



AGENDA

Rush Line Corridor Task Force Meeting

April 18, 2019

4:30 p.m.

Maplewood Community Center Conference Room A/B

2100 White Bear Ave, Maplewood

	<u>Item:</u>	<u>Action Requested:</u>
<i>Chair Victoria Reinhardt</i>	1. Call to Order/Introductions	
<i>Chair Victoria Reinhardt</i>	2. Election of Officers*	Election
<i>Chair Victoria Reinhardt</i>	3. Approval of the Agenda	Approval
<i>Andy Gitzlaff, Ramsey County Public Works</i>	4. Summary of November 29, 2018 Meeting*	Approval
<i>Andy Gitzlaff, Ramsey County Public Works</i>	5. Final 2019 Workplan and Budget*	Approval
<i>Andy Gitzlaff, Ramsey County Public Works</i>	6. Insurance Renewal*	Approval
<i>Frank Alarcon, Ramsey County Public Works</i>	7. State Legislative Update	Information
<i>Frank Alarcon, Ramsey County Public Works</i>	8. Support for 2019 Ramsey County State Funding Request for Rush Line BRT Project*	Approval
<i>Andy Gitzlaff, Ramsey County Public Works</i>	9. Rush Line BRT Project Update*	Information

**attachments*

For questions related to this material, please contact Andy Gitzlaff at 651-266-2772 or andrew.gitzlaff@co.ramsey.mn.us.



MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: April 12, 2019
RE: Election of Officers

The Rush Line Corridor Task Force Joint Powers Agreement's Bylaws call for the election of officers at the first meeting of the calendar year. The 2018 officers of the Task Force are as follows:

Chair – Commissioner Victoria Reinhardt

Vice-Chair – Councilmember Linda Nanko-Yeager

Action Requested: Elections



Rush Line Corridor Task Force Meeting

Thursday, November 29, 2018, 4:30 pm, Maplewood Community Center, Room A/B

Draft Meeting Summary

MEMBERS:

Ben Montzka, Chisago County Commissioner	Jeff Paar, Centerville Mayor
Mara Bain, Forest Lake Councilmember	Nora Slawik, Maplewood Mayor
John Mikrot, Pine County Commissioner	Victoria Reinhardt, Ramsey County Commissioner
Amy Brendmoen, St. Paul Council President	Chuck Lucia, Stacy Councilmember
Fran Miron, Washington County Commissioner	Bob Kermes, White Bear Township Board Supervisor
Linda Nanko-Yeager, Wyoming Councilmember	

OTHERS:

Andy Gitzlaff, Ramsey County Public Works	Emily Jorgensen, Washington County
Sandie Jacobson, Ramsey County Public Works	Joseph Ayers-Johnson, Washington County
Frank Alarcon, Ramsey County Public Works	Dawn Hood, University of MN Center for Transportation Studies
Professor Yingling Fan, Humphrey School of Public Affairs	Bob Hinton, White Bear Lake Resident
Casey Mingle, White Bear Lake Resident	Jeanne Witzig, Kimley-Horn
Diane Clapp	Jerene Bailey, Owner of Salon 61 White Bear Lake

1. Call to Order and Introductions

Chair Reinhardt called the meeting to order at 4:33 p.m. Introductions were made by the Task Force members and attendees. There were several White Bear Lake residents in attendance.

2. Approval of the Agenda

A motion to approve the agenda was requested. Supervisor Bob Kermes moved for approval. The motion was seconded by Commissioner Fran Miron. The motion passes.

3. Summary of May 31, 2018 Meeting

A motion to approve the meeting summary was requested. Councilmember Nanko-Yeager moved for approval. The motion was seconded by Councilmember Bain. The motion passes.

4. University of MN Transitway Impact Research Program Findings

Andy Gitzlaff introduced Dawn Hood with the University of MN Center for Transportation Studies and Professor Yingling Fan with the Humphrey School of Public Affairs, who gave presentations on the Transitway Impact Research Program (TIRP) findings. Mr. Gitzlaff stated this is an opportunity for the Task Force members to dialogue with Ms. Hood and Professor Fan regarding any transit questions you may have. Washington and Ramsey Counties both provide funding for this program.

