

Pre-Project Development Study Update

City of Saint Paul

June 24, 2015



What is the Process to Build a Major Transit Improvement?

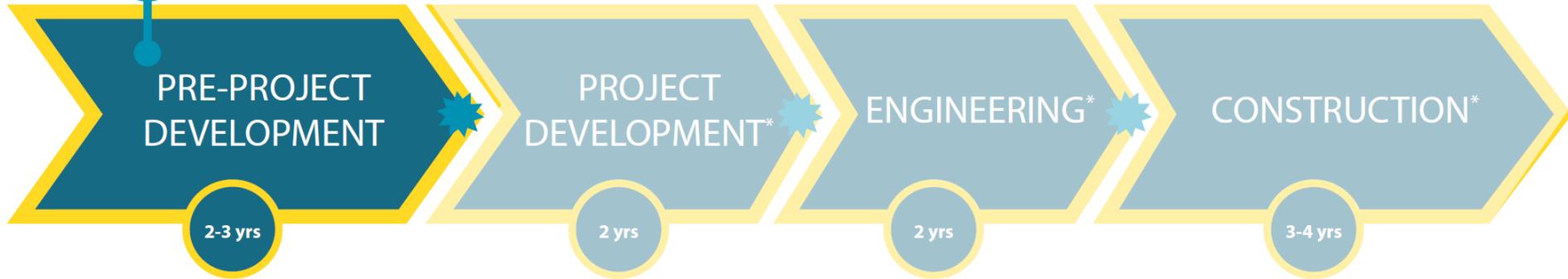


ongoing public and stakeholder engagement



WE ARE HERE

RUSH LINE CORRIDOR STUDY



- > detailed analysis of modes/alternatives
- > initiate environmental analysis
- > identify locally preferred alternative

- > complete environmental review
- > adopt locally preferred alternative

- > complete engineering/design

- > full funding grant agreement

★ If pursuing federal funds, Federal Transit Administration (FTA) approval point

* Funding for subsequent phases has not yet been determined

Sustainable Growth and Development

↑ **24%** Forecasted population growth by 2040

Forecasted employment growth by 2040 ↑ **30%**

Sustainable Travel Options are Limited

↑ **17%** Commute times between 35-90 minutes

Traffic volumes are increasing

↑ **3%** I-35E ↑ **9%** Hwy. 61



People Who Rely on Transit

46,100 Number of people over age 65

People living below poverty line since 2000 **↑55%**

↓11% Median household income

Increasing Demand for Transit

Transit demand in northern oriented routes **↑10%**



Demand by route type

↑33% Express

↑9% Suburban Local

↑3% Urban Local

Tier 1 Phase A Evaluation Criteria

- Modes
 - Ridership capacity
 - Economic development
 - Environmental impacts
 - Capital costs
- Alignments
 - Multi-modal connectivity
 - Regional connectivity
 - Land use / economic development
 - Environmental impacts
 - Equity

Tier 1 Phase A Mode Evaluation Results

MODE	OVERALL SCORE (out of 15)	
No Build	8	●
 Arterial Bus Rapid Transit (BRT)	10	●
 Streetcar	10	●
 Light Rail Transit (LRT)	10	●
 Diesel Multiple Unit (DMU)	10	●
 Dedicated Guideway BRT	10	●
 Highway Bus Rapid Transit Station-to-Station	8	●

