



April 13, 2021

COMMUNITY ADVISORY COMMITTEE

MEETING #11

Agenda

1. Virtual meeting procedures.
2. Introductions/icebreaker.
3. Project updates.
4. Section 106 process.
5. Tree inventory and landscape design approach.
6. Project next steps.
7. Closing remarks.

Virtual Meeting Procedures

- Mute your microphone when not speaking.
- All committee members and staff are panelists. Only panelists are able to speak and share video; attendees are only able to view and listen to the meeting.
- Project staff is not recording this meeting and there will be a meeting summary as usual. However, as with any in-person Community Advisory Committee meeting, members of the public may attend and record this meeting.
- Email avalenti@srfconsulting.com if you are having issues connecting.



***Rush
Line***

B R T

Project Updates

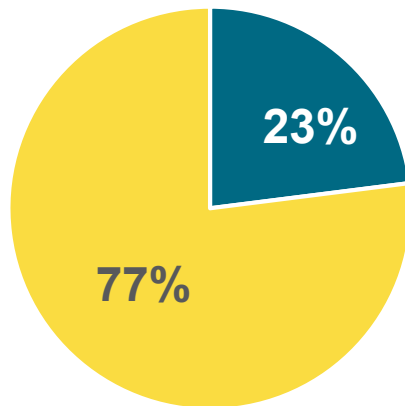
Ridership Forecast Update

- Used the Federal Transit Administration's STOPS model.
 - Local data-driven.
 - Responds to service, market and mode changes.
 - Responds to growth expectations.
 - Data is pre-COVID and 20-year forecasts assume resilient travel markets.
- 2040 Build Alternative daily ridership forecast:
 - 7,400 rides per day.
 - 6,700 rides per day without the Highway 36 park-and-ride.
 - Generally consistent with the Pre-Project Development Study forecasts.

2040 BRT Ridership Characteristics

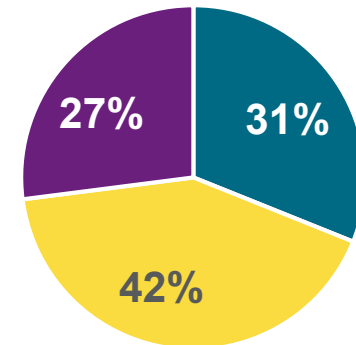
Serves Transit-Dependent Markets

■ Riders from Zero-Car Households ■ Other Riders



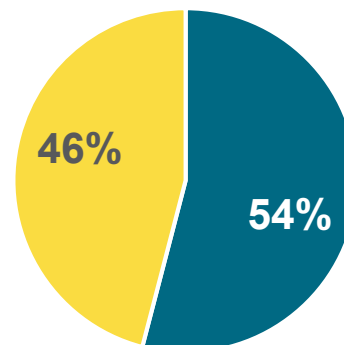
Access by Variety of Means

■ Walk Access ■ Drive/Drop-Off ■ Transfer



Provides Access to Jobs

■ Work Trips ■ Non-Work Trips



Capital Cost Estimate

- Estimation of the fixed costs needed to build the project and bring it into revenue service.
- Includes:
 - Construction of the dedicated guideway, stations and other project elements.
 - Expenditures such as environmental mitigation, right-of-way acquisition, vehicle acquisition and professional services.
 - 35 percent total contingency.

Operations and Maintenance Cost Estimate

- Built upon the model developed for the METRO Gold Line BRT Project.
- Based on:
 - Revenue hours.
 - Revenue miles.
 - Peak buses.
 - Number of stations.
 - Miles of dedicated guideway.
 - Miles of red pavement.

Capital and Operating Cost Estimates

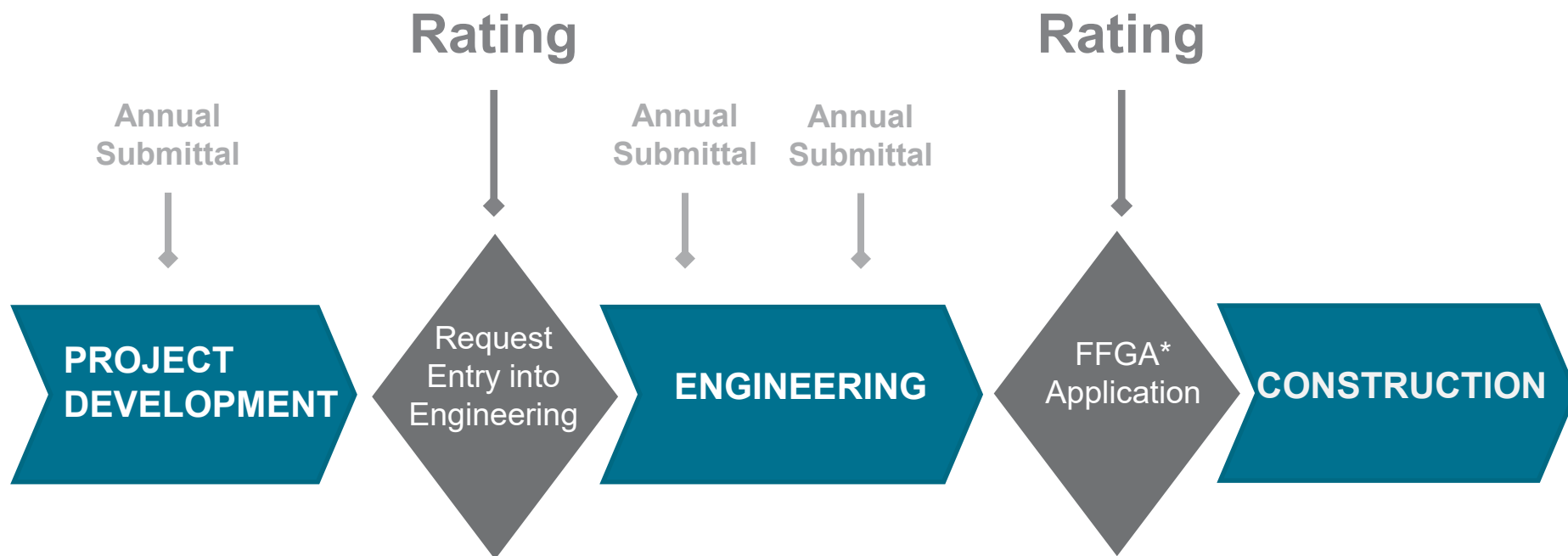
- Estimates are:
 - Based on current design and subject to change as design advances.
 - Included in the Environmental Assessment.
 - Generally consistent with anticipated capital costs documented in the Pre-Project Development Study.

	Capital Cost (Year of Expenditure Dollars) ¹	Annual Operations and Maintenance Cost (2026 Dollars) ²
Build Alternative	\$474,000,000	\$15,370,000
Build Alternative option without the Highway 36 park-and-ride	\$457,000,000	\$15,260,000

¹ Adjusted for 3.5% inflation from 2019 to the expected year of expenditure.

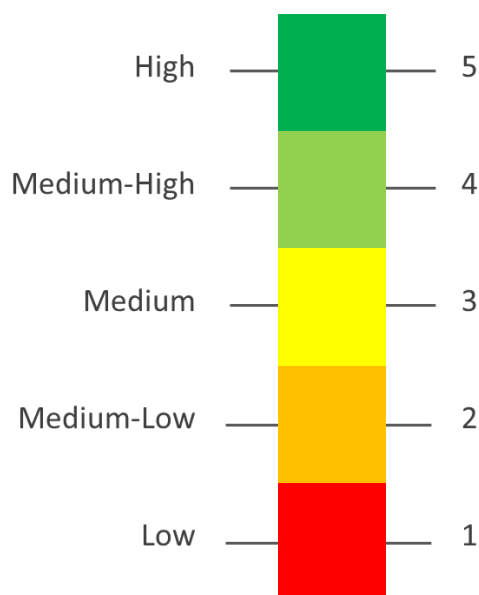
² Adjusted for 3.5% inflation from 2019 to 2026.

