



Riverview Corridor Pre-Project Development Study

Policy Advisory Committee

June 11, 2015

Agenda

1. Welcome and Introductions
2. Approval of the Agenda
3. Approval of the May 14, 2015 PAC Meeting Summary
4. Corridor Vision: Draft Purpose and Need, Goals and Objectives
5. Draft Universe of Alternatives
6. Update on Public Engagement Activities
7. Public Comment
8. Next Steps
9. Future Meetings

4. Corridor Vision

DRAFT PURPOSE & NEED, GOALS AND OBJECTIVES

4. Clarifications from May 2015 Meeting

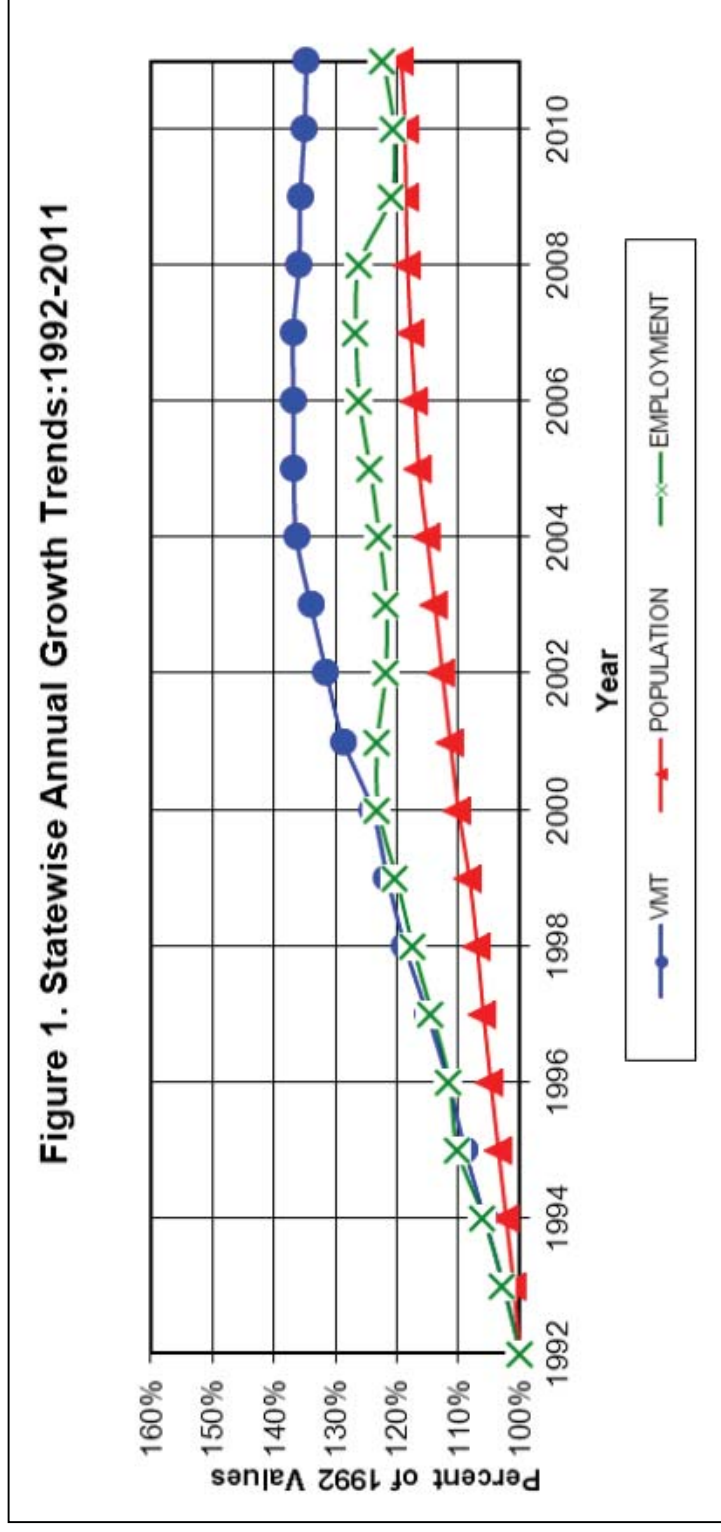
(corrected)

What is the difference between the Riverview Corridor Study areas in 2000 and today?