The presentation is included in the agenda packet. Ms. Hood noted to the Task Force the TIRP program is a resource for everyone to utilize.

<http://www.cts.umn.edu/research/featured/transitways>

5. Legislative Update

Frank Alarcon provided a brief overview of the mid-term elections that took place earlier this month. The Democrats carried all of the constitutional offices. Governor-elect Tim Walz and Lt. Governor Peggy Flanagan will be sworn into office on January 7th, 2019. Committee appointments will be made soon.

Frank Alarcon noted that every house seat was up for election. 18 seats flipped from Republican to DFL. Republicans remain in control of the State Senate. Committee Chairs that will be influential are Rep Hornstein of the Transportation Finance Committee and Representative Mary Murphy will be the Bonding Chair leading the Capital Investment Committee.

We don't know whether there will be a bonding bill in 2019. Traditionally, the bonding bill is done in the second year of the biennium. We are entering the first year in January 2019.

Ramsey County's Government Relations team is ready to make a request for the Rush Line BRT Project if there is a bonding bill in 2019.

Mr. Alarcon asked the Task Force if anybody wants to add anything about potential implications for Rush Line. Chair Reinhardt said with the dissolution of CTIB the funding is no longer in the State's hands, it's now in the County's hands. It's now local. That's a big change from previous years. Ramsey County does have a Government Relations team that stays on top of everything taking place at the legislature. Feel free to reach out to us with questions. (Information included in Agenda Packet.)

6. Draft 2019 Workplan and Budget

Andy Gitzlaff provided an overview of the Workplan and Budget and what has changed since the previous years. The 2019 Workplan and Budget won't be voted on until the next meeting. (Information included in Agenda Packet.). Andy Gitzlaff reminded the Task Force that the budget consists of in-kind staff contributions and insurance renewal costs.

Chair Reinhardt turned over the meeting to Vice Chair Nanko-Yeager as Chair Reinhardt has another engagement to attend.

7. Rush Line BRT Project Update

Mr. Gitzlaff provided this update. He stated we are now in the environmental phase of the project. It's five or six years before construction and seven years before operation. (The presentation is included in the Agenda Packet.)

Mr. Gitzlaff pointed out the map (slide 4) is a little different than the one presented last fall. It is approximately 80% within dedicated guideway, 14 miles long and now with 21 stations, instead of the previous 20 stations. More information is available on the project website at www.rushline.org

Vice Chair Nanko-Yeager asked about the current status of the downtown White Bear Lake Station. Mr. Gitzlaff responded that the project had originally identified a site at Second Street and Clark. After many people expressed concerns about the potential location project staff has been directed by the policy advisory committee to look at additional sites and do additional engagement before a decision is made. The project team has also been looking at a scaled back proposal that does not include a park-and-ride. The key elements being considered are a bathroom facility for the driver, a platform and the ability for the bus to turn around. We have been working with the City, the business community, and key stakeholders to identify a station site that best meets the needs of the community

Councilmember Bain stated some of the documents show the connector bus up to Forest Lake and others do not. If Forest Lake is part of the plan then it is important to continue to include the connecting bus service and communicate this message with residents to the north.

8. 2019 Meeting Schedule

March 28, 2019

July 25, 2019

November 21, 2019

These meetings will begin at 4:30 p.m., following the Rush Line Policy Advisory Committee meetings.

Vice Chair Nanko-Yeager opened the meeting for public comment.

Mr. Bob Hinton, White Bear Lake resident, asked how far north along highway 61 will you have a bus? What hours will it be operating and how many buses does that include per day?

Mr. Gitzlaff responded the dedicated lanes would go as far as Whitaker Street and then it would be in mixed traffic. Total bus trips would be one every 10 to 15 minutes, which is around 70 buses per day. There will be 11 or 12 buses purchased for this project so these buses would be circulating throughout the day, from 5 a.m. to midnight daily.