The Federal Transit Administration Rates the Project at Two Milestones



New Starts Project Rating Criteria

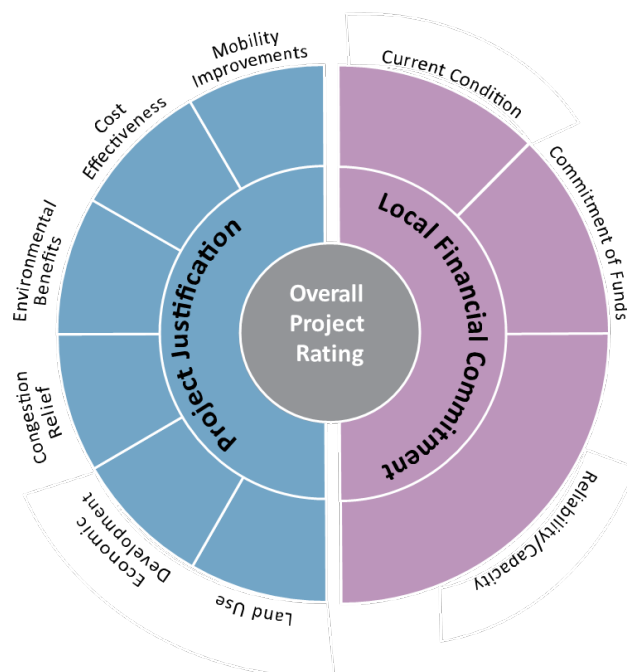
Point Scale



Criteria Weighting

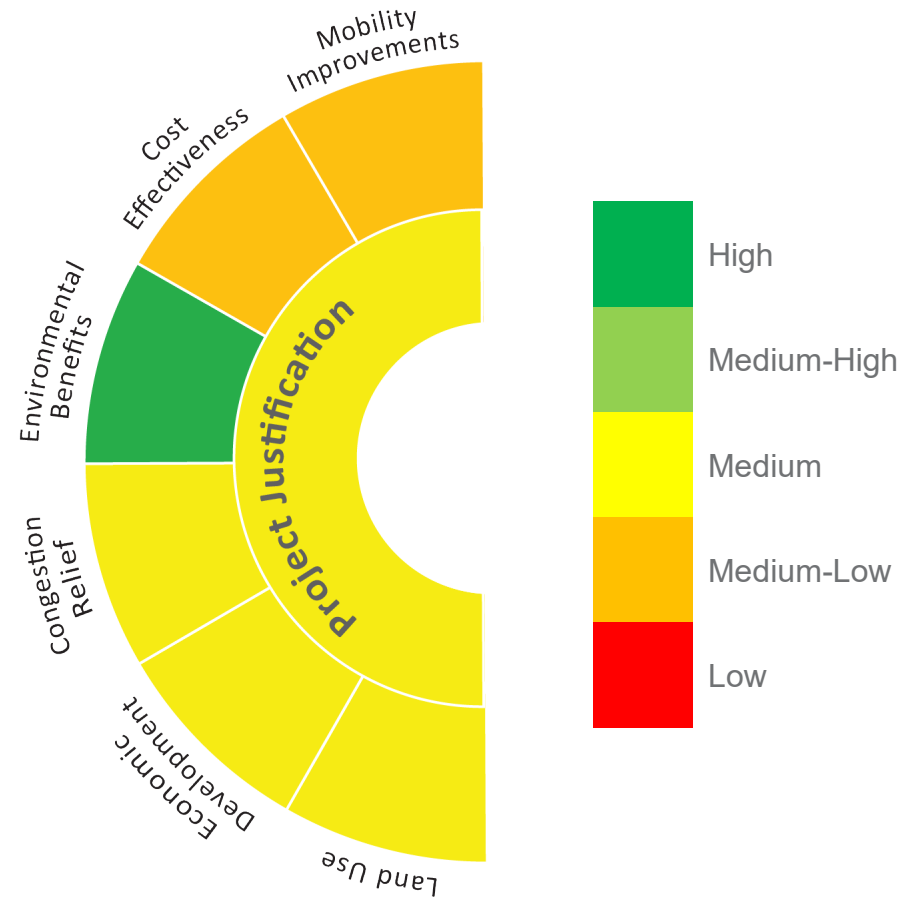


Summary Project Rating



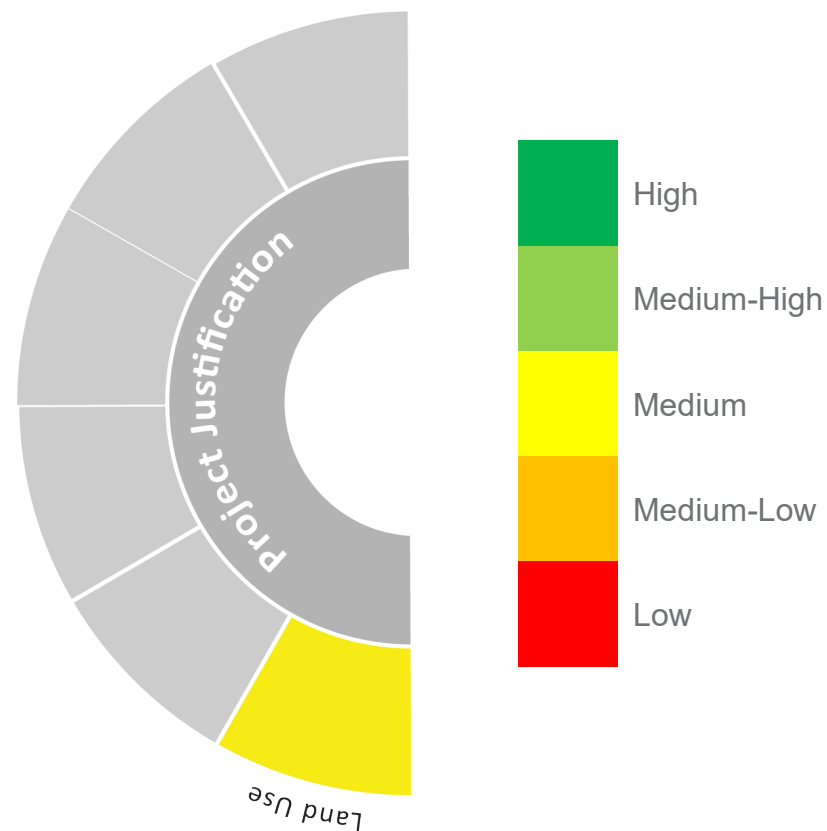
Anticipated Project Justification Rating

- Project justification summary rating **must be a medium** or greater to qualify for federal funds.
- Ridership and cost (capital and operations and maintenance) drive the first four criteria.
- Local municipalities drive the last two criteria.



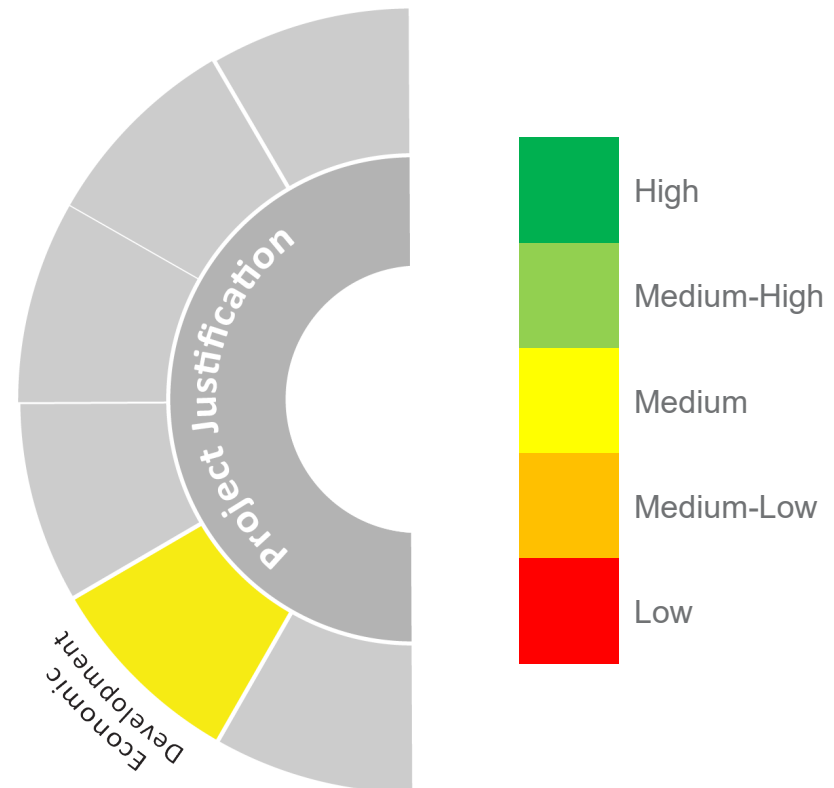
Land Use Criterion

- Ratings driven by existing land use conditions:
 - Existing corridor and station area development character.
 - Existing station area pedestrian facilities, including access for persons with disabilities.
 - Existing corridor and station area parking supply.
 - Proportion of existing affordable housing within ½ mile of station areas compared to the proportion at the county level.



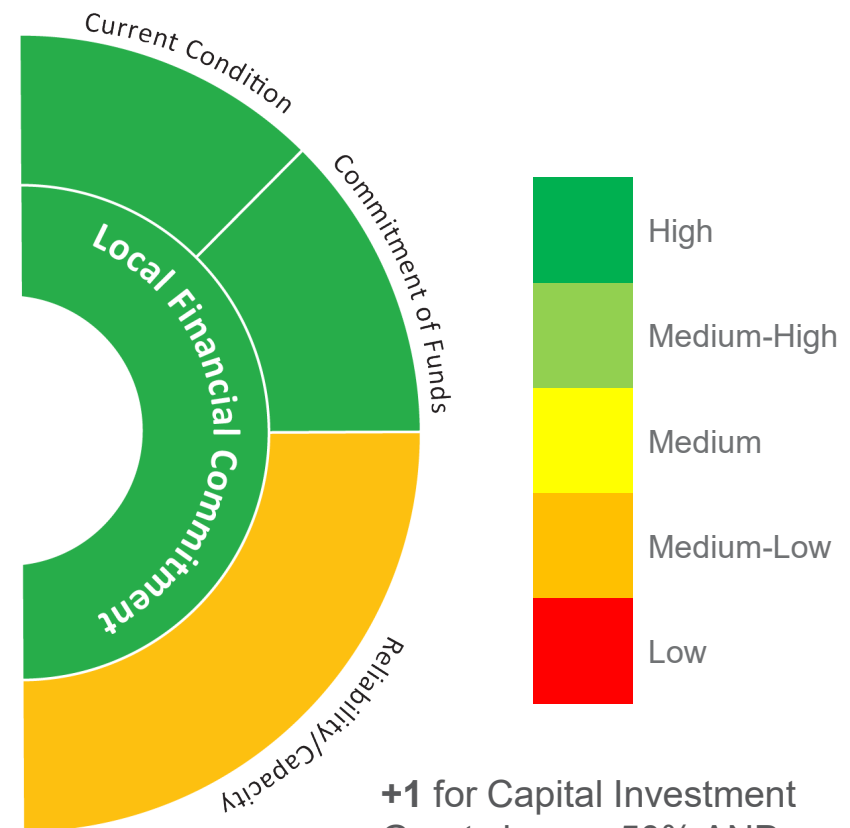
Economic Development Criterion

- Ratings driven by robustness of local controls:
 - Transit-supportive plans and policies.
 - Implementation tools and performance of transit-supportive plans and policies.
 - Plans and policies to maintain or increase affordable housing in the corridor.
 - Potential impact of the transit project on regional development.
- Anticipate a positive impact from the outcome of the upcoming advanced station area planning process.
- The Federal Transit Administration has a sliding scale for this criterion and expects to see local progress as the project progresses toward construction.