Tier 1 Phase A Alignment Evaluation Results

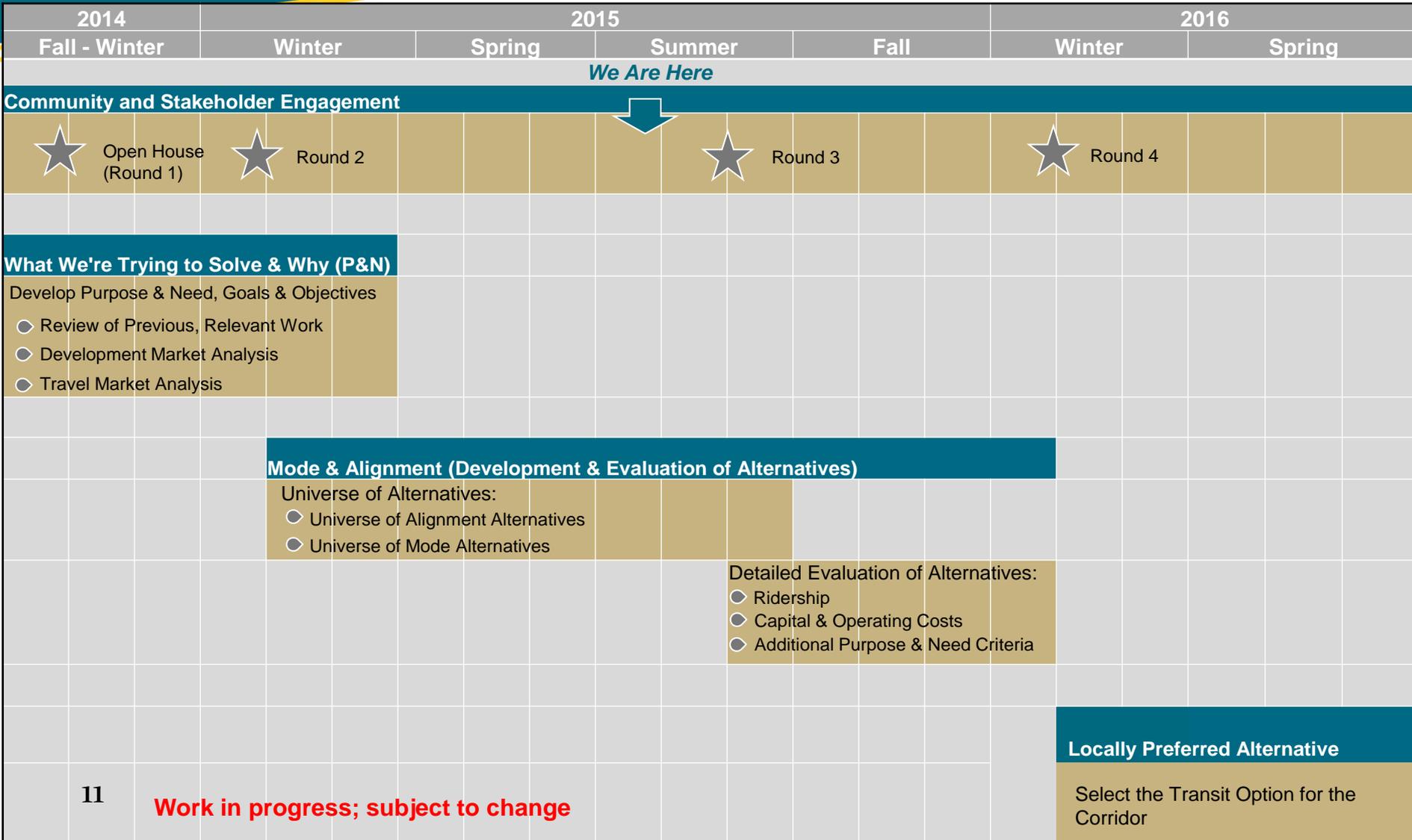
- The strongest performing segments are in the southern portion of the corridor.
- Density (jobs and housing) and number of activity centers are highest in the southern portion of the corridor.
- Environmental and cultural Impacts are less in the northern portion of the corridor.
- Regional connectivity is limited in the middle and northern portions of the corridor.

Tier 1 Phase B

- All modes and segments carried forward from Phase A into Phase B
 - Not enough differences to remove modes or segments from further consideration at this point in the analysis
- Tier 1, Phase B, key considerations may include:
 - Development densities
 - Location of activity centers
 - Economic development impacts
 - Travel time
 - Capital costs
 - Service type: all-day vs peak hour/express



Project Schedule



Decision Making Process



*Note: The Locally Preferred Alternative must be approved by impacted cities and counties as well as adopted by the Metropolitan Council.



How to stay engaged?



STAY INVOLVED IN THE RUSH LINE STUDY

- ✎ Make yourself heard on preferred routes, transit vehicles and station locations.

FOR MORE INFORMATION

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The Rush Line Corridor Pre-Project Development Study is a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority.