



**AGENDA**

**Rush Line Corridor Task Force Meeting**

**July 23, 2020 at 4:30 p.m.**

**Virtual Meeting via Zoom**

*Web access / call-in instructions to be sent separately*

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|  | <u>Item:</u>   | <u>Action Requested:</u> |
|--|--|--------------------------|
| <i>Chair Victoria Reinhardt</i>                              | 1. Call to Order/Introductions   |                          |
| <i>Chair Victoria Reinhardt</i>                              | 2. Approval of the Agenda  | Approval                 |
| <i>Chair Victoria Reinhardt</i>                              | 3. Summary of November 21, 2019 Meeting*   | Approval                 |
| <i>All</i>   | 4. Member Updates*   | Discussion               |
| <i>Frank Alarcon, Ramsey County Public Works</i>             | 5. Federal Transit Administration Transit Oriented Development Grant Award*      | Information              |
| <i>Cassie Fitzgerald, Ramsey County Government Relations</i> | 6. 2020 State Legislative Recap*   | Information              |
| <i>Tori Nill, MnDOT</i>                                      | 7. Presentation on MnDOT Office of Transit and Active Transportation Activities* | Information              |
| <i>Andy Gitzlaff, Ramsey County Public Works</i>             | 8. 2020 Workplan and Budget Approval*  | Approval                 |
| <i>Andy Gitzlaff, Ramsey County Public Works</i>             | 9. 2020 Insurance Renewal*   | Approval                 |
| <i>Andy Gitzlaff, Ramsey County Public Works</i>             | 10. Rush Line BRT Project Update*  | Information              |

*\*attachments*

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*Pursuant to Minn. Stat. § 13D.021 and 13D.04 Subd. 3, the Chair of the Rush Line Corridor Task Force has determined that an in-person meeting is not practical or prudent because of the COVID-19 pandemic and the declared state and local emergencies. Committee members will participate by telephone or other electronic means. In addition, it may not be feasible to have any committee members, staff or members of the public present at the regular meeting location due to the COVID-19 pandemic and the declared emergencies. The meeting broadcast will be available online and a link to view the broadcast can be obtained by registering here. Members of the public and the media will be able to watch the public meeting live online.*

*For questions related to this material, please contact Andy Gitzlaff at 651-266-2772 or [andrew.gitzlaff@co.ramsey.mn.us](mailto:andrew.gitzlaff@co.ramsey.mn.us).*



**Rush Line Corridor Task Force Meeting  
November 21, 2019, Maplewood Community Center, 4:30 – 6:00 pm  
Draft Meeting Summary**

**MEMBERS:**

|  |   |
|--|---|
| Brian Voss, North Branch Councilmember         | Ben Montzka, Chisago County Commissioner  |
| John Mikrot, Pine County Commissioner          | Mary Kay Sloan, Pine City Councilmember   |
| Victoria Reinhardt, Ramsey County Commissioner | Linda Nanko-Yeager, Wyoming Councilmember |
| Scott McCune, White Bear Township Board        |   |

**OTHERS:**

|   |                                      |
|---|--------------------------------------|
| Andy Gitzlaff, Ramsey County Public Works     | Joe Ayers-Johnson, Washington County |
| Sandie Jacobson, Ramsey County Public Works   | Joseph Scala, Hennepin County        |
| Frank Alarcon, Ramsey County Public Works     | Peter Dahlberg, MnDOT                |
| Cassie Fitzgerald, Ramsey County Public Works |                                      |

**1. Call to Order / Introductions**

Chair Reinhardt called the meeting to order at 4:44 p.m. Introductions were made by the Task Force members and attendees.

**2. Approval of the Agenda\***

A motion to approve the agenda was requested. Commissioner Montzka moved for approval. The motion was seconded by Councilmember Nanko-Yeager. The motion passes.

**3. Summary of April 18, 2019 Meeting\***

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

**4. Presentation on MnDOT Rail and Freight Programs\* - Peter Dahlberg, MnDOT**

Mr. Peter Dahlberg provided information on no-interest loans to railroads and shippers for rail projects that increase freight rail use; new grant-making authority under 2017 law so MnDOT can now issue grants for “freight rail service improvements that support economic

development.” \$1M in bonds were appropriated for MRSI grants in 2017. If any Commission members have any rail issues, they can contact Mr. Peter Dahlberg and if he isn't the appropriate person, he will get you in contact with the right person.