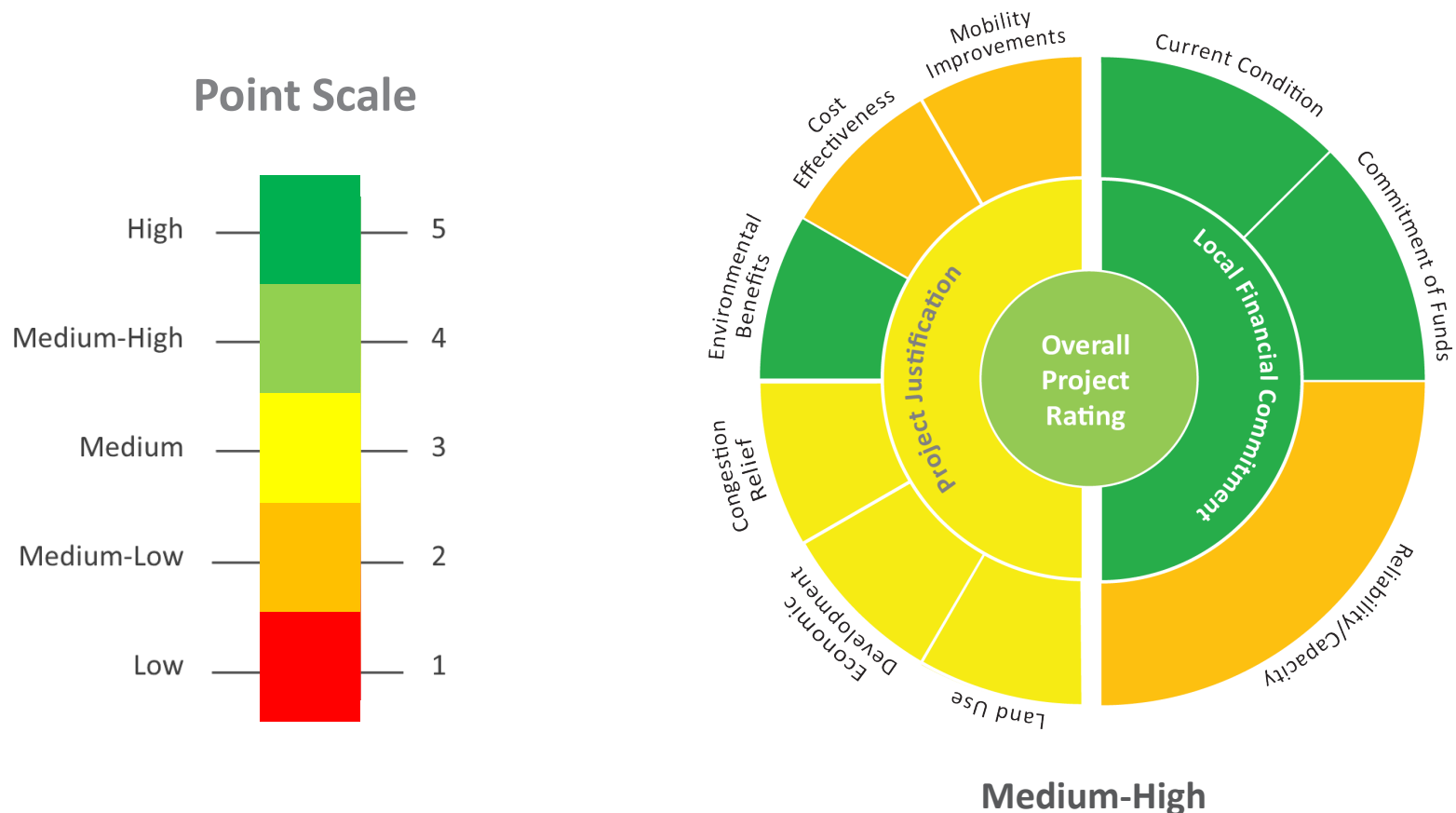
Anticipated Local Financial Commitment Rating

- Local financial commitment summary rating **must be a medium** or greater to qualify for federal funds.
- The county, as the local funding source, is the major influencer for the second and third criteria.
- The first and third criteria are systemwide assessments (beyond just the project).



+1 for Capital Investment
Grant share < 50% AND
medium or better

Rush Line BRT Anticipated Project Rating



Project Updates

- Environmental Assessment.
 - Public comment period May 11 through June 25.
 - Two online public meetings and one in-person, contingent on COVID-19 guidelines.
 - Spanish, Hmong and American Sign Language interpreters will be present at each meeting.
 - Document will be available on rushline.org and local libraries and city halls.
 - Substantive comments will be responded to in environmental document; environmental decision anticipated fall 2021.
- Advanced station area planning.
 - Request for proposals expected in mid-2021.
 - Two-year planning process expected from late 2021 to late 2023.



Cultural and Historic Resource Process (Section 106) Update

Section 106

- Section 106 of the National Historic Preservation Act (now § 306108).
- Four-step process:
 - Step 1: Initiate the process.
 - Step 2: Identify historic properties.
 - Step 3: Assess effects.
 - Step 4: Resolve adverse effects, if any.



Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Consulting Parties

- Federal Transit Administration (FTA).
- State Historic Preservation Office (SHPO).
- United States Army Corps of Engineers (USACE).
- Federal Highway Administration (FHWA).
- Metropolitan Council.
- Ramsey County.
- Minnesota Department of Transportation (MnDOT) (to be invited).
- City of Gem Lake.
- City of Maplewood.
- Maplewood Heritage Preservation Commission.
- City of Saint Paul.
- Saint Paul Heritage Preservation Commission.
- City of Vadnais Heights.
- City of White Bear Lake.
- White Bear Township.
- Maplewood Area Historical Society.
- White Bear Lake Area Historical Society.

Identification Efforts

- Surveys and evaluation:
 - Archaeological survey.
 - Phase II evaluation of the Lake Superior & Mississippi (LS&M) Railroad Corridor Historic District.
 - Architecture/History survey.
- Identified 28 historic properties listed in or eligible for inclusion in the National Register.

General Assumptions for Rush Line BRT

- Advancing project design.
 - Preservation professional reviews of project plans at critical design stages (30, 60, 90 and 100 percent and any modifications).
 - FTA will assess the need to adjust the project area of potential effect (APE) and/or the finding of effect for any historic properties due to design changes or proposed construction methods (i.e., pile driving).
- Planning for transit-oriented development (TOD).
 - Planning will consider nearby historic properties.
 - If plans are adopted by municipalities, FTA will assess adjustments to the APE and effects findings.

Assessment of Effects

FTA has determined that the Rush Line BRT Project will have an **Adverse Effect** on historic properties.

In particular, the project will have:

- No Adverse Effect on 14 historic properties.
- No Adverse Effect, with conditions, on 9 historic properties.
- Adverse Effect on 5 historic properties.

No Adverse Effect

(downtown Saint Paul)

- Finch, Van Slyck & McConville Dry Goods Co. (RA-SPC-5462).
- Saint Paul Urban Renewal Historic District (RA-SPC-8364).
- First Farmers & Merchants National Bank (RA-SPC-3168).
- First National Bank of Saint Paul (RA-SPC-4645).
- Pioneer and Endicott Buildings (RA-SPC-3167).
- Manhattan Building (RA-SPC-3170).
- Golden Rule Department Store Building (RA-SPC-3171).
- Foot, Schulze & Co. Building (RA-SPC-3174).
- Produce Exchange Building (RA-SPC-6330).

No Adverse Effect

(outside downtown Saint Paul)

- StPM&M Railway Company Shops Historic District (RA-SPC-4582).
- Theodore Hamm Brewing Company Complex (RA-SPC-2926).
- 3M Administration Building (RA-SPC-0455).
- Gladstone Shops (Site 21RA70).
- Polar Chevrolet Bear/Paul R. Bear (RA-WBC-0031).