- 2000 MIS included northeast of downtown Saint Paul; Saint Paul to Fairview Ave
- Current Study includes Saint Paul between Fairview Ave and the Mississippi River; Bloomington bounded to the west by Chicago Ave/12th Ave

4. Clarifications from May 2015 Meeting

How has the number of vehicle miles traveled (VMT) changed in the Twin Cities region?



Source: Minnesota State Demographic Center;
Minnesota Department of Employment and Economic Development;
MnDOT, Office of Transportation Data and Analysis

Work in progress; subject to change

4. Clarifications from May 2015 Meeting

Comparison of ridership between Riverview Corridor and Dakota County

Riverview Corridor Transit Trips to/from Dakota County

Year	Total Transit Trips To/From Dakota County	Riverview Corridor Total Transit Trips	% To/From Dakota County
2010	3,670	33,700	10.9%
2040 forecast	6,580	57,100	11.5%

Blue Line Ridership to/from Dakota County*

Year	Total Trips to/From Dakota County	Blue Line Total	% To/From Dakota County
2010	3,470	25,520	13.6%
2040 forecast*	3,760	51,350	7.3%

Source: Metropolitan Council.

*2040 Blue Line ridership forecast includes Blue Line Extension (Bottineau LRT).

4. Clarifications from May 2015 Meeting

How does the number of zero-car households along the Blue and Green Lines compare to those along the Riverview Corridor?

Geography	Total Households	Zero-Car Households	Percent Zero-Car Households
Riverview Corridor	24,900	4,100	16%
<i>Transitway Comparison</i>			
METRO Blue Line ¹	25,900	6,600	25%
METRO Green Line ²	33,200	9,200	28%

¹Hiawatha light rail transit (LRT). Figures shown are within one-half mile of the line, consistent with FTA definition.

²Central Corridor LRT. Figures shown are within one-half mile of the line, consistent with FTA definition.

4. Clarifications from May 2015 Meeting

Of the estimated 23,300 new transit trips in the Riverview Corridor in 2040, what number would be associated with the Route 54?

Approximately 2,800 trips



4. Clarifications from May 2015 Meeting

How is population in poverty defined?

Census Bureau: Poverty thresholds vary by family size and number of children (under 18). They do not vary by geography.

Metropolitan Council: Family income is *at or below 185% of the federal poverty threshold*. The Council chose a higher ratio to reflect the region's economic conditions, i.e. relatively high median income.

Poverty Thresholds for 2013 (Example)

Size of family unit	Federal Poverty Threshold	Metropolitan Council Threshold (1.85 x Federal)
One person (unrelated individual)	\$ 11,888	\$ 21,993
Two people	\$ 15,142	\$ 28,013
Three people	\$ 18,552	\$ 34,321
Four people	\$ 23,834	\$ 44,093

Sources: Census Bureau, Metropolitan Council

4. Draft Purpose Statement (Revised)

The purpose of the Riverview Corridor project is to provide transit service that would:

- Enhance mobility and access to opportunities for residents, businesses, and the region through connections to employment, education, and economic development throughout the Twin Cities
- Support goals to cultivate economic prosperity and to invest in all neighborhoods in the corridor, with special attention given to neighborhoods with areas of concentrated poverty

4. Draft Needs (Revised)

- Growing and changing travel demand
- Needs of people who rely on transit
- Local and regional objectives for growth
- Constrained access within the Riverview Corridor and the regional transportation system

4. Draft Goals (Revised)

- Improve transit connections to jobs, education, health care, activity centers, cultural resources, and to the regional transit network
- Support development and employment in the corridor and Twin Cities region
- Support, protect, and enhance high-quality connections of corridor resources, neighborhoods, businesses, and the Mississippi River
- Provide additional transportation choices in the corridor to support community health and regional sustainability goals
- Develop and select an implementable project with local and regional support