Chair Reinhardt talked about a recent White Bear Lake City Council meeting she attended. During the meeting somebody asked “Will there be a bonding bill next year?” The response by both Republicans and Democrats was Yes – at or above \$1 billion.

**5. Draft 2020 Workplan and Budget\* - Andy Gitzlaff**

Mr. Andy Gitzlaff provided information and detail on the proposed workplan and budget for 2020. The budget includes in-kind staff contributions to prepare and host meetings and the insurance premium. The proposed changes from the previous year's budget are highlighted in yellow.

Supervisor McCune asked what the ridership is on Route 275. Andy didn't have the number but told Commission Members he would request the information from Metro Transit.

**6. Rush Line BRT Project Update – Andy Gitzlaff**

Mr. Gitzlaff provided the Rush Line BRT Project Update. The project is currently in the environmental analysis phase; construction is anticipated in 2024 and opening in 2026. The project is 14 miles and includes 21 stations between St Paul and White Bear Lake along with the exploration of connecting bus service to Hugo and Forest Lake in Washington County.

Project staff are putting together the draft Environmental Assessment (EA) document. Over 1,000 pages of technical information will be condensed into an easy-to-read summary document. The EA looks at issues such as stormwater, wetlands, natural resources, economic and business impacts, and traffic, noise, and air impacts. The EA is anticipated to be published for public comment in late 2020.

There is now a video on the website that provides an overview of the Rush Line BRT Project highlighting key project features and benefits.

Chair Reinhardt encouraged everyone to view the video on our website. It provides a lot of great information.

**7. Support for 2020 Ramsey County State Funding Request for Rush Line BRT Project\***

Mr. Frank Alarcon provided a summary of the request by Ramsey County for \$2 million in state bonding funds to support the development of the Rush Line BRT Project.

Chair Reinhardt stressed the importance of receiving State funding.

Commissioner John Mikrot stated that he isn't comfortable voting for somebody else and that's what he feels he is doing because of the low attendance at today's meeting. Pine County isn't included in the project area. Chair Reinhardt explained this project is currently in Ramsey County but it will go further north with connector buses. Commissioner Montzka said he understands Commissioner Mikrot's concern and explained that the closer we get transit to our counties, the more help it will be for our residents.

Chair Reinhardt stated in the end yes, we are one corridor. She has voted on monies going to other Task Force member priorities in the past. She understands how it can seem disconnected right now, but ultimately we will all be connected. Rush Line's northern terminus is Hinckley.

Commissioner Mikrot said he feels this is an important vote and we only have six people here out of 18. He stated he is disappointed by the lack of turnout. Chair Reinhardt said she is disappointed by the turnout and isn't sure why there are so few Task Members attending the meeting today, but we do have a quorum (3 counties present).

A motion to approve the support for the 2020 Ramsey County State Funding Request for Rush Line BRT Project was requested. Councilmember Nanko-Yeager moved for approval. The motion was seconded by Commissioner Montzka. The motion passes.

**8. Federal Transit Administration Transit Oriented Development Grant Application**

Mr. Frank Alarcon reported on this. The grant application was due November 18<sup>th</sup> and our application went in on November 15<sup>th</sup>. The grant is for \$1.25 million with a local match of 20% by RCRRA.

Commissioner Montzka complimented Chair Reinhardt for all her hard work, care and concern along the entire corridor and for the financial backing by Ramsey County.

The meeting adjourned at 6:01 p.m.



**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** July 20, 2020  
**RE:** Member Updates

Members will be asked to share one or two transportation-related updates from their respective County, City or Township. Updates could include transportation or multi-modal projects, initiatives or service improvements as well as economic development activity that has occurred near recent transportation investments.

**Action Requested:** Information



**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** July 20,2020  
**RE:** Federal Transit Administration Transit-Oriented Development Grant Award

The Federal Transit Administration (FTA) announced a \$1.25 million competitive grant to support transit-oriented development planning along the [Rush Line Bus Rapid Transit \(BRT\)](#) route. The grant is the result of strong collaboration between Ramsey County, the Metropolitan Council, FTA and local municipalities. The letters of support received from the Task Force and other project partners helped to strengthen the application.

