



**AGENDA
Rush Line Corridor
Task Force Committee Meeting
August 23, 2007
3:30 p.m.**

**White Bear Lake City Hall
4701 Hwy 61 North
White Bear Lake, MN**

<u>Item</u>	<u>Action Requested</u>
1. Call to Order	
2. Summary of July 19, 2007 Meeting*	Approval
3. Corridor Insurance*	Approval
4. Rush Line Commuter Bus Study*	Approval
5. Draft 2008 Work Plan and Budget*	Information
6. Metro Transitways Development Board State Fair Booth	Information
7. Other	
a. Next Meeting: October 18 th	
b. 2008 Meeting Schedule*	

*Attachments

For questions on this material, please call Alicia Vap at 651-266-2773

**Rush Line Corridor Task Force Meeting
July 19, 2007**

Meeting Summary

Members:

Victoria Reinhardt, Ramsey Co. RRA	Wayne Buisman, City of Harris
Ben Montzka, Chisago Co. RRA	Therese Furman, City of North Branch
Rhonda Sivarajah, Anoka Co. RRA	Susan Young, City of Forest Lake
Roger Nelson, Pine County	Will Rossbach, City of Maplewood
Renae Fry, City of Columbus	Michael Granger, City of Hugo
Mark Utecht, Wyoming Township	Dave Hopkins, City of Hinckley
Mark Nisley, City of Pine City	

Others:

Alicia Vap, Ramsey Co. RRA	Linda Jungwirth, Ramsey County
Scott Thompson, Metro Transit	Steve Morris, North Branch Post Review
Julie Dresel, City of North Branch	Carol Becker, Metropolitan Council
Gerry Weiss, Mn/DOT Transit	Stephen Anderson, Forest Lake Plan. Comm.
Kate Garwood, Anoka County	Mike Robinson, Chisago County
Art Coulson, Ramsey Co. RRA	Fred Gates, Cong. McCollum's Office
John Stieben, Pine County	Joseph Scala, Hennepin County
Nathan Johnson, Pine City/Rock Creek	Robert Vockrodt, Mn/DOT Metro District
Bill Malin, Chisago County	Steve Morris, Ramsey Co. RRA
Joe Kern, SRF Consulting	John Kennedy, Transit for Livable Comm.
Frank Loetterle, SRF Consulting	Bob Clarkson, Transit for Livable Comm.
Mike Morgan, White Bear News	Katie Lechelt, URS
Carol McFarlane, State Representative 53B	April Manlapaz, URS
Sandy Rummel, State Senate 53	Mike Rogers, Washington County

1. Call to Order and Introductions

The meeting was called to order at 3:38 p.m.

2. Summary of April 25, 2007, Meeting

A motion was made by Mike Granger, seconded by Therese Furman, to approve the summary of the May 17, 2007 meeting. Approved.

3. Letter of Support for CMAQ Application

A motion was made by Susan Young, seconded by Mike Granger, to send a letter of support for Washington County's Congestion Mitigation and Air Quality (CMAQ) grant application for bus service from the Forest Lake park and ride. Approved.

4. Alternatives Analysis Update

A. Alternatives Analysis

April Manlapaz, URS, presented on the Alternatives Analysis study. The study will be done by next summer. The Task Force will continue to receive updates. Ms. Manlapaz distributed an updated study schedule. A public involvement plan will be developed and presented to the Task Force at an upcoming meeting.

B. Preliminary Stakeholders

Alicia Vap, Ramsey County, distributed a preliminary list of stakeholders. Task Force members added groups to include to the list. Alicia also noted that public involvement for the study will be kicked off following the commuter bus study. The website, www.rushline.org, has been updated with information about the Alternatives Analysis study.

5. Rush Line Commuter Bus Study

A. Listening Session Summary

Alicia Vap provided a summary of the two listening sessions for the commuter bus study. There has been excitement from residents to start service soon.

B. Ridership and Cost Summary

Chair Reinhardt gave a brief overview of how the Task Force had gotten to this point—it began with the conclusion of the 2001 Transit Study, with the bus study focusing on cost and benefits of bus service.

Joe Kern, SRF Consulting, presented results from the bus study outlining existing ridership demand. Northstar is the only existing commuter coach service that is similar to this service. There could be multiple route combinations, depending on stops and travel times. Mr. Kern distributed maps, cost information, and ridership information on the various commuter bus scenarios. The conclusion is that commuter coach service is feasible to both downtowns. There was confusion between the “North Branch” stop, which is actually proposed for the I-35/CSAH 17 interchange in Lent Township; this will be labeled “North Branch area” stop. There was also discussion about a stop in Wyoming, which was studied, but not recommended due to ridership. Mr. Kern pointed out that this is a feasibility level analysis, stops can be moved or added, but it’s important to keep in mind the fewer the number of stops, the lower the operating costs.