4. Draft Goals and Objectives (Revised)

Goals	Objectives
<p><i>Improve transit connections to jobs, education, health care, activity centers, cultural resources, and to the regional transit network</i></p>	<ul style="list-style-type: none"> • Provide high-quality service for local trips along the corridor • Increase frequency, reliability, and attractiveness of existing transit services and facilities • Provide competitive transit travel times • Provide additional transportation capacity to meet current and future travel demand • Increase transit share of travel in the corridor • Serve transportation needs of transit-dependent population
<p><i>Support development and employment in the corridor and Twin Cities region</i></p>	<ul style="list-style-type: none"> • Provide right-sized transit facilities at locations where existing and future land uses make them mutually supportive, in order to maximize public and private investment • Support community development and redevelopment initiatives • Support a mix of housing choices, including affordable housing

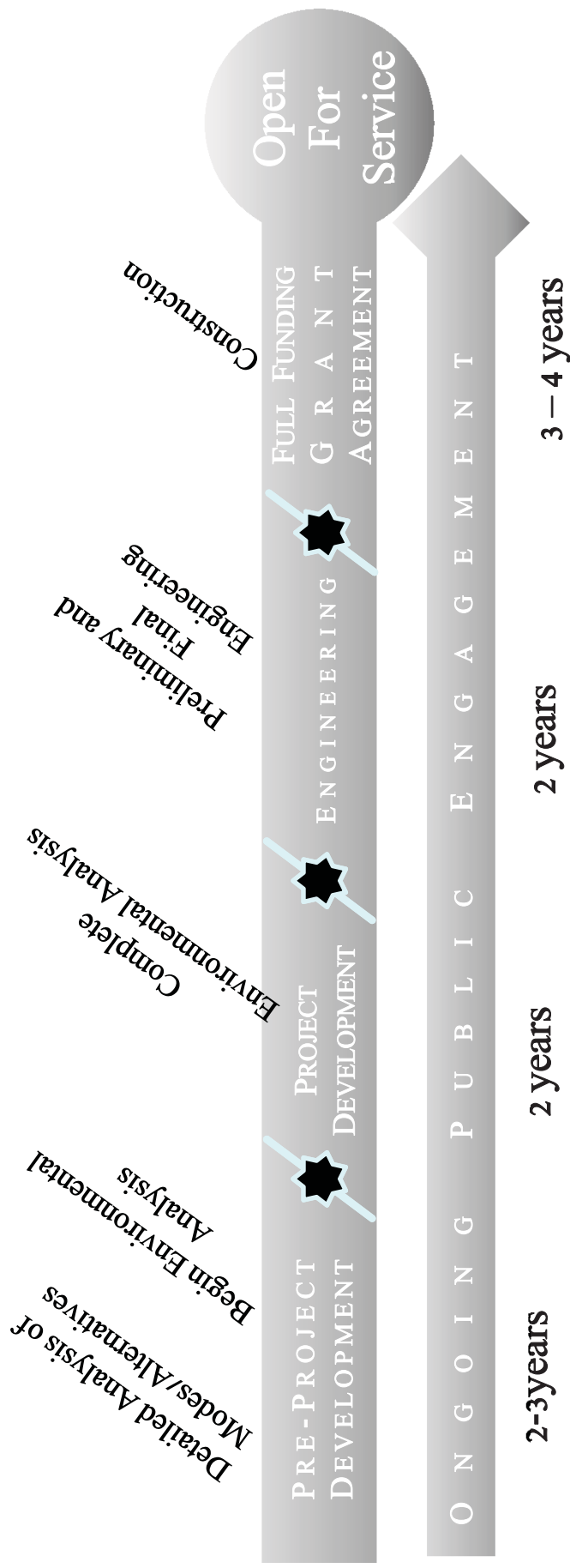
4. Draft Goals and Objectives (Revised)

Goals	Objectives
<p><i>Support, protect, and enhance high-quality connections of corridor resources, neighborhoods, businesses, and the Mississippi River</i></p>	<ul style="list-style-type: none"> • Improve connections to the Mississippi River • Minimize negative impacts to the natural environment • Minimize negative impacts to existing businesses and neighborhoods • Balance impacts to existing traffic operations • Contribute to improving local and regional equity, sustainability, and quality of life
<p><i>Provide additional transportation choices in the corridor to support community health and regional sustainability goals</i></p>	<ul style="list-style-type: none"> • Support regional planning for a more balanced, multi-modal transportation network • Increase opportunities for safe bicycling and walking to improve public health and the environment • Increase the comfort, connectivity, and attractiveness of bicycle and pedestrian networks to and along the corridor • Provide accessible pathways to and from transit service and local destinations
<p><i>Develop and select an implementable project with local and regional support</i></p>	<ul style="list-style-type: none"> • Define transit improvements with public, stakeholder and agency support • Identify transit improvements that are financially feasible and competitive for federal funding • Develop transit improvements that allow for phased implementation