The grant comes from the FTA's Pilot Program for Transit-Oriented Development Planning, which funds comprehensive planning projects near public transportation that improve access, encourage ridership and spur economic and mixed-use development. The funds will be used for an inclusive planning process with the diverse communities along the Rush Line BRT route to establish a vision for future development near Rush Line BRT stations and determine how communities can implement that vision.

The Advanced Station Area Planning work will allow the Task Force to continue to advance the Rush Line Corridor which is a main objective of the adopted work plan.

**Action**

Information



**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** July 20, 2020  
**RE:** 2020 State Legislative Recap

Cassie Fitzgerald, Ramsey County Government Relations staff, will provide a recap of the 2020 state legislative session and an update on the ongoing special session.

**Action**

Information





**MEMORANDUM**

**TO:** Rush Line Corridor Task Force Members  
**FROM:** Staff  
**DATE:** July 20, 2020  
**RE:** Presentation on MnDOT Office of Transit and Active Transportation

Tori Nill, Director of the Minnesota Department of Transportation (MnDOT) Office of Transit and Active Transportation, will give an overview presentation on the role of MnDOT to administer transit programs in Greater Minnesota which includes technical assistance, grant administration, preparing transit studies and support for transit providers including Chisago-Isanti Heartland Express, Arrowhead Transit and Heartland Express which serve the Rush Line Corridor.

**Action Requested:** Information

# RUSH LINE CORRIDOR TASK FORCE

## DRAFT 2020 WORK PLAN AND BUDGET

NOTE: INDICATES PROPOSED CHANGES FROM 2019 APPROVED WORK PLAN AND BUDGET

### **WORK PLAN**

The 2020 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 roadways, transit, rails 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 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 includes 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 environmental analysis phase of the project began in early 2018 and will take approximately three 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 reflect the geography of the 13-mile Rush Line BRT Project, and thus 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 is 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 7<sup>th</sup> 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

## **2020 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:** July 20, 2020  
**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 along with defense cost reimbursement for open meeting law litigation. The premium last year was \$925 and paid by the five counties. At the time coverage was obtained last year, 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. The premium this year is \$833. 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](mailto: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: \_\_\_\_\_

145 UNIVERSITY AVE. WEST  
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](mailto: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:** July 20, 2019  
**RE:** Rush Line BRT Project Update

At the Task Force meeting, Ramsey County Public Works staff will provide an update on the project and solicit input from the Task Force members.

**Project Description**

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 15-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. A short video of the project is also available online:

<https://www.youtube.com/watch?v=99rZ1A00M1U>

**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 2021. It includes the following key tasks:

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

**Action Requested:**

Information

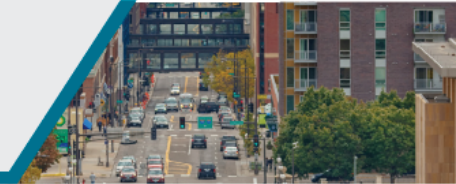


# B R T

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.



## 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](http://rushline.org) [info@rushline.org](mailto:info@rushline.org) 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:



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.

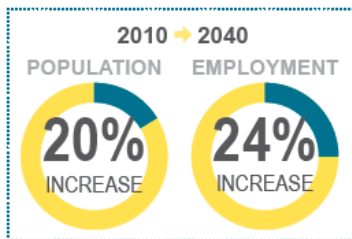


Metro Transit has seen an increase in ridership on high-frequency routes, including the highly successful A Line BRT.

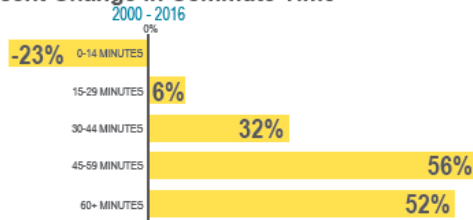


## PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT

*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

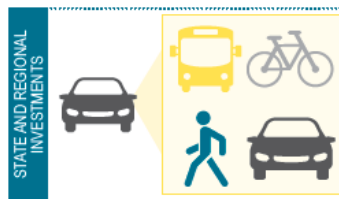


## EXPANDING MULTIMODAL TRAVEL OPTIONS

*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.