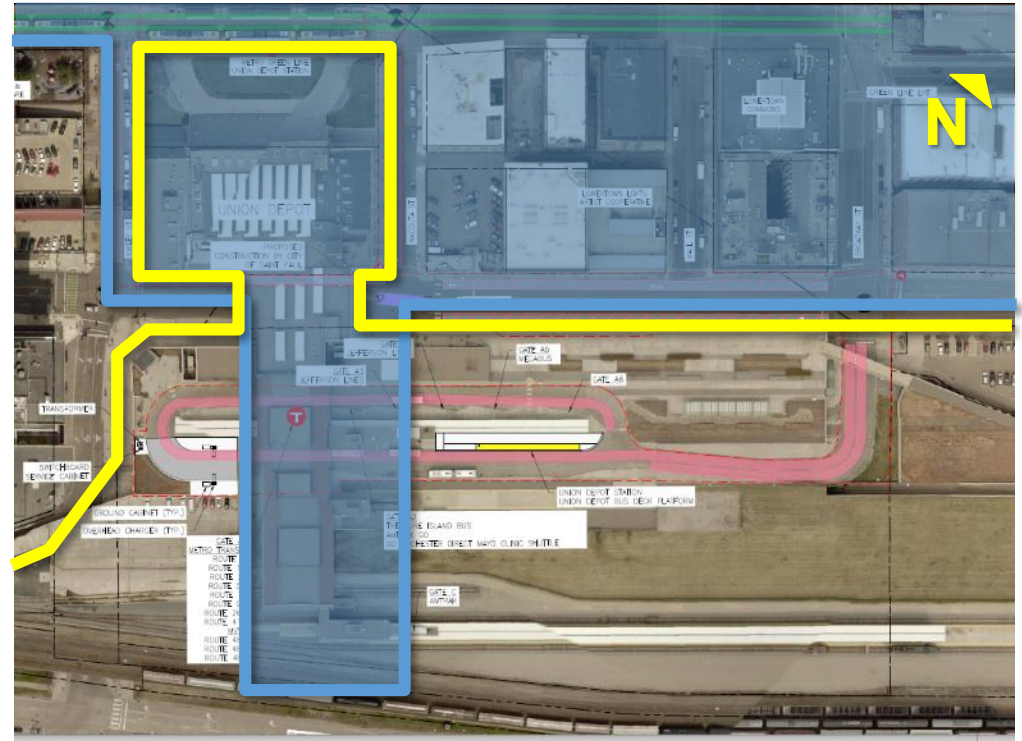
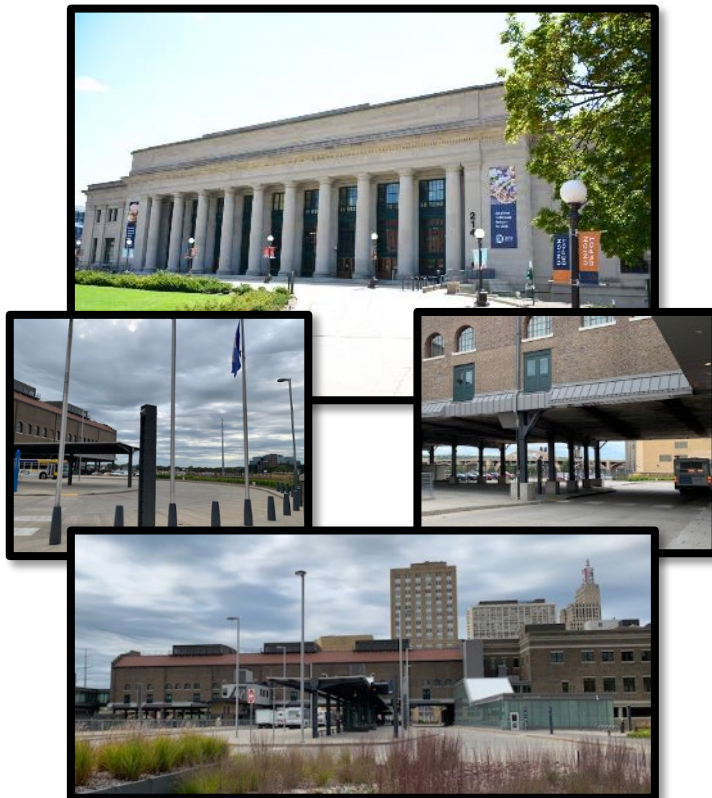
No Adverse Effect, with Condition(s)

- Enforcing the condition will result in No Adverse Effect to the historic property.
- Conditions are outlined in the Memorandum of Agreement.
- Types of conditions:
 - Design requirements.
 - Consulting party review according to Secretary of Interior (SOI) Standards.
 - Construction Protection Plan for Historic Properties (CPPHP).

No Adverse Effect, with Condition(s)

- Lowertown Historic District (RA-SPC-4580).
- Saint Paul Union Depot (RA-SPC-5225, RA-SPC-6907).
- Great Northern Railroad Corridor Historic District (RA-SPC-5918).
- Phalen Park (RA-SPC-10850).
- Moose Lodge 963 (RA-MWC-0134).
- Madeline L. Weaver Elementary School (RA-MWC-0106).

Design Requirement: Project Elements at Union Depot Bus Deck Platform



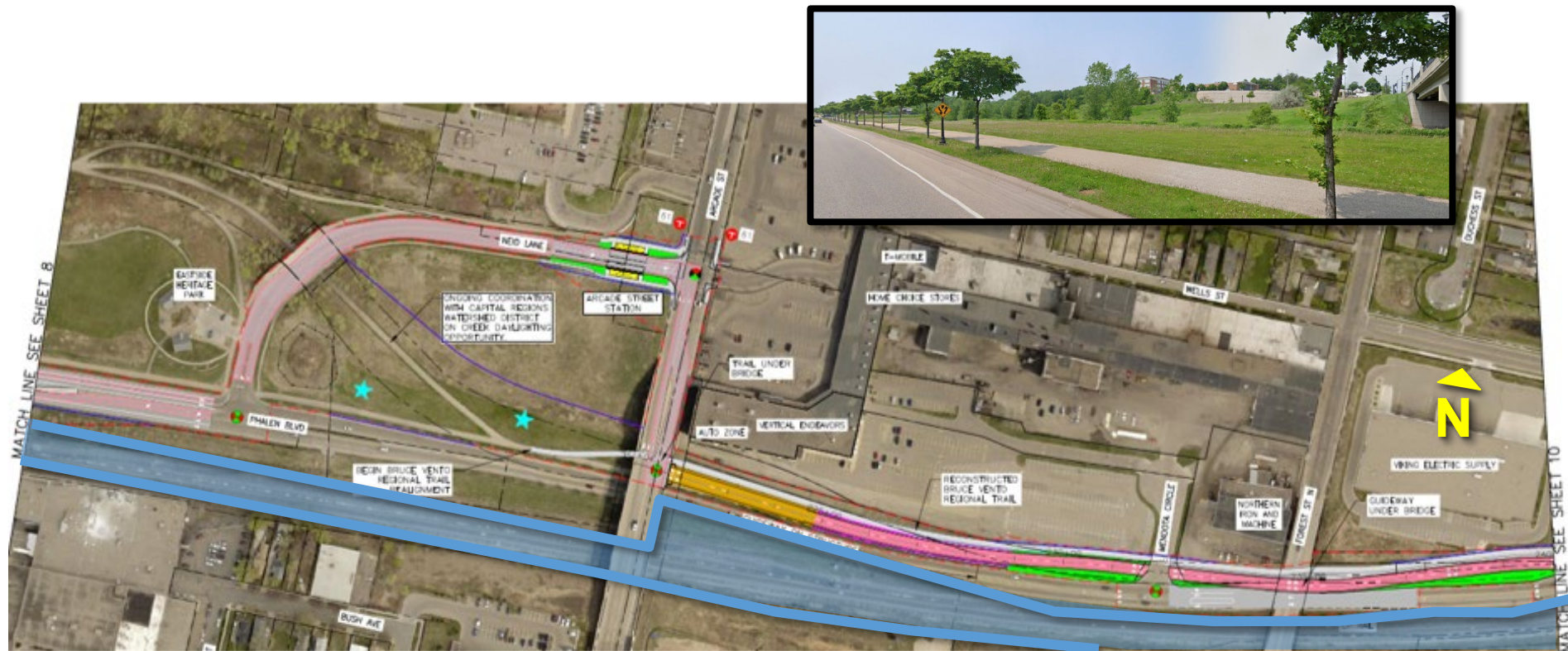
Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Consulting Party Review of Project Elements near Cayuga Street Station



Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Design Requirement: Vegetative Screening near StPS&TF/Omaha Road Railroad Corridor

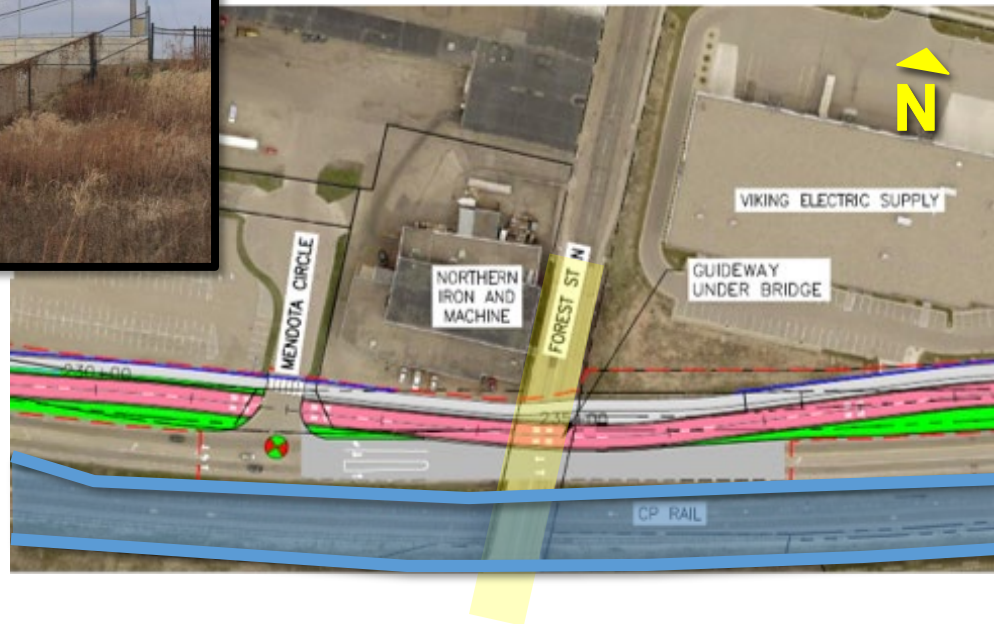


Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Consulting Party Review of Physical Barriers at Forest Street Bridge