Casey Mingle, White Bear Lake resident, thanked the Task Force for all the work they're doing and for taking a step back to get feedback from the community. She asked for more clarity on funding for this - Buerkle Road is chosen over County Road E because 3,000 jobs are there? Do you have the number of jobs in downtown White Bear Lake?

Mr. Gitzlaff responded there are about 800 jobs in the downtown White Bear Lake area. He clarified that the station at Buerkle Road is in addition to the County Road E station. Regarding funding – the funding is public dollars for all the components. Up to half of that could come from federal dollars and the other half would be local money – Ramsey County, between Rail Authority levy and ½ cent sales tax to fund transportation projects. The County will still ask for state funding because there are state benefits to the project.

Casey Mingle then asked about the local funding: do we have numbers on this?

Mr. Gitzlaff said the best resource is our website: www.rushline.org, which includes previous studies that examine the cost and ridership for the project. As this project progresses we will be looking at the numbers to make sure we have a cost-effective project comparable to other projects in our region and nationwide. We do get rated by the federal government. The federal money is not guaranteed.

Vice Chair Nanko-Yeager asked if there were any other public comments. There were none so Public Comment was closed.

Commissioner Miron noted that Supervisor Kermes has chosen not to run for re-election so this is his last meeting. Commissioner Miron and Vice Chair Nanko-Yeager thanked Mr. Kermes for his service. Mr. Kermes responded that it's been a pleasure and a privilege to serve.

The meeting adjourned at 5:58 p.m.

RUSH LINE CORRIDOR TASK FORCE

DRAFT 2019 WORK PLAN AND BUDGET

NOTE: INDICATES CHANGES FROM 2018 APPROVED WORK PLAN AND BUDGET

WORK PLAN

The 2019 Rush Line Corridor Task Force (Task Force) Work Plan will include the following items:

1. GENERAL ACTIVITIES

The Task Force will work with corridor counties, municipalities, transit agencies, the Metropolitan Council, Metro Transit, and the Minnesota Department of Transportation (MnDOT) to continue the advancement of the Rush Line Corridor. To accomplish this, the Task Force will do the following:

- a. Coordinate corridor studies with MnDOT, Metropolitan Council, Metro Transit, and others.
- b. Monitor progress and offer guidance on studies that impact the Rush Line Corridor.
- c. Offer formal comments.
- d. Continue to educate public officials along the Rush Line Corridor on corridor and regional transit and transportation developments.
- e. Local government coordination including the encouragement of the adoption of the Rush Line Corridor Joint Powers Agreement and ex-officio membership, to increase attendance at Task Force meetings, and to increase information sharing amongst corridor communities.
- f. Seek input on all forms of transportation, including transit and trails, at Task Force meetings.

2. RUSH LINE BRT PROJECT ENVIRONMENTAL ANALYSIS

The Rush Line Corridor has undergone extensive technical analysis, community engagement, and inter-agency coordination at both the staff and policymaker level through the Pre-Project Development study led by the Ramsey County Regional Railroad Authority on behalf of the Task Force. The Pre-Project Development study has resulted in the selection of a locally preferred alternative that best meets the needs of the communities along the corridor.

The locally preferred alternative is defined as bus rapid transit within a dedicated guideway generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61 from Union Depot in downtown Saint Paul to downtown White Bear Lake. It would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way. A connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored.

The current phase of the Rush Line BRT Project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities. The public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor. The next phase of the project began in early 2018 and will take approximately two years to complete. Ramsey County Regional Railroad Authority will continue to be the lead agency for the environmental phase and funding will be provided by Ramsey County Regional Railroad Authority. The Technical and Policy Advisory Committees will continue to meet through the duration of the next phase. Membership in these committees will reflect the geography of the 13-mile Rush Line BRT Project, and thus will differ somewhat from the committees that operated during the PPD Phase.

