



Board Workshop / Discussion Agenda

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

November 25, 2025 - 10:30 a.m.

Courthouse Room 220

WORKSHOP

1. Metro Bus Rapid Transit Project Workshop

[2025-232](#)

Sponsors: Public Works



Board Workshop / Discussion

Request for Board Action

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Item Number: 2025-232

Meeting Date: 11/25/2025

Sponsor: Public Works

Title

Metro Bus Rapid Transit Project Workshop

Attachment

1. Presentation



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

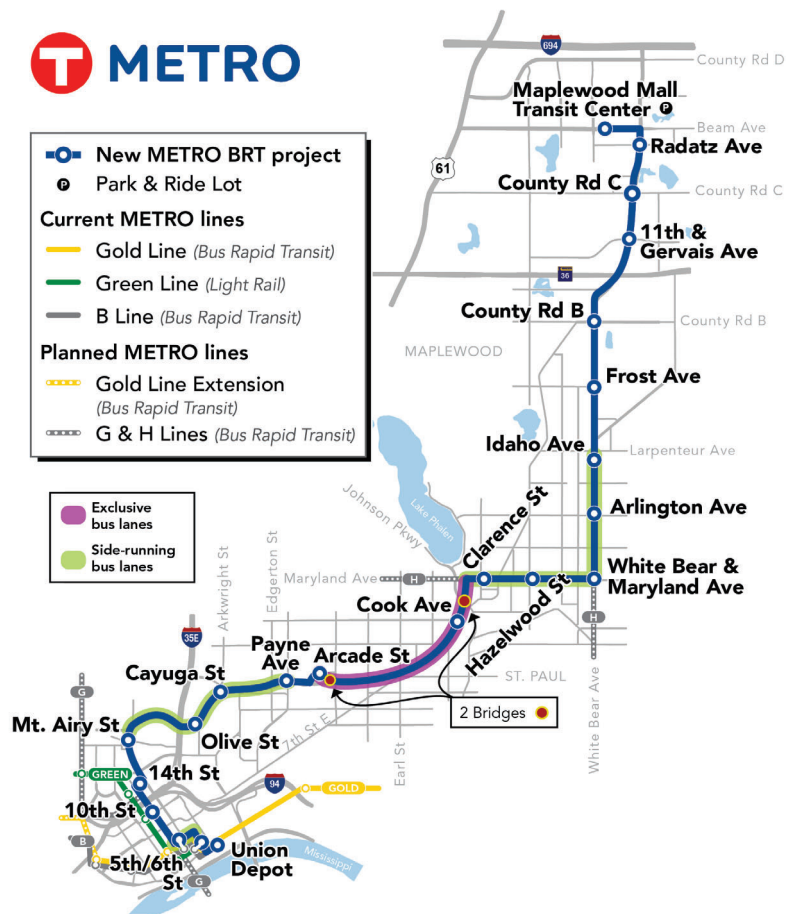
Project Overview





- 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



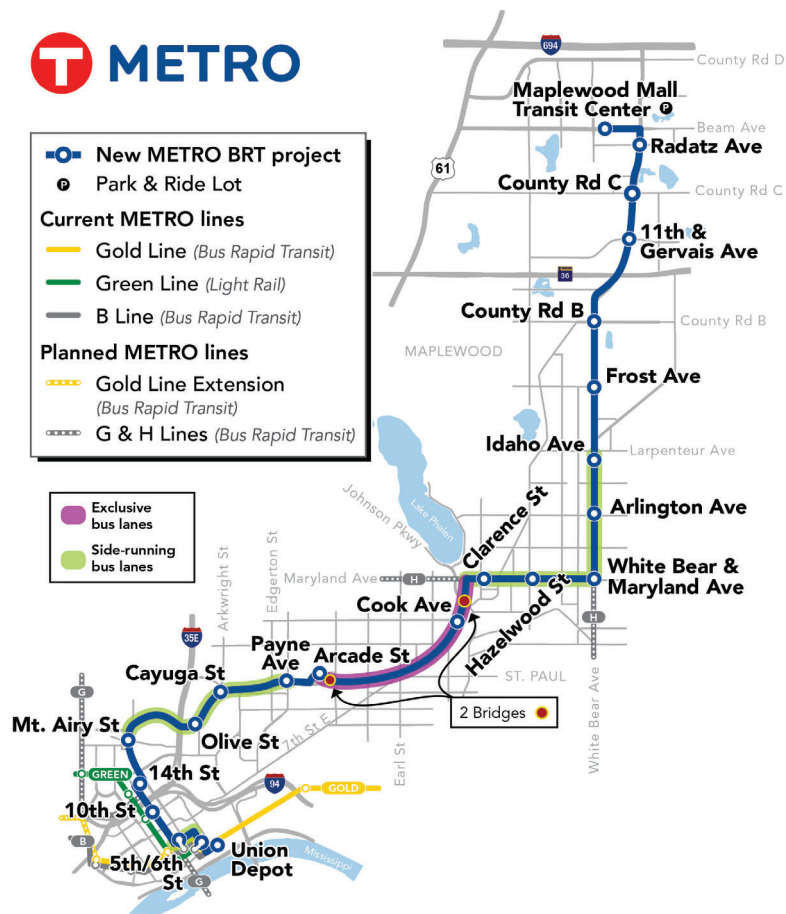
Project Overview

- **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 Larpenteur 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



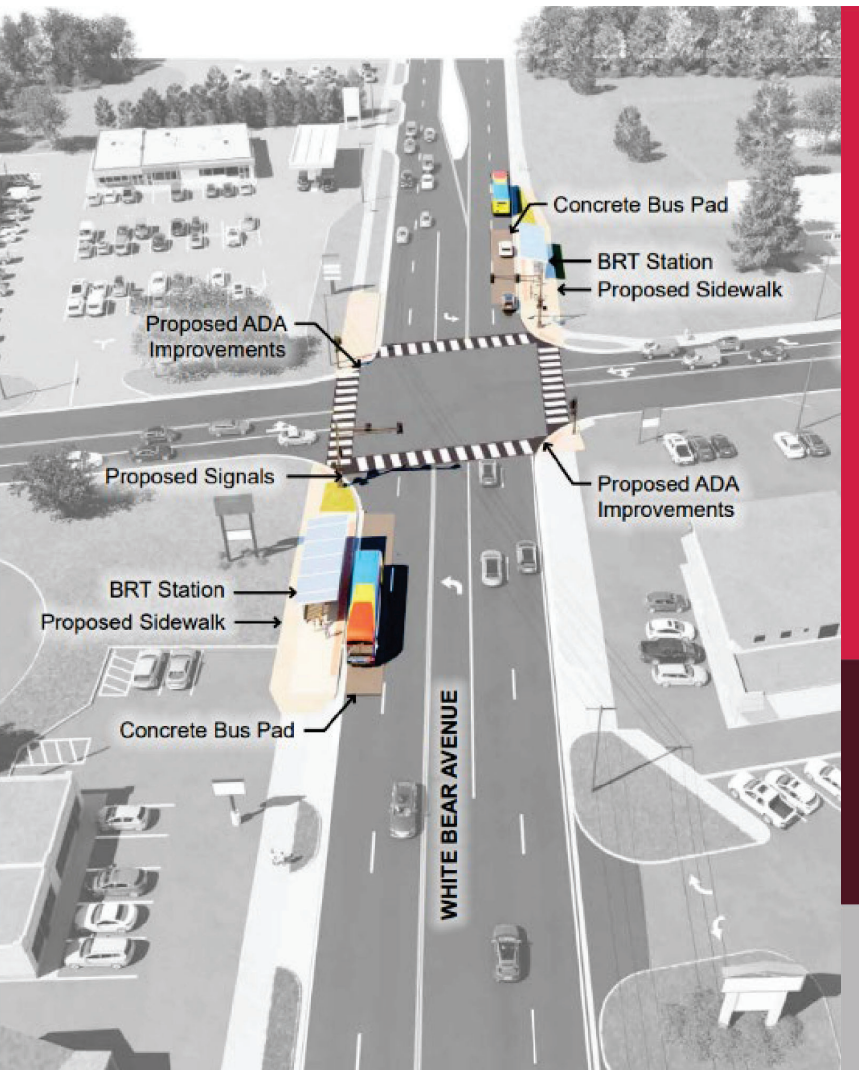
White Bear Avenue (St. Paul)