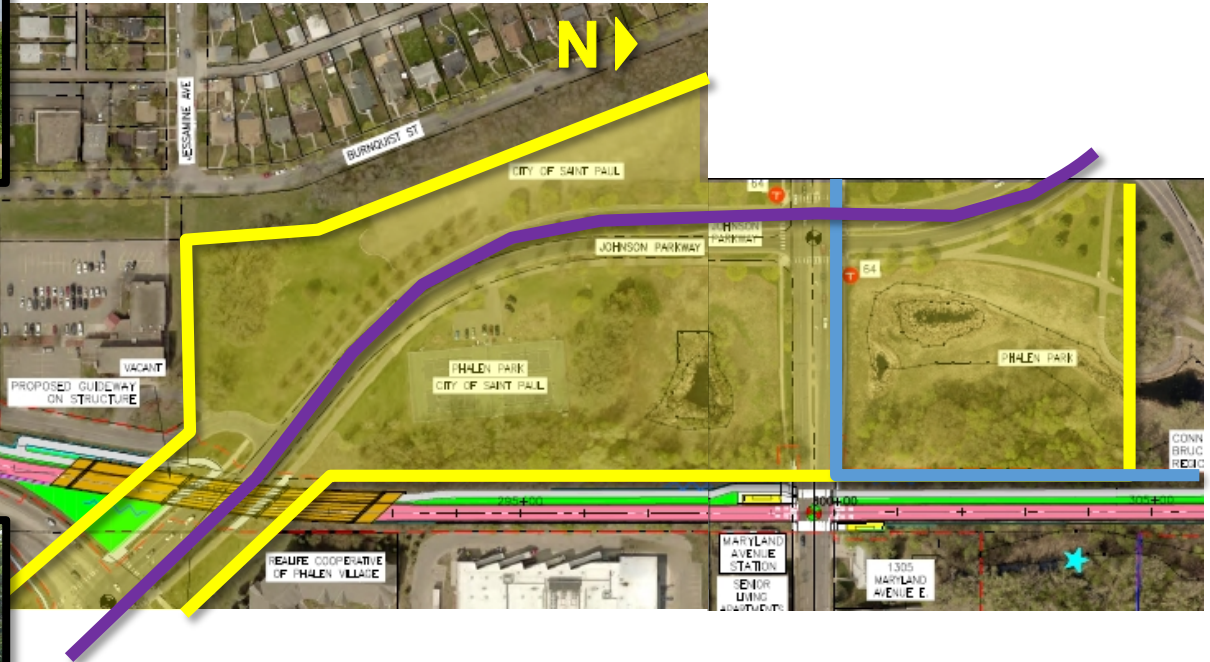
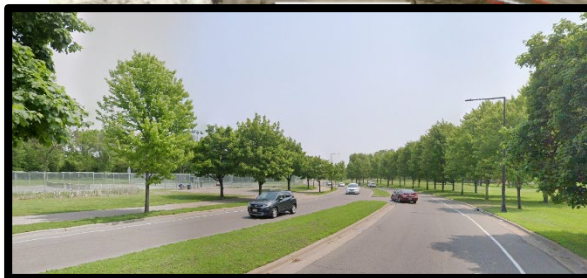
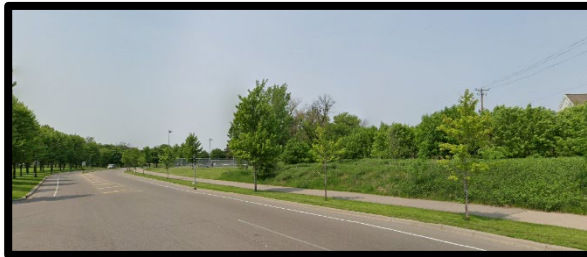


Forest Street Bridge
(Bridge No. 5962)



Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Consulting Party Review of Johnson Parkway Bridge



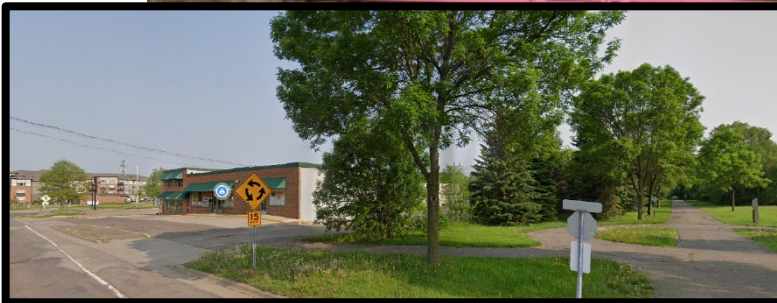
Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Design Requirements: Trail Connection and Vegetative Screening CPPHP for East Shore Drive



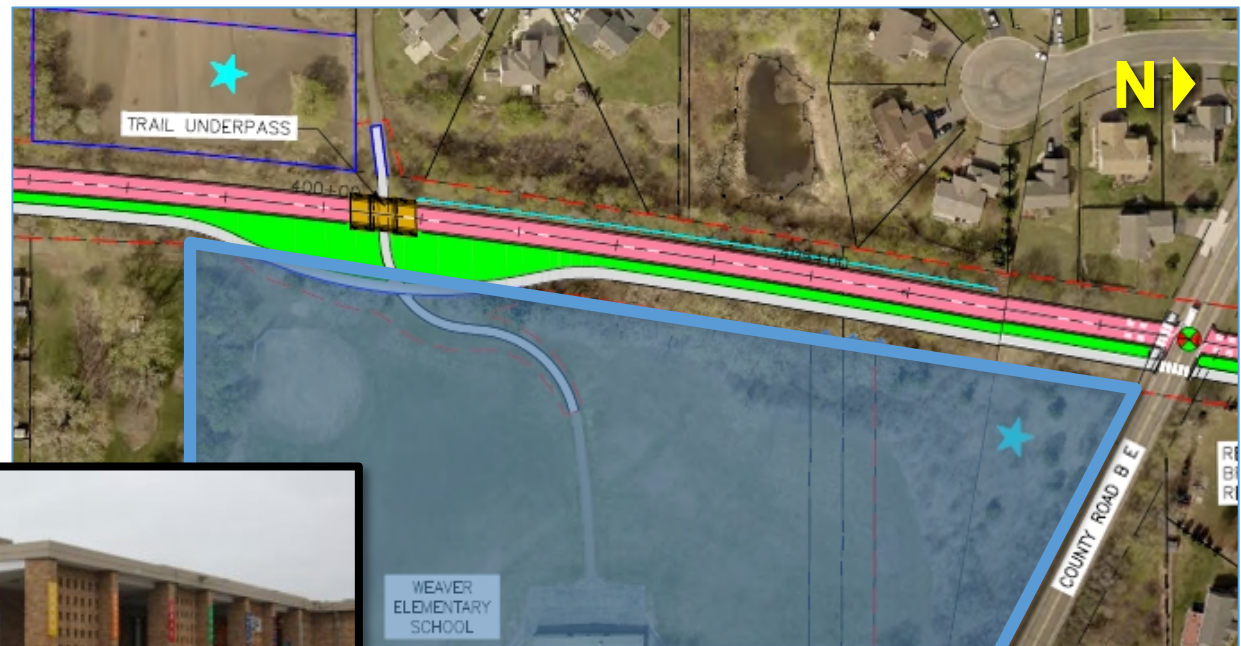
Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Design Requirement: Project Elements at Moose Lodge 963



Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Consulting Party Review of Project Elements near Weaver Elementary School



Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Adverse Effect

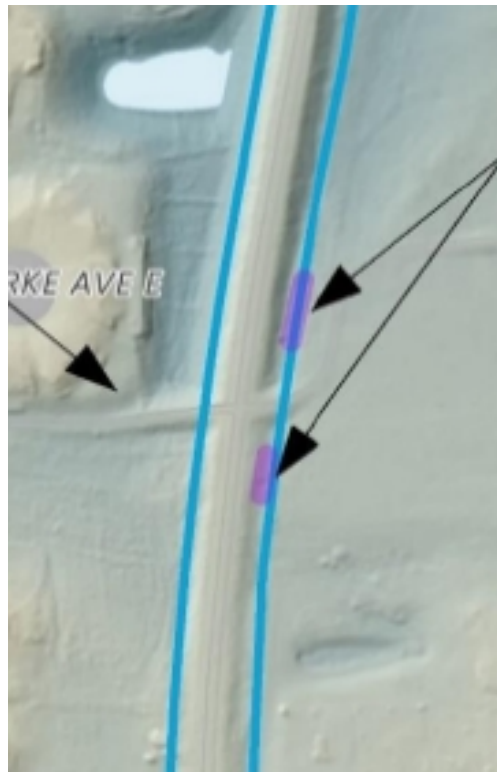
Resources Associated with the LS&M Railroad Corridor Historic District

- LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001).
- 1868 Alignment of the LS&M Railroad between Eldridge Avenue East and County Road B East (XX-RRD-NPR004).
- 1868 Alignment of the LS&M Railroad between Gervais Avenue and County Road C (XX-RRD-NPR003).
- 1868 Alignment of the LS&M Railroad between Kohlman and Beam Avenues (XX-RRD-NPR002).
- LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment (XX-RRD-NPR005).