C. Preferred Service Scenario

The proposed fare structure was discussed—Northstar was used as a model for the proposed fare structure. Task Force members suggested asking Hennepin County to join with a financial commitment. Another suggestion was made to look to Heartland Express to provide the shuttle service. Chair Reinhardt indicated her support for scenario 4 [coach service from North Branch with a Hinckley shuttle], noting that the White Bear Lake stop is contingent on park and ride availability. Mark Utecht indicated his interest in scenario 2 [coach service from Forest Lake with a North Branch shuttle]. A motion was made by Mark Utecht, seconded by Therese Furman, to further analyze scenarios 2 and 4. Approved. The Chair congratulated members on reaching a key milestone. Staff will report back with study results in August.

6. Funding Next Steps

Chair Reinhardt indicated decisions will need to be made at the August Task Force meeting about funding. Alicia Vap added that staff will present options to fund the service.

7. Other

A. 2007 Meetings

- **August 23**
- **October 18**

No additional information was discussed, the meeting was adjourned at 5:20 p.m.



MEMORANDUM

TO: Rush Line Corridor Task Force
FROM: Staff
DATE: August 15, 2007
RE: Insurance Coverage for the Joint Powers Board

Coverage was obtained in 2001 for the work of the Task Force through the League of Minnesota Cities Insurance Trust. Coverage includes municipal liability, auto and crime. Optional coverage for Open Meeting Law coverage was not selected. The premium last year was \$1,010 and was 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 no more than \$300,000 on any claim. If the Task Force chose to waive the limits, a claimant could recover up to \$1 million.

The League of Minnesota Cities Insurance Trust would like confirmation that the Task Force would again chose not to waive the statutory tort liability limits. The premium for the next year is expected to be similar to last year's premium, and the counties are anticipated again to pay the premium.

The following is insurance payment breakdown by county.

Ramsey County Regional Railroad Authority	58.5%	\$ 591.00
Washington County Regional Railroad Authority	15.5%	\$ 157.00
Chisago County Regional Railroad Authority	16.0%	\$ 161.00
Pine County Regional Railroad Authority	6.0%	\$ 60.60
Anoka County	4.0%	\$ 40.40
	TOTAL	\$1,010.00

Recommendation:

It is recommended that the coverage continue to be maintained with the League of Minnesota Cities Insurance Trust and that the statutory tort liability limits not be waived.



MEMORANDUM

TO: Rush Line Corridor Task Force
FROM: Staff
DATE: August 15, 2007
RE: Commuter Bus Study

At your July 19 meeting, you voted to advance the following two commuter bus scenarios for further analysis:

1. Coach service from Forest Lake with shuttle service from the North Branch area
2. Coach service from the North Branch area with shuttle service from Hinckley

At the August 23 Task Force meeting, information will be shared regarding various funding sources for bus service. In addition, proposed funding formulas will be shared.

Enclosed is the updated cost and revenue analysis of the two scenarios approved by the Task Force. In addition, a map showing current bus usage by license plate of the 95th Park and Ride in Blaine (collected by Metro Transit). Finally, at the last Task Force meeting, the question was raised: why does the government fund public transit? Information to that question immediately follows.

Requested Action:

Action is requested to select a scenario to implement commuter bus service.

The following is information from the American Public Transportation Association:

Public Transportation Increasing Ridership

- In 2006, Americans took 10.1 billion trips on public transportation—the highest ridership level in 49 years.
- 34 million times each weekday, people board public transportation.
- From 1995 through 2006, public transportation ridership increased by 30%, a growth rate higher than the 12% increase in US population and higher than the 24% growth in use of nation's highways over same period.
- Transit usage increased by 6.4% from 1990-2000.

Public Transportation Enhances Personal Opportunities

- Public transportation provides personal mobility and freedom.
- Public transportation provides access to job opportunities for millions of Americans as well as a transportation option to get to work, school, visit friends, or go to a doctor's office.

Public Transportation Saves Money

- The average household spends 18¢ on transportation, and 94% of this goes to buying, maintaining, and operating cars.
- Public transportation provides an affordable, and for many, necessary alternative to driving.
- Americans living in areas served by public transportation save \$18 billion annually in congestion costs.
- Each year public transportation households save over \$1,399 worth of gas.
- Transit availability can reduce the need for an additional car, a yearly expense of \$6,251 in a household budget.

