusive bus lanes
- Side-running bus lanes



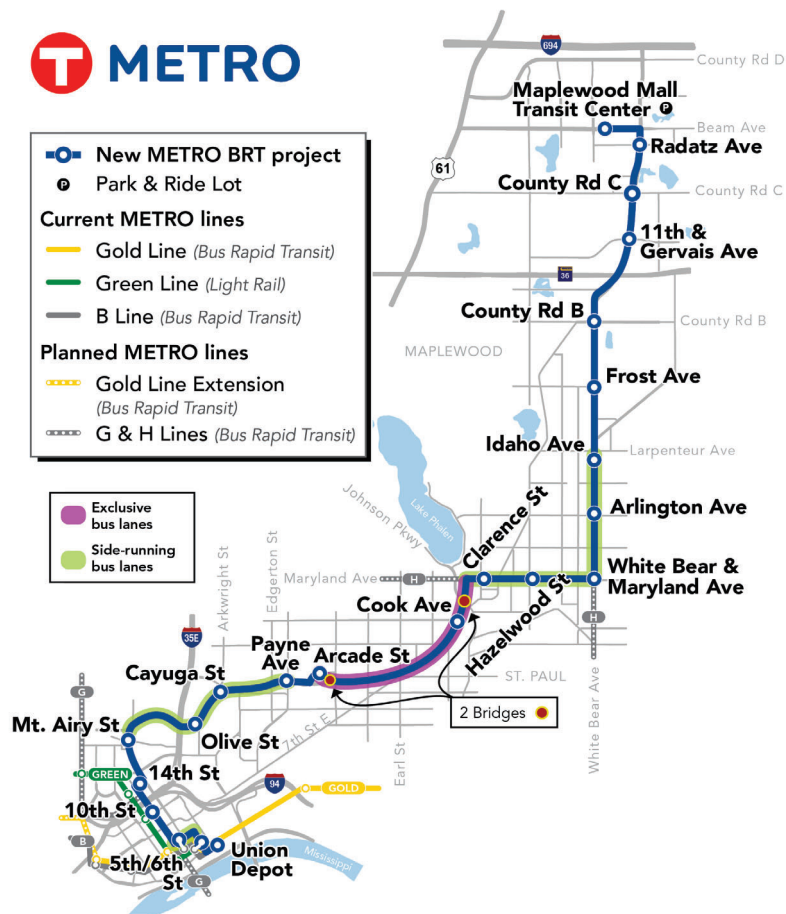
## Project Overview

- **Route**  
Union Depot (Saint Paul) → Maplewood Mall.
- **Mode**  
Bus Rapid Transit (BRT) with dedicated lanes where feasible.
- **Length**  
~10 miles
- **Stations**  
~22 total throughout the corridor (17 new, 5 pre-existing)
- **Service Goal**  
Reliable, all-day rapid transit connecting downtown Saint Paul, East Side neighborhoods, and Maplewood Mall.



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## Project Scope

- St. Paul:**
  - Reconstructs Pennsylvania Avenue, Maryland Avenue, and White Bear Avenue between Maryland and Larpentour Avenues.
  - Dedicated guideway between Neid Lane and Maryland Avenue including bridges at: Arcade St/Neid Ln and Johnson Parkway.
- Maplewood:**
  - BRT station construction and intersection improvements.
  - Limited right-of-way acquisition; no full roadway reconstruction.