Resolution of Adverse Effects

- Avoidance of two 1868 railroad roadway remnants, if it is feasible and prudent while still meeting the project's purpose and need; if avoidance is not possible, data recovery will be conducted.
- Phase III Data Recovery of one 1868 railroad roadway remnant and one other portion where the 1868 roadway is concealed by 1880s roadway.
- National Register evaluation of LS&M Railroad Corridor between Saint Paul and Duluth.
- Incorporation of interpretive elements at BRT stations.

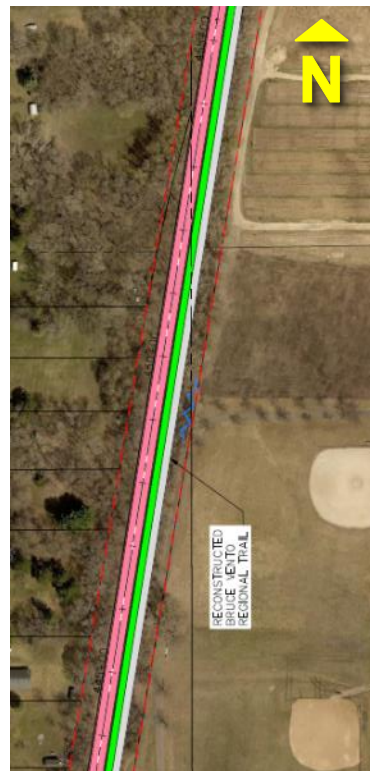
Data Recovery of 1868 Alignment between Eldridge Avenue East and County Road B East (XX-RRD-NPR004)



In addition, another location will be selected for data recovery.

Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Possible Avoidance: 1868 Alignment between Gervais Avenue and County Road C (XX-RRD-NPR003)



If avoidance is possible while meeting the project's purpose and need, consulting parties will review project elements near this historic property.

Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

Possible Avoidance: 1868 Alignment between Kohlman and Beam Avenues (XX-RRD-NPR002)



If avoidance is possible while meeting the project's purpose and need, consulting parties will review project elements near this historic property.

Project illustration is based on the 15 percent plans dated August 7, 2020 and is subject to change.

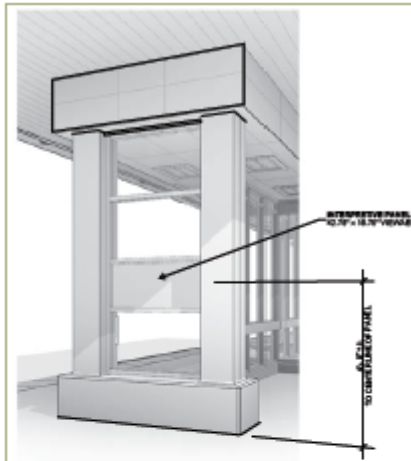
National Register Evaluation of LS&M between Saint Paul and Duluth

- Determine whether the corridor remains National Register-eligible after completion of the project.
- Determine whether any segments are individually National Register-eligible.
- Document associated properties at Phase I level and recommend individual evaluation, if appropriate.
- Requires evaluation to be completed two years after revenue service operations.

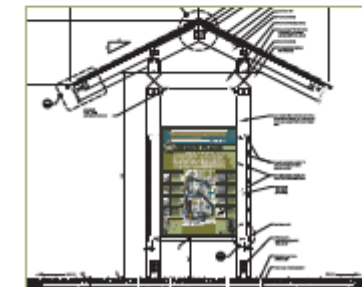
Incorporation of Interpretive Elements at BRT Stations

- Plan for interpretation includes type, number (at least three) and exact locations of the interpretation, as well as themes, schematic plans and draft text and graphics.
- Team includes historian and interpretive planner.
- Requires elements to be incorporated into 100 percent project plans and Metropolitan Council to incorporate content into their website one year after revenue service operations.

Incorporation of Interpretive Elements at BRT Stations



Graphic panels (18.5" high by 43.5" wide with a 18.75" by 42.75" viewable area) will be integrated into the station structure as part of the canopy support structure as shown above. The only exception is the panel included on the MPFB kiosk at the Golden Valley Road station trailhead (shown below).



One panel for the GRHD, TWIS resource will be incorporated into a MPFB kiosk at the Golden Valley Road station trailhead.



Calcut motifs or messaging could be integrated into station fencing.



Vertical panels with brief images and meaningful statements can be integrated into fences or along walkways.

Examples of Interpretive Elements

Memorandum of Agreement Schedule

- Draft Memorandum of Agreement incorporated into Environmental Assessment publication: spring 2021.
 - Additional consulting party review.
 - Consulting party meeting, if necessary.
- Document updated based on public comments received and consulting party review.
- Finalized and executed: summer 2021.



Tree Inventory Summary and Landscape Design Approach

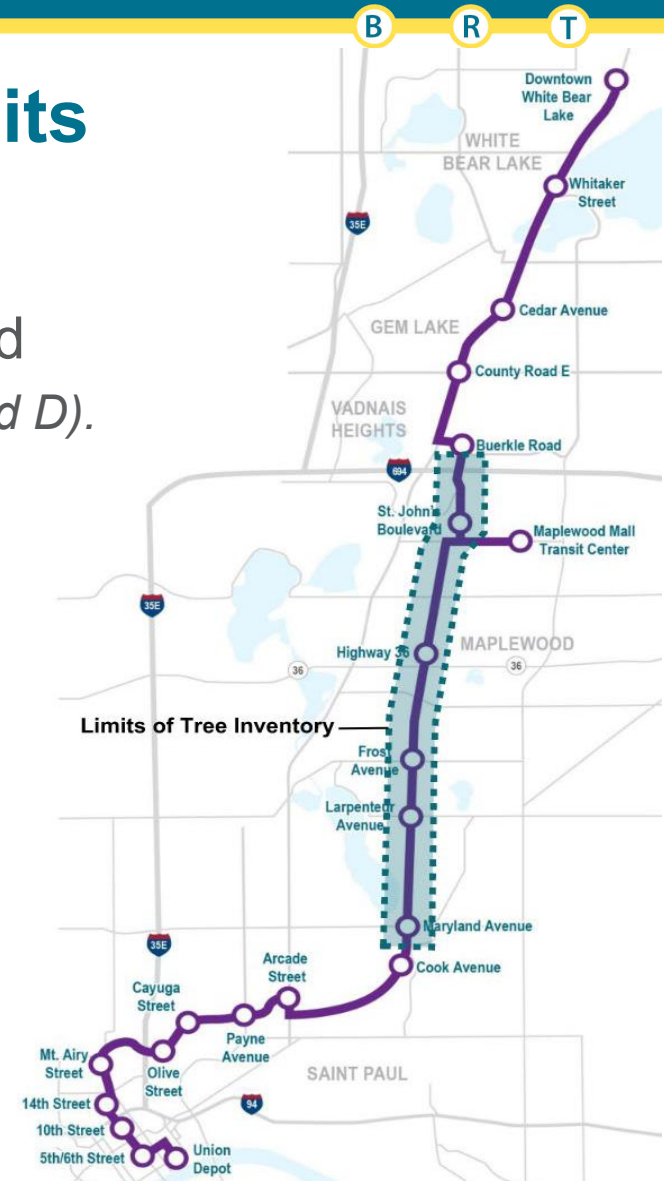
Purpose

- Tree Inventory Purpose:
 - Identify and document the existing tree cover in the Ramsey County-owned portion of the corridor.
- Summary Purpose:
 - Organize inventory data.
 - Identify how data has informed 25% design.
 - Provide guidance for advanced engineering.



Location and Limits

- Ramsey County rail right-of-way.
 - Johnson Parkway to Buerkle Road
(*except for Beam Avenue to County Rd D*).
 - 7-mile length.
 - Generally 100-foot width.



Inventory Process

- Field work performed in summer of 2018.
- Inventoried features:
 - Tree number assigned.
 - DBH (diameter at breast height) – 6” minimum.
 - Names.
 - Native/invasive species.
 - Condition class: dead, poor, fair and good.
- Utilized GPS and GIS software.
- Aerial photography and previous studies also used.

Data Summary

- Identifies lists and percentages of trees.
- Summarizes key information:
 - Categories (3 types).
 - Condition.
 - Size ranking.

Category	Description	Percentage
Type A	Durable, slow growth, hard-wooded, seasonal interest	5.57%
Type B	Common, medium growth, seasonal interest	21.12%
Type C	Invasive, fast growth/weak wooded, pest susceptible	73.31%

Summary: Nearly three-quarters of the trees surveyed have characteristics suggesting long-term health, viability and maintenance concerns.

Data Summary

Species Summary:

Type A: Blue spruce, white oak and red pine are the dominant species.