Existing



Proposed





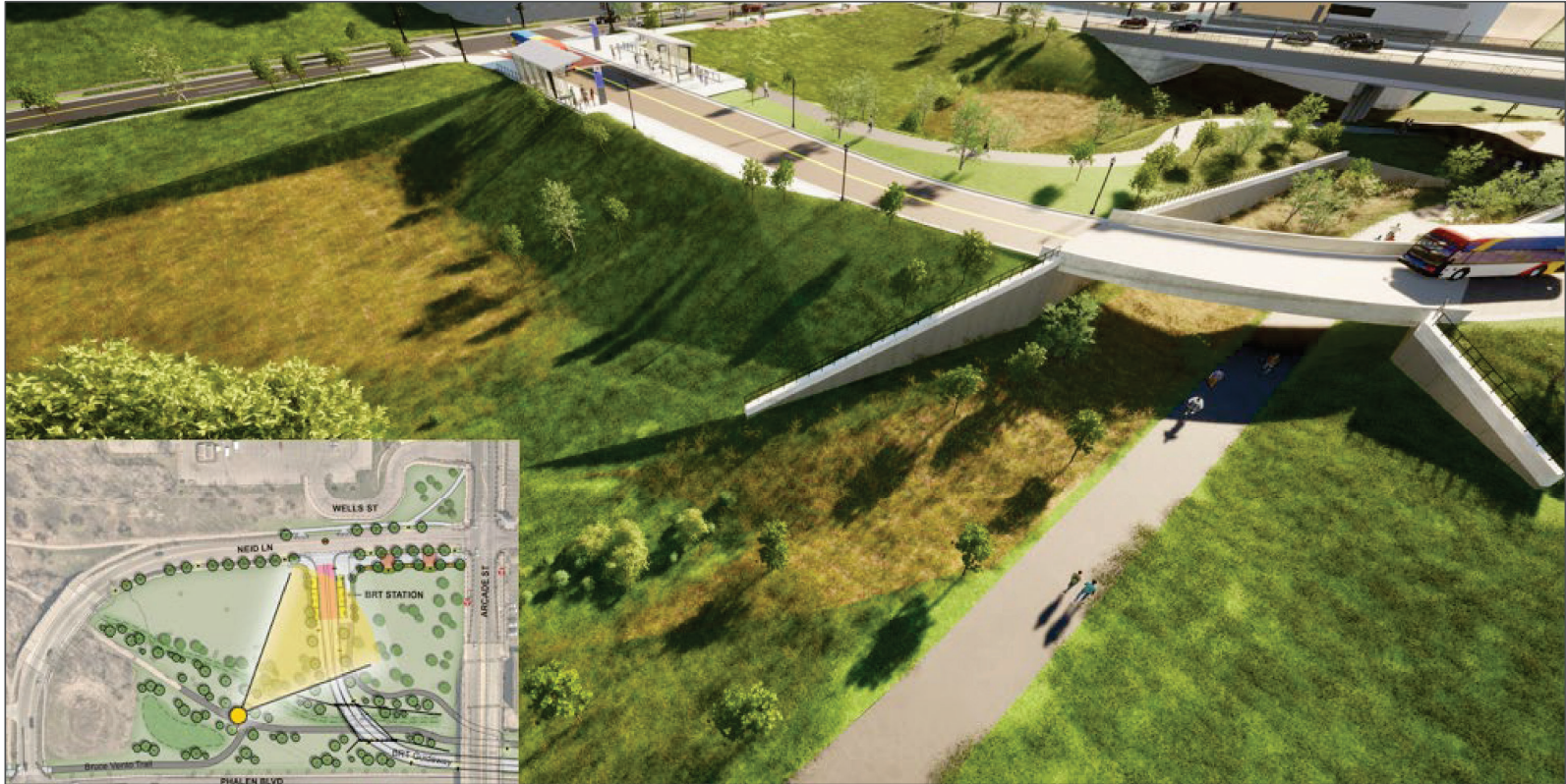
BRT in Maplewood (White Bear Ave)