## BRT Station Features



## Maryland Avenue (St. Paul)

Existing



Proposed



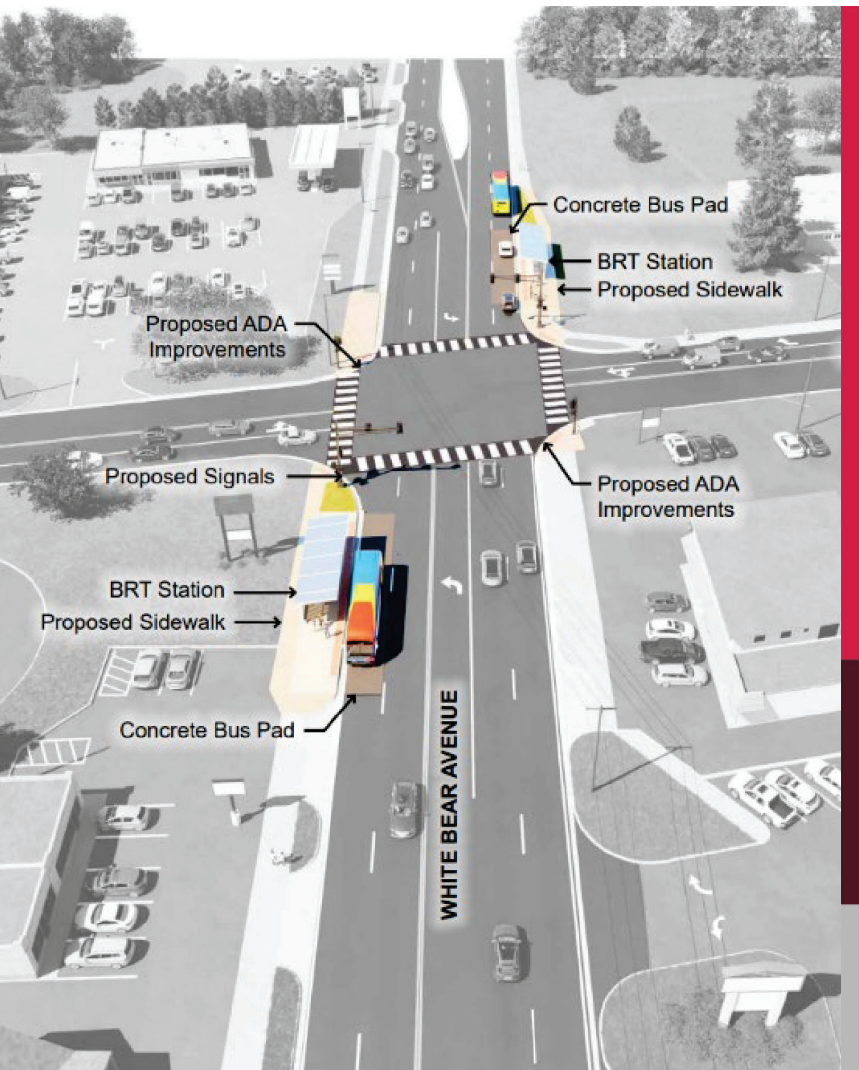
# White Bear Avenue (St. Paul)