Type B: American elm, cottonwood and aspen are the dominant species.

Species – Type C Trees	Percentage
Black ash	0.05%
Black locust	5.57%
Black walnut	4.91%
Black Willow	0.05%
Boxelder	20.67%
Common buckthorn	0.08%
Green ash (red ash)	7.47%
Siberian elm	34.51%

Summary: Siberian elm, boxelder and green ash are the three most represented Type C species in the corridor.

Condition	Percentage
Poor	4.80%
Fair	32.48%
Good	62.72%

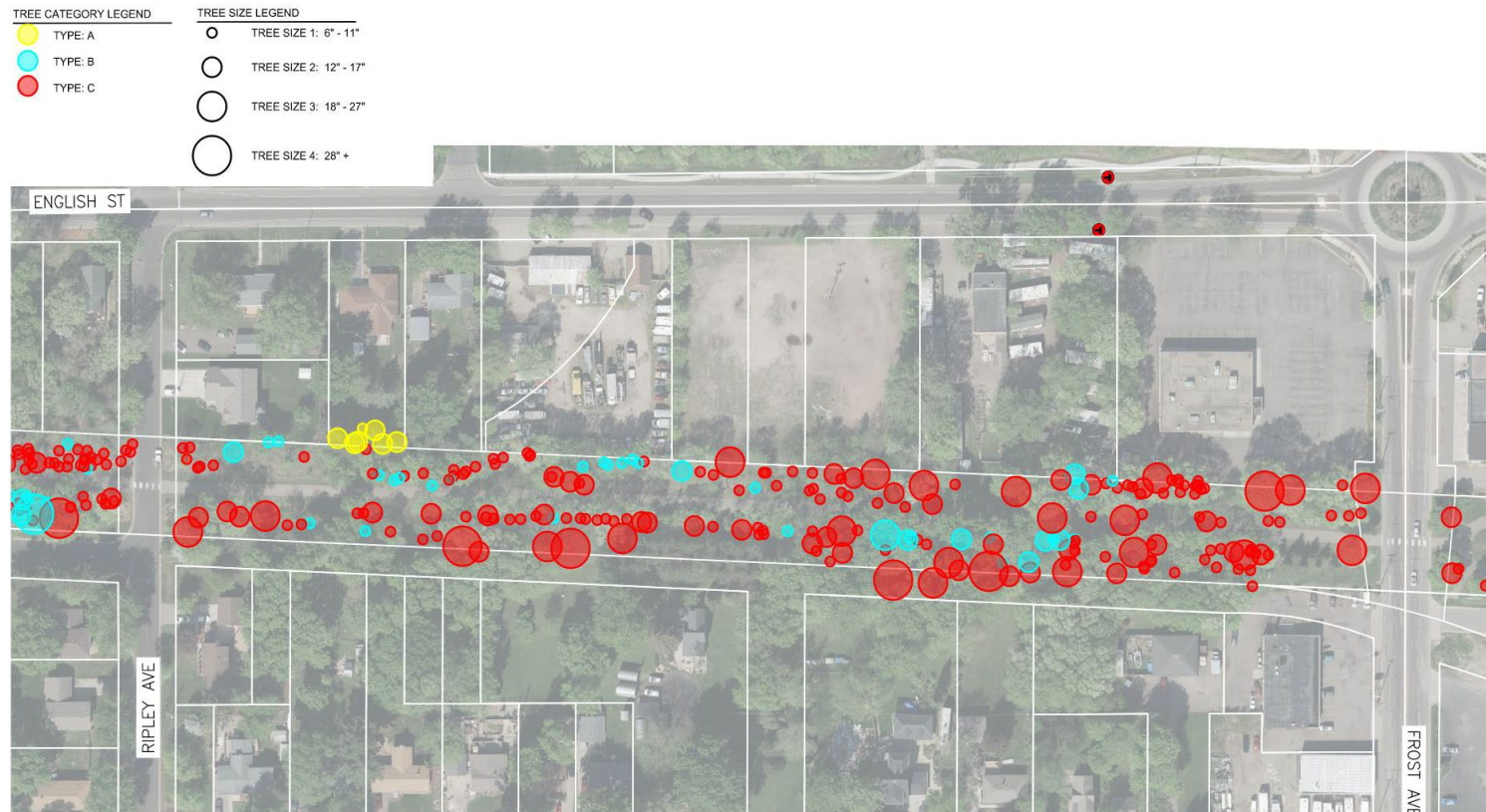
Summary: Nearly two-thirds of the trees were determined to be in good health at the time of the survey.

Size	Percentage
6" - 11"	65.60%
12" - 17"	23.31%
18" - 27"	8.27%
28"+	2.83%

Summary: Two-thirds of all trees surveyed were within the smallest size category of 6-inch to 11-inch DBH.

Guidance for Decision-Making

- Example segment – tree survey mapped.



Guidance for Decision-Making

- Example segment – tree survey at 15% design with land use.



Guidance for Decision-Making

- Example segment – BRT and trail shifted to minimize tree impacts at 25% design.



Tree Inventory Summary

- Provides existing conditions information.
- Informs other related studies and documents.
 - Ramsey County Rail Right-of-Way Design Guide.
 - Visual Quality Manual.
 - Landscape Design Approach.
- Opportunity to inform decisions related to invasive species.
- Useful in making future project design decisions.

Purpose

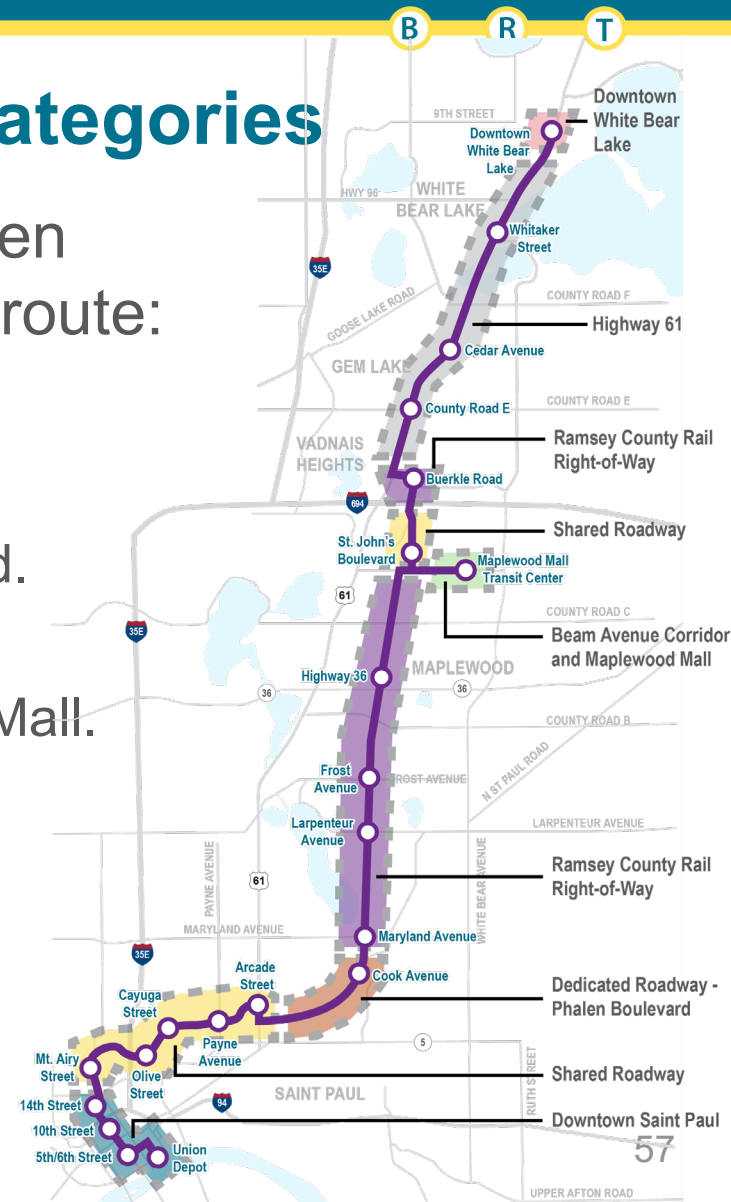
- Guides the advancement of landscape design.
- Find balance between consistent Rush Line BRT identity, recognizing local context, being cost effective and require lower maintenance.
- Design recommendations are tailored to complement:
 - Existing landscape character.
 - Natural environment.
 - Surrounding land use.

Information Provided

- Analyzes existing landscape conditions.
- Considers guidance from previous project studies and municipal codes and ordinances.
- Summarizes and acknowledges public engagement outcomes.
- Provides recommendations for the landscape design within specific project areas and zones.
- Acknowledges adjacent historically significant properties and recommendations for vegetative screening.