New Starts Primer

- Discretionary, competitive federal grant program
- Legislature directs multi-year, multi-step process
- Emphases are creating economic opportunities and improving quality of life
- New “fixed guideway” projects or extensions thereof
- Project seeking over \$75MM / Project cost \geq \$250MM

New Starts and Small Starts Process



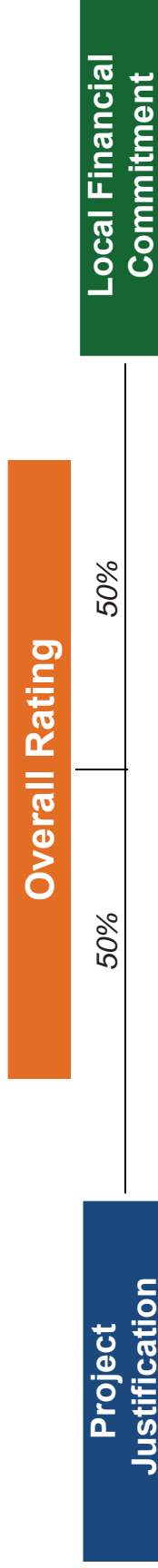
We are here

★ Federal Transit Administration (FTA) Approval Point



**RIVERVIEW
CORRIDOR**

FTA Project Justification Criteria



Project Justification Criteria	Definition
Mobility Improvements	Ridership Transit-dependent ridership = 2x weight ↓
Environmental Benefits	Monetary value of benefits to safety, human health, energy air quality resulting from transit improvement (FTA formulas)
Congestion Relief	FTA proposes as new transit trips vs. No-Build ↓
Land Use	Existing characteristics of development, pedestrian facilities, access for persons with disabilities, parking supply and cost, <i>affordable housing</i> ↓
Economic Development	Qualitative assessment of potential to induce future, additional development through the review of existing local plans and policies
Cost-Effectiveness	$\frac{\text{Annualized capital cost} + \text{annual operating cost}}{\text{Annual project ridership}}$ ↓

6 criteria
Equal weight

Work in progress; subject to change

4. Draft Purpose & Need vs. FTA Criteria

<i>Draft Goals and Objectives</i>	<i>FTA New Starts Criteria</i>
<p>Improve transit connections to jobs, education, health care, activity centers, cultural resources, and to the regional transit network</p>	<p>Mobility Improvements Cost Effectiveness Congestion Relief Environmental Benefits</p>
<p>Support development and employment in the corridor and region</p>	<p>Land Use Economic Development</p>
<p>Support, protect, and enhance high-quality connections of corridor resources, neighborhoods, businesses, and the Mississippi River</p>	<p>Economic Development</p>
<p>Provide additional transportation choices in the corridor to support community health and regional sustainability goals</p>	<p>Land Use Economic Development</p>
<p>Develop and select an implementable project with local and regional support</p>	<p>Cost-Effectiveness Local Financial Commitment</p>