Existing



Proposed





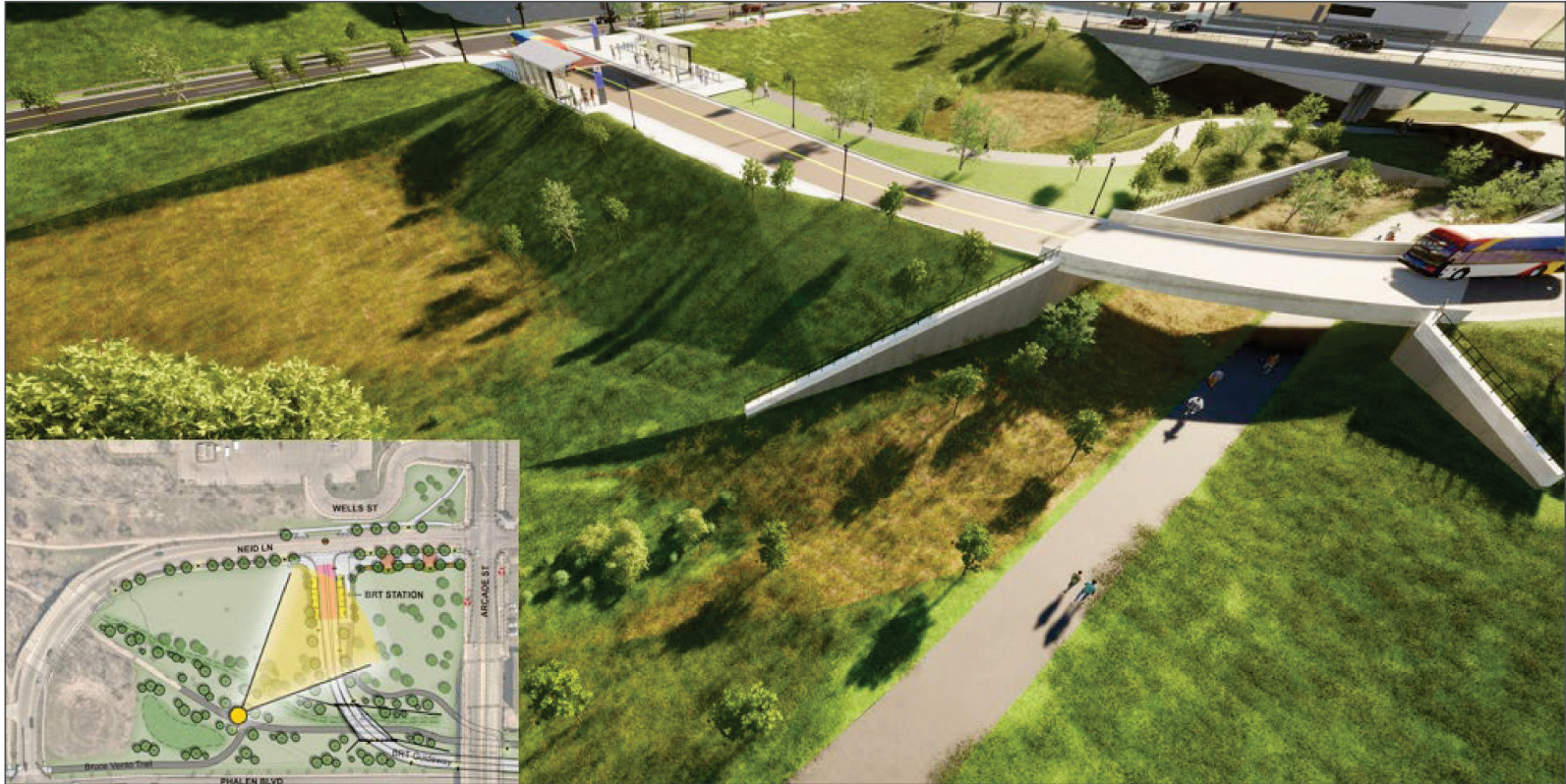
## BRT in Maplewood (White Bear Ave)

- Limited right-of-way acquisition to accommodate station platforms
- Improved pedestrian crossings at intersections with stations
- No roadway reconstruction