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

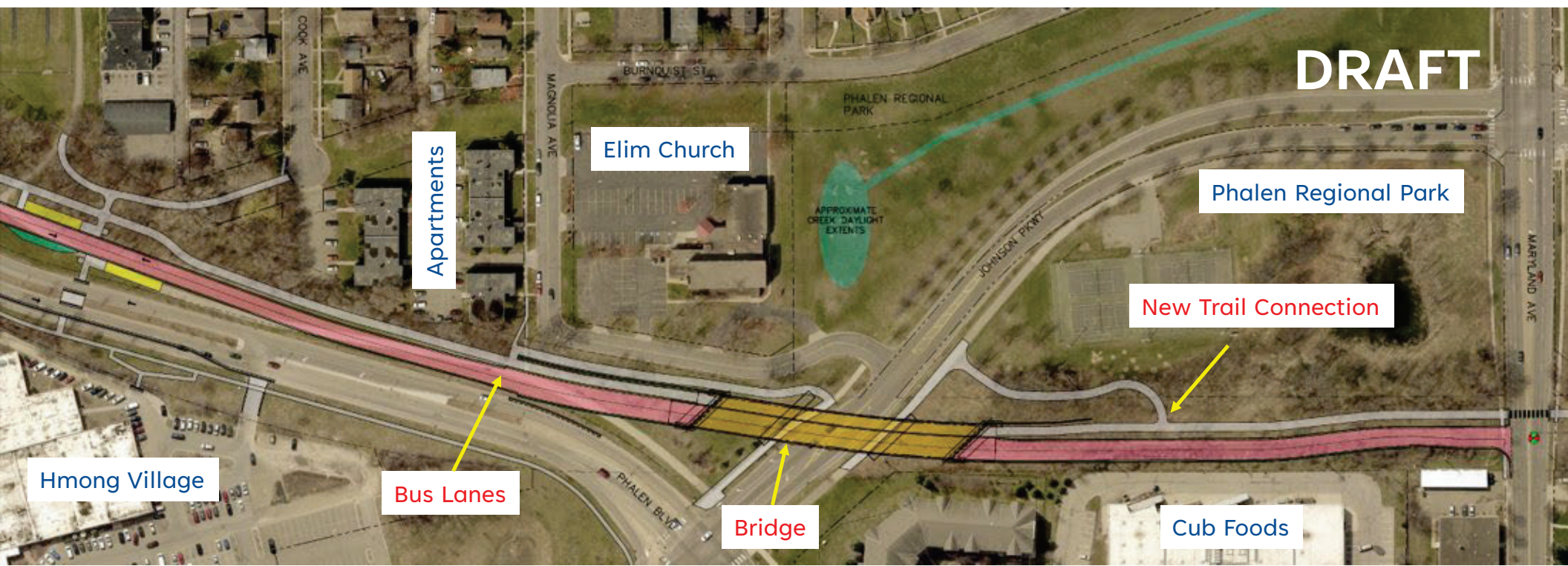
Neid Lane/Arcade Street Bridge



Neid Lane/Arcade Street Bridge



Johnson Parkway Bridge



Johnson Parkway Bridge



Project Area



RAMSEY COUNTY Residents Businesses Your Government Search...