The Task Force will:

1. Receive project updates from the project team and will be provide input at key project milestones.
2. Continue to engage the various affected interests along the Rush Line Corridor.

3. ROUTE 275

The Task Force will continue to coordinate with the Metropolitan Council and Metro Transit to monitor the performance of route 275.

4. CORRIDOR IMPROVEMENTS AND PROJECTS

Local Government/Agency Coordination:

The Task Force will coordinate with corridor counties, municipalities, transit agencies, MnDOT and the Metropolitan Council to identify potential capital improvement projects along the Corridor including supporting communities' implementation of land use tools to preserve land for the identified capital projects.

Rush Line Corridor Transit Service:

Encourage Metro Transit, the Metropolitan Council, Chisago-Isanti Heartland Express, Arrowhead Transit and others to provide additional bus service in the Rush Line Corridor as demand warrants. This includes, but not limited to, improved bus service along I-35E to the northern portion of the Rush Line Corridor, circulator bus service, the planned route 54 extension and other improvements along the East 7th Street and White Bear Avenue corridor.

Metropolitan Council Highway BRT Study

Coordinate with the Metropolitan Council and Metro Transit on any additional analysis in the Rush Line Corridor related to the findings of the 2014 Highway Transitway Corridor Study including the incorporation of its analysis into the Pre-Project Development Study.

Funding:

Work with task force members to identify corridor improvements eligible for state and federal funding and seek funding for their completion. Assist local governments in the preparation of grants for Corridor improvements. Work with funding recipients to ensure the timely expenditure of funds on corridor projects.

Corridor Preservation:

The Task Force will work with corridor communities to preserve the former and existing freight railroad corridor and adjoining properties for future transportation uses. The Task Force is committed to the co-existence of the rail corridor with other transportation modes, including multi-use trails and bus transit.

I-35E MnPASS expansion

MnDOT added new MnPASS express lanes on both directions of I-35E between Cayuga Street and Little Canada Road in 2015. The MnPASS lanes were extended north to County Road J (northbound) and Highway 96 (southbound) in 2017. This is the first MnPASS investment in the East Metro area and an essential link for people commuting between downtown St. Paul and the suburbs to the north. The Task Force will continue to work with MnDOT to promote the implementation of the service.

5. PUBLIC ENGAGEMENT

The Task Force will continue to provide information to the public on the corridor. It will work with Ramsey County Regional Railroad Authority to coordinate outreach efforts with the Rush Line BRT Project to increase corridor awareness and to maintain consistent messaging.

6. ADVOCACY AND LEGISLATIVE COORDINATION

The Task Force will continue to develop policy positions and advocate for improved transit to serve the Rush Line Corridor and the Twin Cities region. Task force activities include:

- a. Informing legislators of the need for transitway improvements in the Rush Line Corridor
- b. Advocating for increased transit capital and operating funding to improve and expand the existing transit service in the corridor
- c. Coordinating legislative initiatives with other transitway corridors
- d. Establishing positions on legislative initiatives that affect the Rush Line Corridor
- e. Coordinate legislative initiatives with corridor regional railroad authorities, counties, and municipalities for the advancement of the Rush Line Corridor.

7. MANAGEMENT, POLICY, AND ADMINISTRATIVE ACTIVITIES

Commission activities will include:

- a. Prepare and adopt the annual Work Plan and Budget
- b. Prepare the annual financial report
- c. Review insurance needs and procure appropriate insurance
- d. Provide Task Force and staff administration
- e. Manage Task Force expenses

- f. Manage the consultant(s) selected by the Task Force for completion of various work tasks

2019 Budget

Revenues/Sources of Funding

General corridor funding for administrative functions and staffing committees and corridor advocacy is provided through “in-kind” contributions of staff time to the task force. Funding for insurance is provided through regional railroad authority and county member contributions.



MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: April 12, 2019
RE: Insurance Renewal

Coverage was initially obtained in 2001 for the work of the Task Force through the League of Minnesota Cities Insurance Trust (LMCIT). Coverage includes municipal liability, auto, and crime. Optional Open Meeting Law coverage was not selected. The premium last year was \$925 and paid by the five counties. At the time coverage was obtained, the Task Force was asked to determine whether or not it would waive the statutory tort liability limits. The Task Force chose **NOT** to waive such limits. This means that an individual claimant would be able to recover not more than \$500,000 on any claim. If the Task Force chose to waive the limits, a claimant could recover up to \$1.5 million.

The LMCIT would like confirmation that the task force would again choose not to waive the statutory tort liability limits. It is the assumption that the counties will continue to pay the insurance premium based on the following established formula.

Ramsey County Regional Railroad Authority	60.9%
Chisago County Regional Railroad Authority	16.7%
Washington County Regional Railroad Authority	16.1%
Pine County Regional Railroad Authority	6.3%

Action Requested:

Task Force continue to maintain its insurance coverage with the League of Minnesota Cities Insurance Trust and the statutory tort liability **NOT** be waived and that the counties continue to pay the insurance premium based on the existing formula



LIABILITY COVERAGE – WAIVER FORM

Members who obtain liability coverage through the League of Minnesota Cities Insurance Trust (LMCIT) must complete and return this form to LMCIT before the member's effective date of coverage. Return completed form to your underwriter or email to pstech@lmc.org.

The decision to waive or not waive the statutory tort limits must be made annually by the member's governing body, in consultation with its attorney if necessary.

Members who obtain liability coverage from LMCIT must decide whether to waive the statutory tort liability limits to the extent of the coverage purchased. The decision has the following effects:

- *If the member does not waive the statutory tort limits, an individual claimant could recover no more than \$500,000 on any claim to which the statutory tort limits apply. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether the member purchases the optional LMCIT excess liability coverage.*
- *If the member waives the statutory tort limits and does not purchase excess liability coverage, a single claimant could recover up to \$2,000,000 for a single occurrence (under the waive option, the tort cap liability limits are only waived to the extent of the member's liability coverage limits, and the LMCIT per occurrence limit is \$2,000,000). The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.*
- *If the member waives the statutory tort limits and purchases excess liability coverage, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.*

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

LMCIT Member Name: _____

Check one:

- The member DOES NOT WAIVE the monetary limits on municipal tort liability established by [Minn. Stat. § 466.04](#).
- The member WAIVES the monetary limits on municipal tort liability established by [Minn. Stat. § 466.04](#), to the extent of the limits of the liability coverage obtained from LMCIT.

Date of member's governing body meeting: _____

Signature: _____ Position: _____

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ST. PAUL, MN 55103-2044

PHONE: (651) 281-1200 FAX: (651) 281-1299
TOLL FREE: (800) 925-1122 WEB: WWW.LMC.ORG



LIABILITY COVERAGE – WAIVER FORM

LMCIT members purchasing coverage must complete and return this form to LMCIT before the effective date of the coverage. Please return the completed form to your underwriter or email to pstech@lmc.org

This decision must be made by the member's governing body every year. You may also wish to discuss these issues with your attorney.

League of Minnesota Cities Insurance Trust (LMCIT) members that obtain liability coverage from LMCIT must decide whether to waive the statutory tort liability limits to the extent of the coverage purchased. The decision has the following effects:

- o *If the member does not waive the statutory tort limits*, an individual claimant would be able to recover no more than \$500,000 on any claim to which the statutory tort limits apply. The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits apply regardless of whether the city purchases the optional excess liability coverage.
- o *If the member waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could potentially recover up to \$2,000,000 for a single occurrence. (Under this option, the tort cap liability limits are waived to the extent of the member's liability coverage limits, and the LMCIT per occurrence limit is \$2 million.) The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.
- o *If the member waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

LMCIT Member Name

Check one:

- The member **DOES NOT WAIVE** the monetary limits on municipal tort liability established by Minnesota Statutes, Section 466.04.
- The member **WAIVES** the monetary limits on municipal tort liability established by Minnesota Statutes, Section 466.04 to the extent of the limits of the liability coverage obtained from LMCIT.