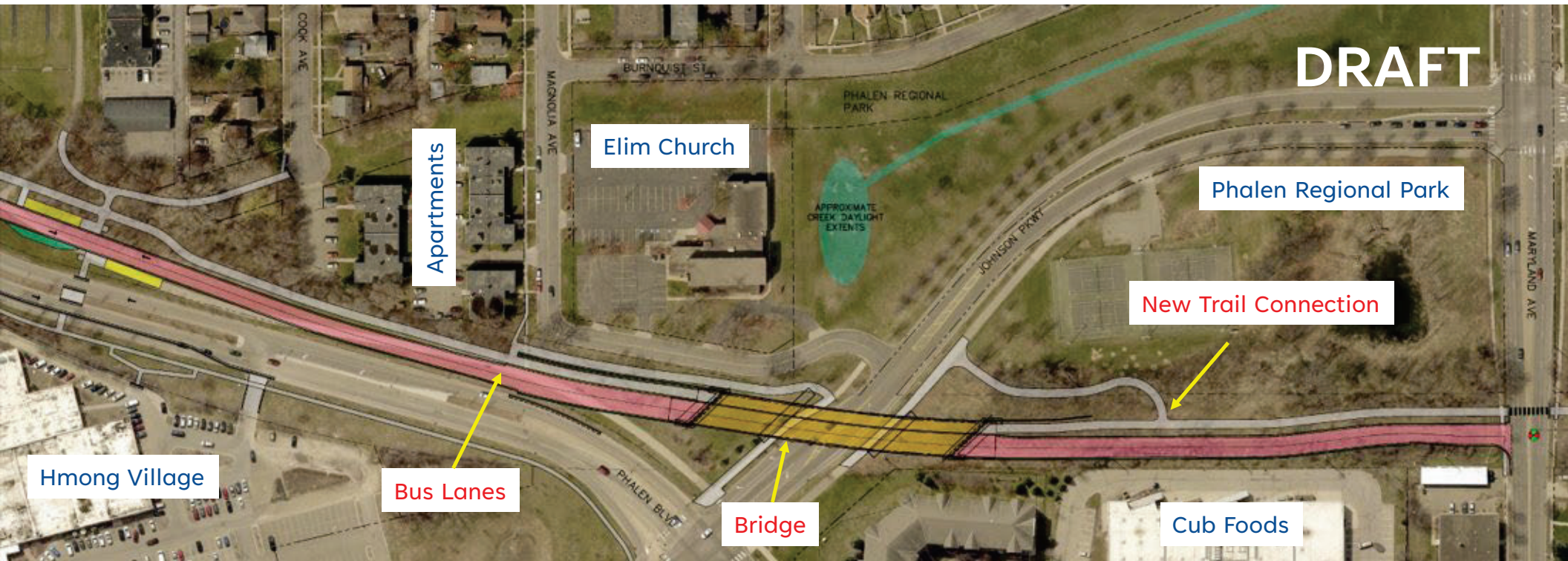
# Neid Lane/Arcade Street Bridge



## Neid Lane/Arcade Street Bridge



# Johnson Parkway Bridge



## Johnson Parkway Bridge



## Project Area



## Pennsylvania Avenue

- Currently under study by Ramsey County between I-35E and Rice Street.
- Part of the BRT alignment and will become part of the project to ensure design consistency and corridor operations.
- Includes multimodal improvements and dedicated transit lanes.
- Construction timing will align with corridor BRT delivery schedule.

# Funding and Responsibilities



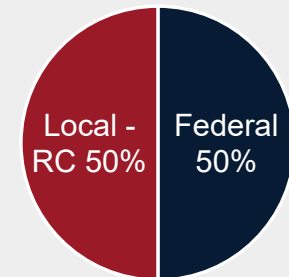
## Funding Context BRT vs. ABRT

- **Dedicated BRT (e.g. Gold Line):**
  - County-led design through locally preferred alternative (LPA).
  - Build new, dedicated transitways.
  - Eligible for federal capital investment grant (CIG) funding.
  - County covers majority of local share.
  - Met Council funds operations after construction.
- **Arterial BRT (e.g. A, B, C, E, D Lines):**
  - Metro Transit-led projects on existing routes.
  - Operates mostly in mixed traffic.
  - Funded primarily, with Metro Transit sales tax (limited county funding).
  - Can pursue federal funding but typically smaller-scale.

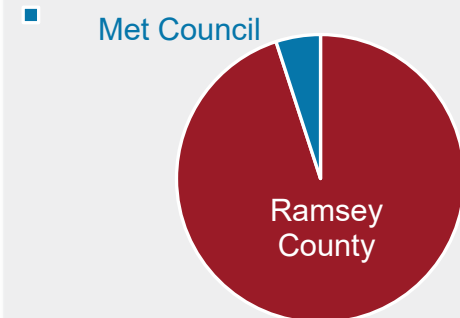
## Funding and responsibilities

- Proposed Funding Approach:
  - 100% local funding.
- Benefits:
  - Accelerates delivery.
  - Increase design flexibility.
  - Simplifies project management and administrative requirements while maintaining local control.
  - Eliminates uncertainty of if/when federal funds are received.
- Negatives:
  - Forgoes federal funding.

*Original Funding Approach*

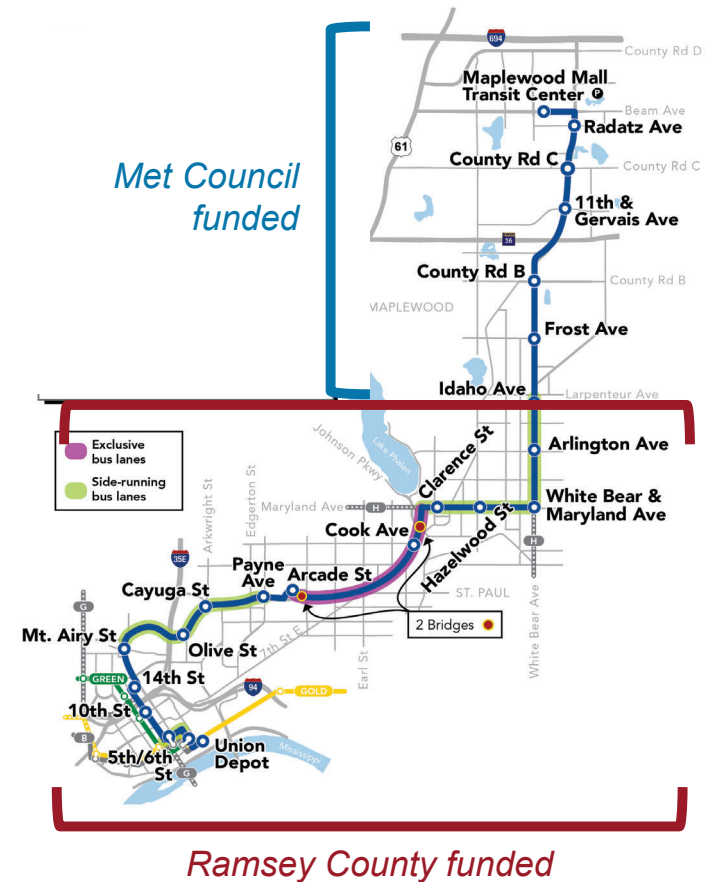


*New Funding Approach - 100% Local*



## Project cost: \$375 million

- **Ramsey County: (\$340 million):**
  - All planning & capital expenses in St. Paul.
  - All Ramsey County staff time.
  - 100% of electric buses.
    - County share reduces to \$300 million if diesel buses
- **Met Council: (\$35 million):**
  - All planning & capital expenses in Maplewood.
  - All Metro Transit staff time
  - 100% of diesel buses.
    - Met Council share increases to \$50 million if diesel bus
- **Key Cost difference:**
  - Bus type (diesel, hybrid, electric).