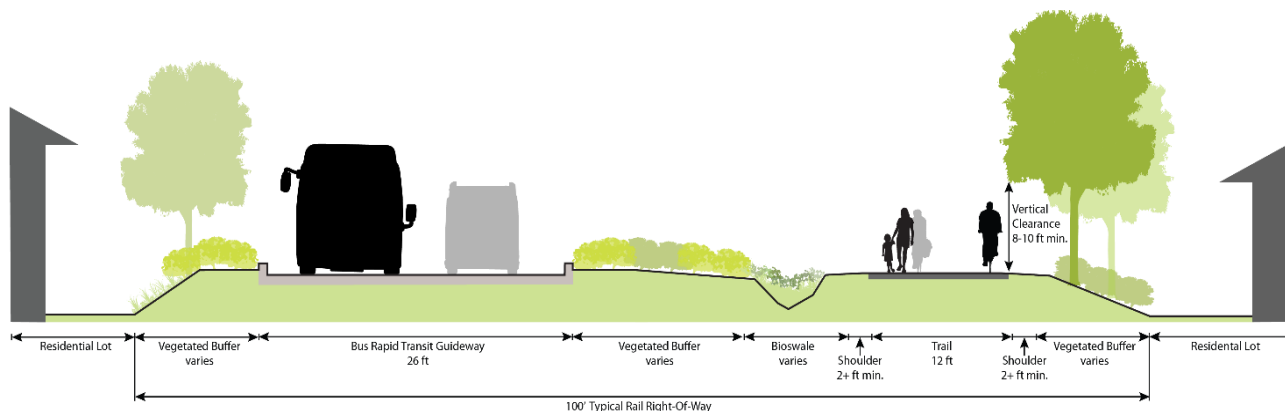
Overview of Project Categories

- Considers categories based on seven geographic areas along the project route:
 - Downtown Saint Paul.
 - Shared roadway.
 - Dedicated guideway – Phalen Boulevard.
 - Ramsey County rail right-of-way.
 - Beam Avenue corridor and Maplewood Mall.
 - Highway 61.
 - Downtown White Bear Lake.



Project Guidance

- Includes guidance from previous project studies:
 - Ramsey County Rail Right-of-Way Design Guide.
 - Visual Quality Manual.
 - Tree Inventory Summary.
- Considers Metro Transit design criteria, county standards and applicable requirements from municipal codes and ordinances.



Public Engagement Input

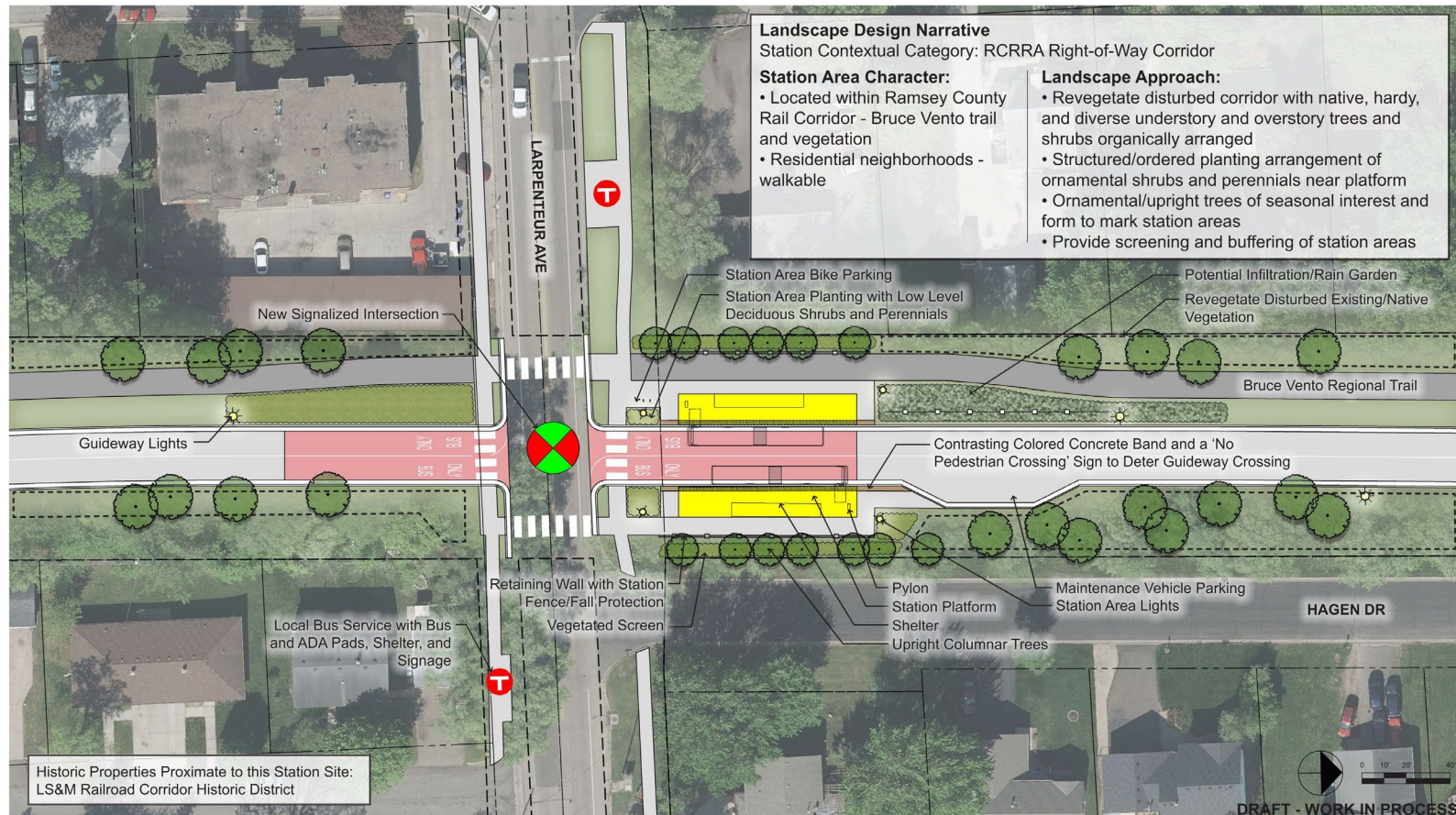
- Identifies public engagement responses that inform the landscape design. Themes include:
 - Utilize native landscape features for buffers and screening.
 - Maximize green space.
 - Protect and enhance vegetation for screening and wildlife habitat.
 - Use natural methods of stormwater treatment, such as rain gardens and linear bioswales.
 - Safety and security.

Recommendations

- Example Category: Dedicated Guideway – Phalen Boulevard.
- Identifies existing conditions, context, and character.
- Provides strategies for landscape within specific zones:
 - Stations.
 - At-grade crossings.
 - Stormwater facilities.
 - BRT and trail segments.
 - Grade separation.



Example Preliminary Station Site Plan



Discussion

- General thoughts or comments?
- How important is this issue to you?
- What are your priorities for trees in the area?
- What are your priorities for landscaping?





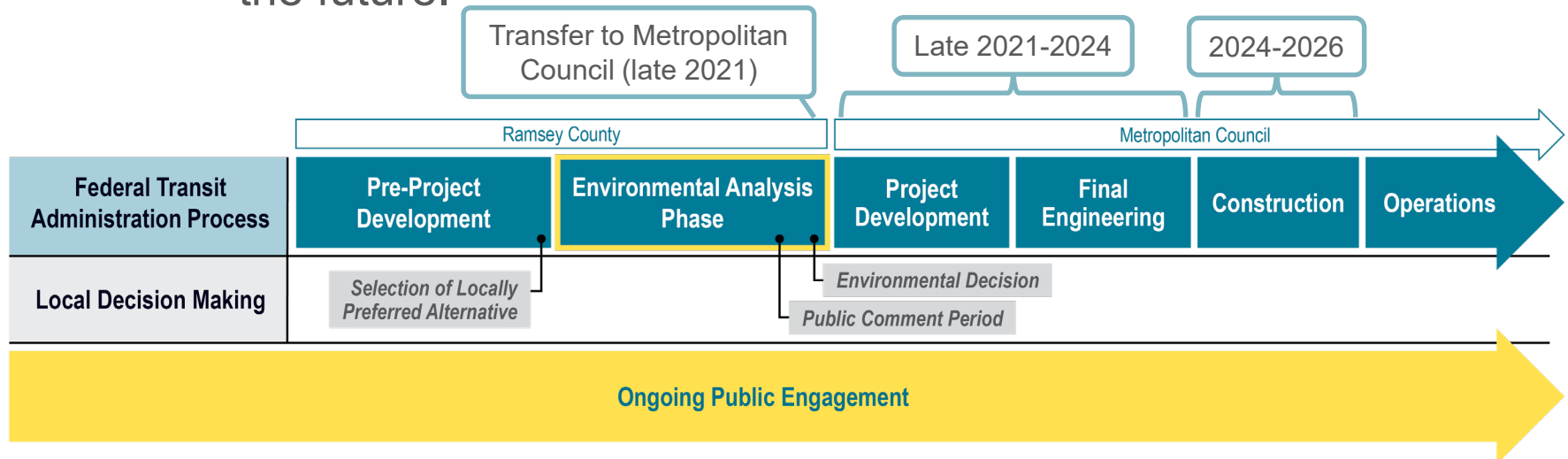
Project Next Steps

Project Next Steps

- Environmental Assessment.
 - 45-day public comment period starting in May 2021.
 - Environmental decision: Finding of No Significant Impact anticipated in fall 2021.
- Advanced station area planning.
 - Late 2021 to late 2023.

Project Next Steps

- In late 2021, project expected to transfer to Metropolitan Council as lead agency.
 - Project staff plan to share committee member contact information with Metropolitan Council for future follow-up.
 - Please tell Frank if you would prefer *not* to be contacted in the future.





Thank you!



rushline.org



facebook.com/rushline



info@rushline.org



[@rushlinetransit](https://twitter.com/rushlinetransit)



651-266-2760