Date of city council/governing body meeting _____

Signature _____ Position _____

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MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: April 18, 2019
RE: Support for 2019 Ramsey County State Funding Request for Rush Line BRT Project

The Ramsey County Regional Railroad Authority is requesting \$2 million in state funds from the Legislature for predesign and design work, including preliminary engineering and environmental analysis for the Rush Line Corridor ([HF528](#) and [SF726](#)). This work is necessary to continue the development of the Rush Line Corridor. A resolution of support from the Rush Line Task Force will help strengthen the request during the 2019 State legislative session.

Action Requested: Approval of the attached resolution supporting Ramsey County request for \$2 million in state funding for the Rush Line BRT Project.

**Rush Line Corridor Task Force
Resolution 2019-01**

**Resolution supporting the Ramsey County Regional Railroad Authority 2019
State Funding request of \$2 million for the Rush Line Corridor**

WHEREAS; the Rush Line Corridor Task Force (Task Force), a joint powers board of cities, counties, and townships, was formed in 1999 to address the transportation needs of the Rush Line Corridor; and

WHEREAS; in 2017 the Task Force completed a pre-project development study that resulted in the selection of Bus Rapid Transit as the Locally Preferred Alternative for the Rush Line Corridor; and

WHEREAS; following the selection of the locally preferred alternative, engineering and environment analysis will need to be completed; and

WHEREAS; the Ramsey County Regional Railroad Authority is requesting \$2 million in state funding for Pre-Design and Design work on the Rush Line Corridor including preliminary engineering and environmental analysis for the locally preferred alternative; and

NOW THEREFORE BE IT RESOLVED, that the Rush Line Corridor Task Force supports the Ramsey County Regional Railroad Authority request for \$2 million in state funding for Pre-Design and Design work on the Rush Line Corridor including preliminary engineering and environmental analysis for the locally preferred alternative.

Approved:

Chairperson

Date Approved by Task Force

I hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by the Rush Line Corridor Task Force at a duly authorized meeting thereof held on the 18th day of April 2019 as shown by the meeting summary of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
Montzka	_____	_____	_____	_____
Paar	_____	_____	_____	_____
Monson	_____	_____	_____	_____
Miller	_____	_____	_____	_____
Hopkins	_____	_____	_____	_____
Weidt	_____	_____	_____	_____
Torkelson	_____	_____	_____	_____
Abrams	_____	_____	_____	_____
Sloan	_____	_____	_____	_____
Mikrot	_____	_____	_____	_____
Reinhardt	_____	_____	_____	_____
Hoffman	_____	_____	_____	_____
Brendmoen	_____	_____	_____	_____
Olivolo	_____	_____	_____	_____
Miron	_____	_____	_____	_____
Emerson	_____	_____	_____	_____
McCune	_____	_____	_____	_____
Nanko-Yeager	_____	_____	_____	_____



MEMORANDUM

TO: Rush Line Corridor Task Force Members
FROM: Staff
DATE: April 12, 2018
RE: Rush Line BRT Project Update

Project Description

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 14-mile transit route with stops between Union Depot in Lowertown Saint Paul and downtown White Bear Lake. The Rush Line BRT Project includes further exploration of connector bus service north to Forest Lake, along with other transit system improvements. See the handout in the packet for details on the needs for the project.

Environmental Analysis Phase Update

The purpose of the environmental process is to define the project in enough detail to understand its potential benefits and impacts, reduce those impacts as much as possible, and prepare an environmental document that explains why the project is needed, the alternatives that were considered, the project's impacts to the natural and built environments, and mitigation strategies for those impacts. The Environmental Analysis Phase is underway and is expected to be complete in 2020 and includes the following key tasks:

- Environmental analysis.
- Preliminary engineering.
- Station Area planning.
- Community engagement.