Work in progress; subject to change

4. Timeline for Purpose & Need Approval

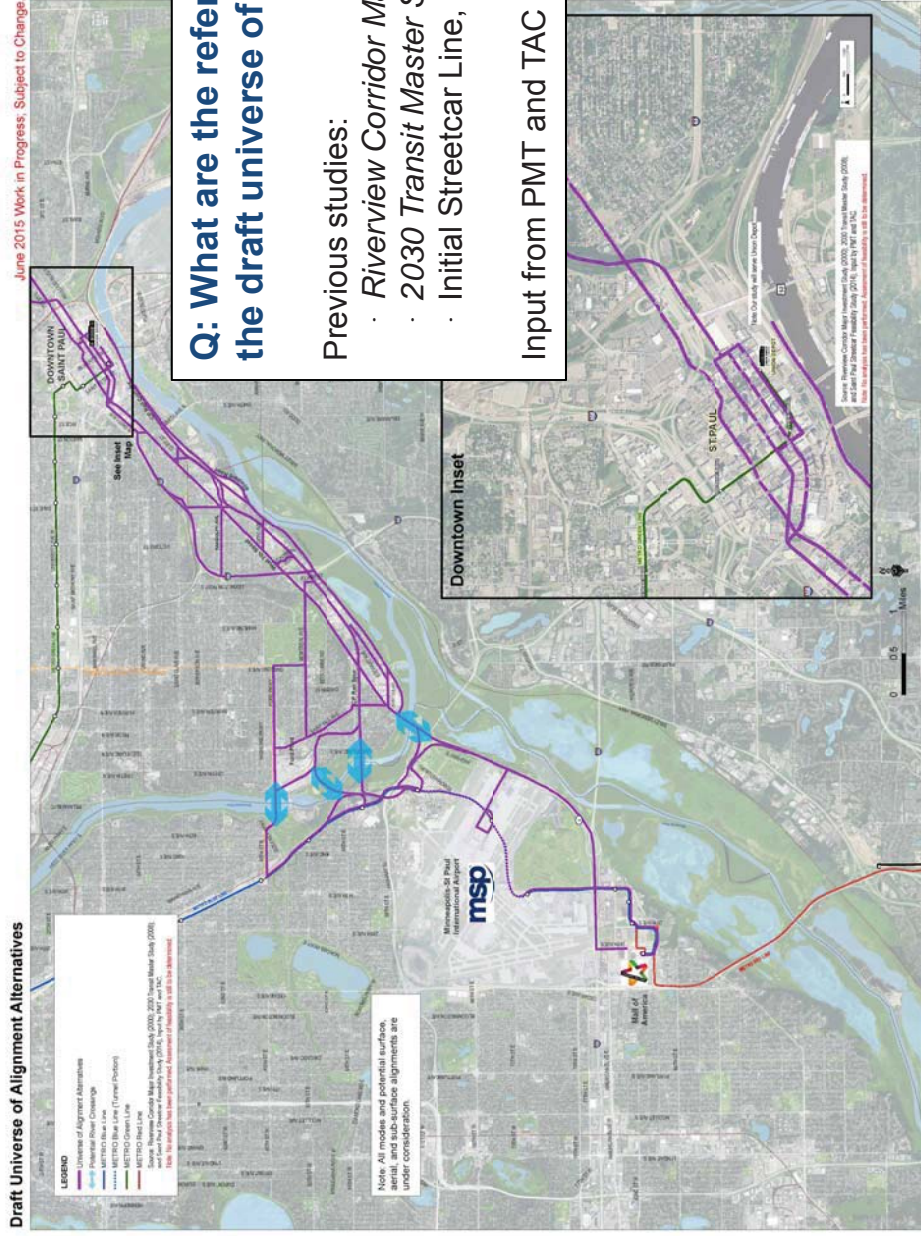
- PAC approve Draft Purpose and Need Technical Memorandum for public input
 - June 2015
- Conduct Round 2 of Open Houses
 - Late June/early July 2015
- Finalize Purpose and Need, Universe of Alternatives
 - Incorporate public input: July 2015
 - PMT review: July 2015
 - TAC review: July/August 2015
 - PAC review and approval (final): August 2015

5. DRAFT UNIVERSE OF ALTERNATIVES

Work in progress; subject to change

5. Draft Universe of Alignment Alternatives

*Refer to handout.



Work in progress; subject to change

5. Potential Transit Modes

<p>Local Bus</p> 	<p>Bus Rapid Transit</p> 	<p>Modern Streetcar</p> 
<p>Light Rail Transit</p> 	<p>Diesel Multiple Unit</p> 	<p>Commuter Rail</p> 

Refer to handout

Work in progress; subject to change

6. Public Engagement Activities

Video 1: Riverview Corridor Overview

[View video 1 rough cut](#)



Work in progress; subject to change

6. Summer Open Houses

- Late June – Early July 2015
- Locations:
 - Union Depot,
 - W. 7th Street
 - Highland Park
- Collect input on:
 - Draft Purpose and Need statements
 - Draft goals and objectives
 - Draft universe of alignment alternatives and transit modes
- Promotions