# Design, Communications and Schedule



# Contract approach

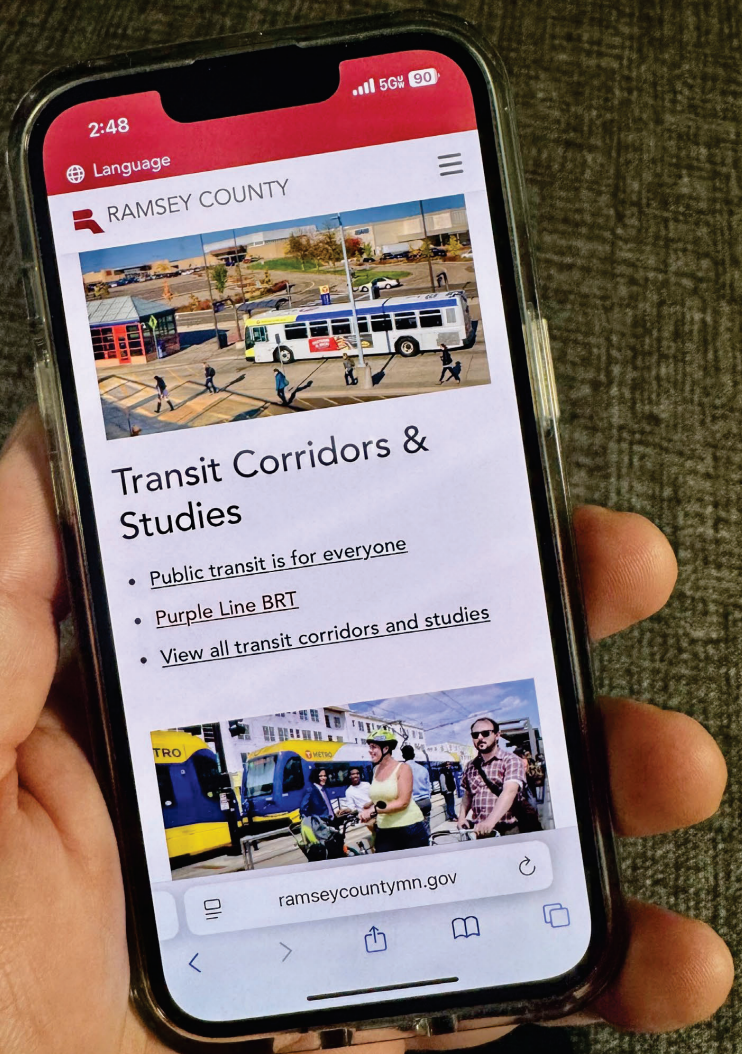
## Two coordinated contracts

- Ramsey County:
  - County roadway reconstruction, pavement design, drainage, traffic signal systems, and pedestrian improvements.
  - Will require additional staffing resources to deliver.
- Metro Transit:
  - Stations, bridges, guideway elements, and transit technology (signal priority, communications).
  - Responsible for BRT operations and BRT branding integration.



## Design coordination and operations

- **Unified Corridor Approach** – Shared design and branding standards.
- **Design Roles** – County leads roadway elements; Metro Transit leads stations, bridges, and tech systems.
- **Operations Planning** – Joint coordination on traffic signals, bus lanes, and service reliability.
- **System Consistency** – Common station amenities and signage create a seamless rider experience.
- **Ongoing Coordination** – Joint design reviews to ensure design consistency.
- **Result** – A single, seamless BRT corridor.



## Outreach and Engagement

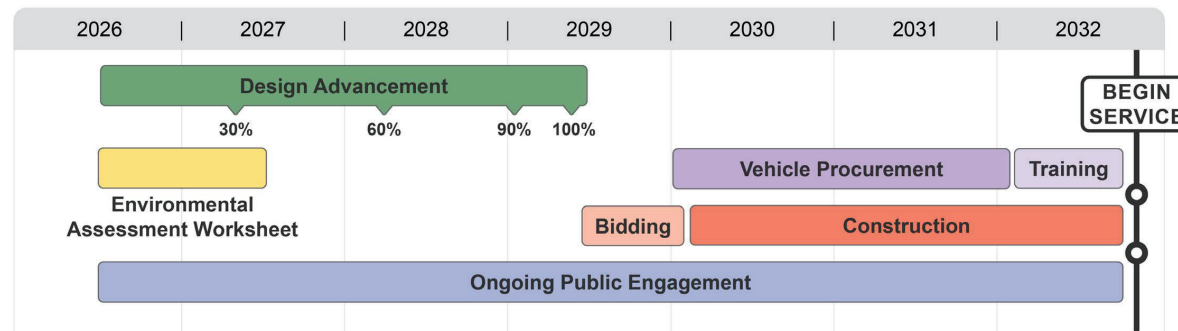
- Outreach to provide an update on alignment and scope.
  - Stakeholders/committees – September 23<sup>rd</sup>.
  - Larger Community – December 2<sup>nd</sup>.
- Provide the public and stakeholders the opportunity to understand the changes and why they are being made.
- Activities include individual and group meetings, community events and virtual community meetings.

## Branding transition

- Project Partner collaboration on a new brand identity.
  - Ramsey County.
  - Metro Transit.
  - Cities of St. Paul and Maplewood.
- **December 2:** public announcement.

## Proposed schedule

- December 2025.
  - Corridor Management Committee Locally Preferred Alternative approval.
- January – March 2026.
  - Issue Request For Proposal (RFP) for project design.
  - Locally Preferred Alternative Resolutions of Support.
  - Funding Agreement with Metropolitan Council.



## Next Steps, Questions and Discussion