Home / Residents / Roads & Transportation / Current Road Projects / Pennsylvania Avenue Reconstruction

Roads & Transportation

Current Road Projects

- County Road 96
- Road Resurfacing
- 4-to-3 Lane Conversions
- Capitol Rice Street Reconstruction

Pennsylvania Avenue Reconstruction

Ramsey County, in cooperation with the City of St. Paul, are developing preliminary design concepts for the reconstruction of Pennsylvania Avenue between Rice Street and Mississippi Street.

The Pennsylvania Avenue Reconstruction project aims to study existing conditions, engage the community, develop a future vision, and identify a preferred design layout for the corridor.

Subscribe to Pennsylvania Avenue Reconstruction project updates

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.

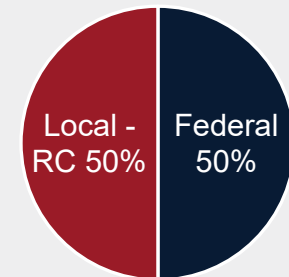
- **Arterial BRT (e.g. A, B, C, E, D Lines):**

- 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.

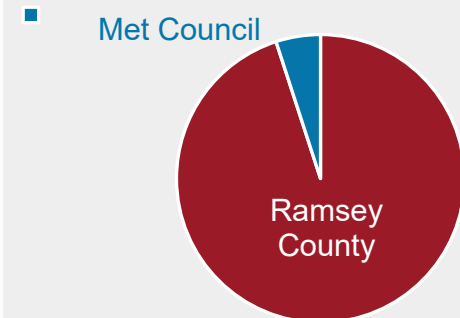
Funding and responsibilities

- 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

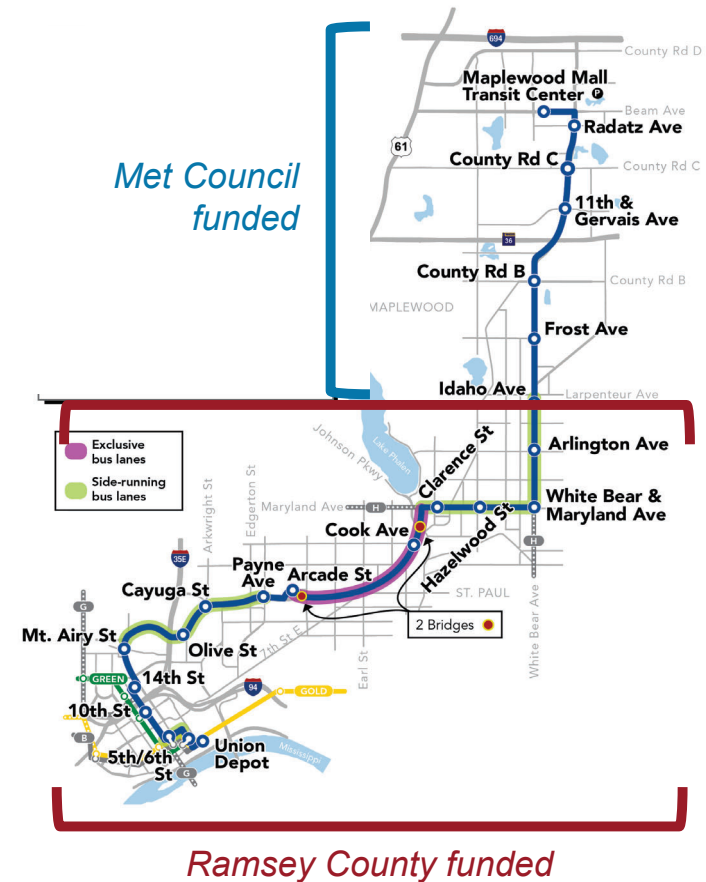


New Funding Approach - 100% Local



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

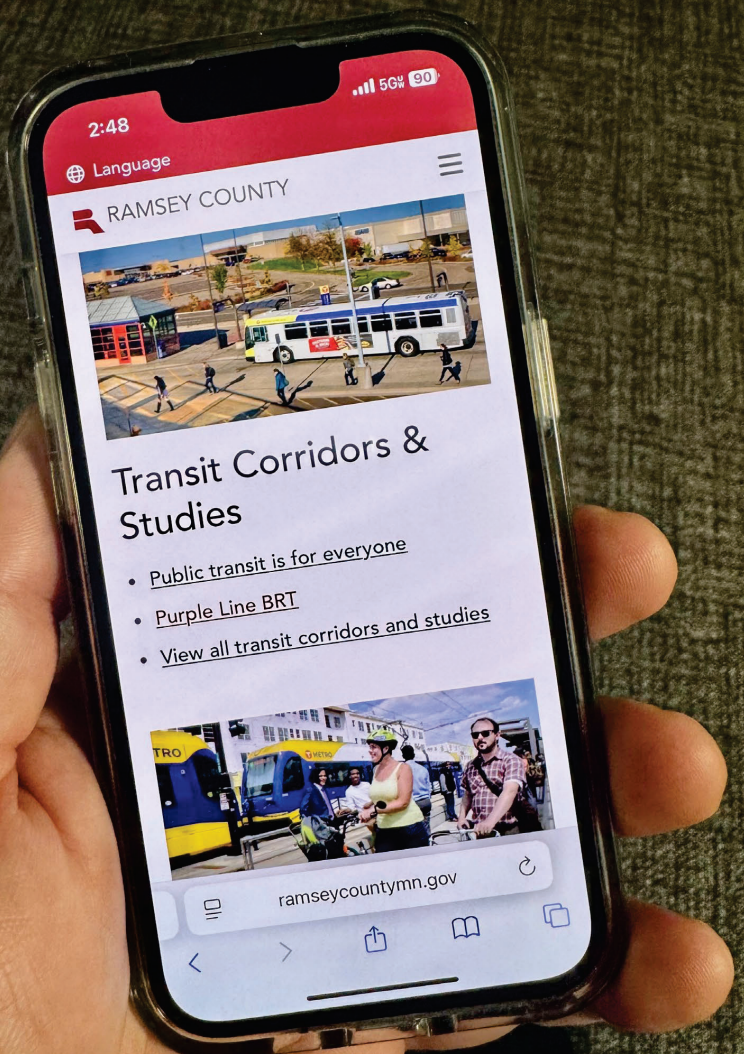
Two coordinated contracts

- 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

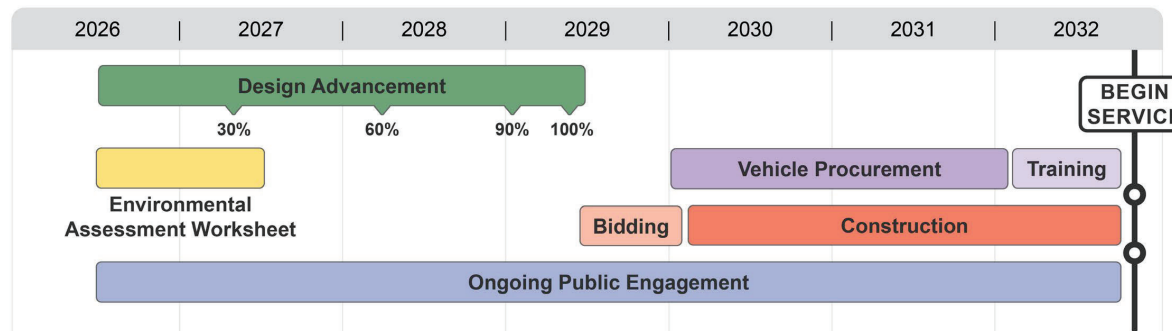
- Outreach to provide an update on alignment and scope.
 - Stakeholders/committees – September 23rd.
 - Larger Community – December 2nd.
- Provide the public and stakeholders the opportunity to understand the changes and why they are being made.
- Activities include individual and group meetings, community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