Technical, policy and community advisory committees have been formed to assist in the decision making process. At the Task Force meeting, RCRRA staff will provide an update on the project and solicit input from the Task Force members.

Action Requested:
Information

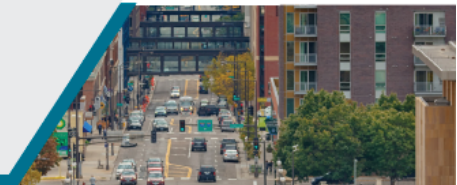


B R T

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 14-mile transit route between Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township and White Bear Lake. The analysis and design of this transit route is being led by Ramsey County.

Purpose

The purpose of the Rush Line BRT Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the study area.



The Rush Line BRT Project assumes co-location with the Bruce Vento Trail and includes further exploration of connector bus service north to Forest Lake, along with other transit system improvements.

Why is the Rush Line BRT Project Needed?



SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT



MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT



PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT



EXPANDING MULTIMODAL TRAVEL OPTIONS

Learn more about why the Rush Line BRT project is needed [➔](#)

Sign up for email updates. Provide comments. Ask questions. Learn more.

rushline.org info@rushline.org [651-266-2760](tel:651-266-2760) [facebook.com/rushline](https://www.facebook.com/rushline) [@rushlinetransit](https://twitter.com/rushlinetransit)

WHY IS THE RUSH LINE BRT PROJECT NEEDED?



SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT

The number of people in the study area who rely on transit to meet their transportation needs is increasing.

Transit-dependent populations

AGE:

65+ fastest growing AGE GROUP

Growth in the 65+ age group is increasing the need for access to medical services and ability to maintain an active and mobile lifestyle without having to rely on a personal automobile.

INCOME:

Individuals below poverty



The percentage of residents below the poverty level is higher in the study area than in Ramsey County or in Minnesota, meaning there are more people who rely on transit to access jobs, education and other services.

VEHICLE AVAILABILITY:

From 2014 to 2040, the number of households without a vehicle is forecast to grow at a faster rate than the total number of households in the study area.

2014 → 2040



MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT

Demand for reliable, high-frequency transit service is increasing, and the existing high-frequency network does not currently serve the study area outside of Saint Paul.



Only 3 of 41 existing routes within one mile of the proposed Rush Line BRT route are high-frequency.

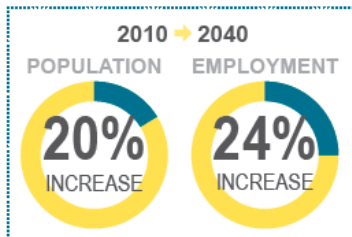
Metro Transit A line RIDERSHIP **30%** since 2016 opening

Metro Transit has seen an increase in ridership on high-frequency routes, including the highly successful A Line BRT.

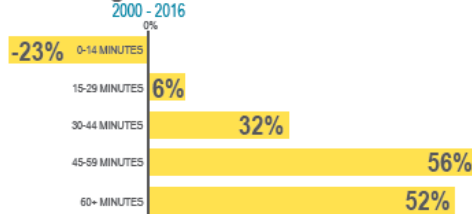


PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT

Population and employment are forecast to grow in the study area. As concentrations of jobs and residents grow in different communities, the need to travel between these communities will increase.



Percent Change in Commute Time 2000 - 2016

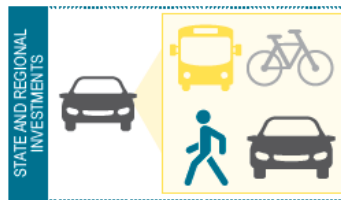


EXPANDING MULTIMODAL TRAVEL OPTIONS

State and regional transportation policies identify the need to provide multimodal transportation options.

The state of Minnesota and the Twin Cities region are shifting away from investing in cars only to investing in multiple modes including cars, transit, walking, biking and more.

This promotes greater travel choice and flexibility and provides opportunities for benefiting health.



Regional transportation plans include the Rush Line BRT Project as one of multiple METRO lines to be built in the next decade.

