



RUSH LINE CORRIDOR PRE-PROJECT DEVELOPMENT STUDY
LOCALLY PREFERRED ALTERNATIVE SELECTION REPORT

APPENDIX D: LPA RESOLUTION

JUNE 2017

DRAFT

PREPARED BY:

AECOM

Rush Line Policy Advisory Committee

A resolution transmitting the Policy Advisory Committee's recommendation on the Locally Preferred Alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake and White Bear Lake, the Ramsey County Regional Railroad Authority and the Metropolitan Council

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, the Policy Advisory Committee was formed to provide policy input, direction and approval of study work efforts and make a recommendation on the locally preferred alternative; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement throughout the Pre-Project Development Study Alternative 1 has been identified as the Locally Preferred Alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 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; and

WHEREAS, the next phase of the 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; and

WHEREAS, 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; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the Policy Advisory Committee at their March 23, 2017 meeting recommend Alternative 1 as the draft LPA for public review

WHEREAS, the Policy Advisory Committee held a public hearing on April 27, 2017, and a total of 30 people provided public testimony at the public hearing and an additional 77 comments were received during the LPA comment period from March 23, 2017 to May 4, 2017; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the Policy Advisory Committee recommends the selection of Alternative 1 as the locally preferred alternative.

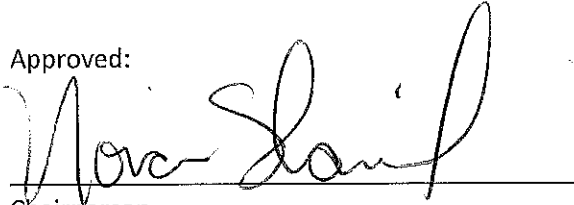
BE IT FURTHER RESOLVED, that the Policy Advisory Committee will work collaboratively with each of the municipalities along the locally preferred alternative to develop station area plans for the proposed Bus Rapid Transit station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that the Policy Advisory Committee supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along I-35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial Bus Rapid Transit and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the Policy Advisory Committee be forwarded to the Rush Line Corridor Task Force, the Cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake and White Bear Lake, Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

BE IT FURTHER RESOLVED, that the Policy Advisory Committee encourages resolutions of support for the locally preferred alternative from other Counties, Cities and Townships along the Rush Line Corridor.

Approved:

A handwritten signature in black ink, appearing to read "Marc Slaw", written over a horizontal line.

Chairperson

May 25, 2017

Date Approved by Policy Advisory Committee

I hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by the Rush Line Policy Advisory Committee at a duly authorized meeting thereof held on the 25th day of May, 2017.

LPA Figure