Public Transportation Reduces Gasoline Consumption

- Each year, public transportation uses in the U.S. saves 1.4 billion gallons of gasoline—almost 4 billion gallons a day.
- Each year, public transportation use saves the equivalent of 34 supertankers of oil, or a supertanker leaving the Middle East every 11 days.
- Each year, public transportation use saves the equivalent of 140,769 service station tanker truck trips clogging our streets.
- The typical public transit rider consumes on average one half of the oil consumed by an automobile rider.

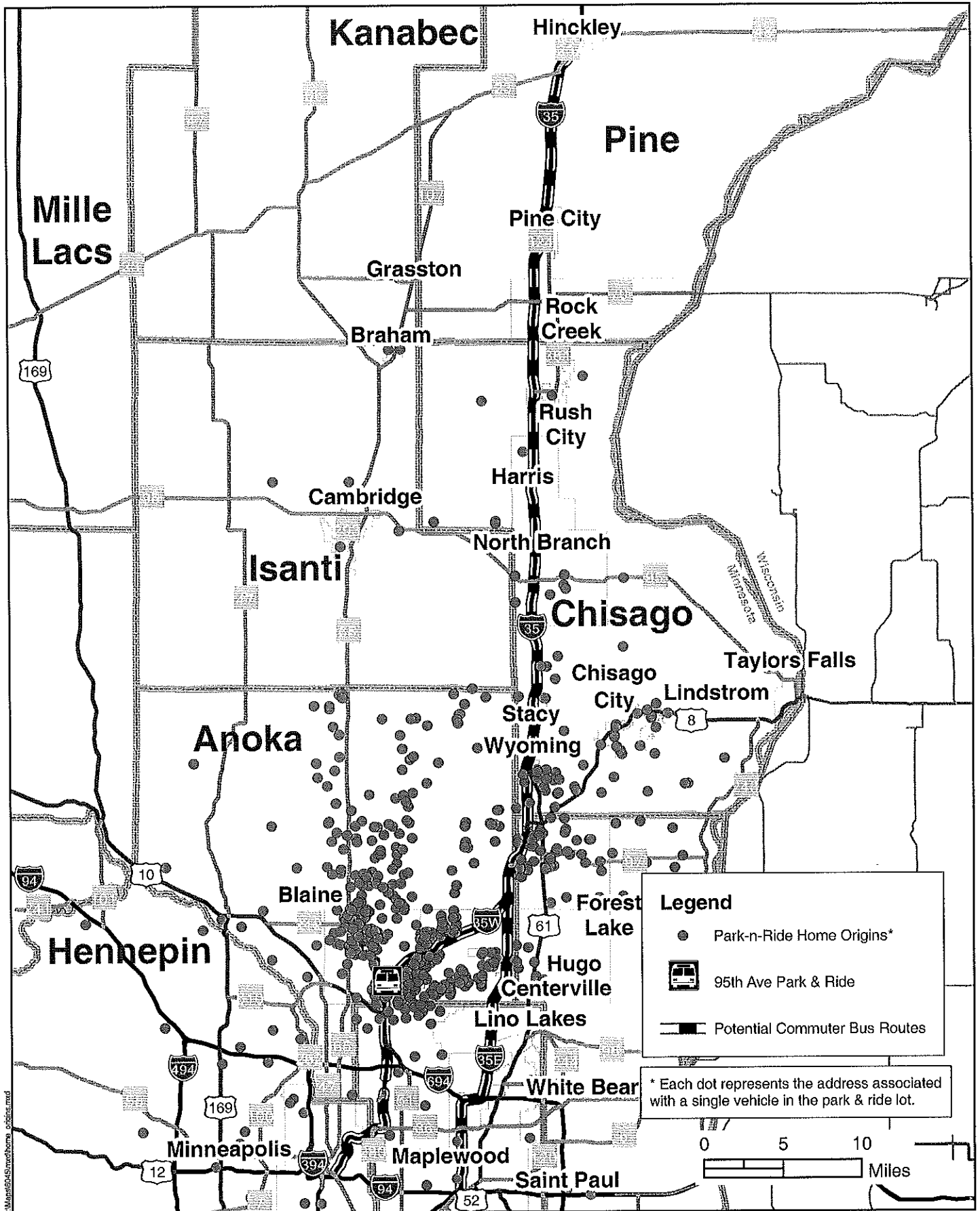
RUSH LINE COMMUTER BUS
Cost and Revenue Analysis
4 Peak Period Trips to Minneapolis and St. Paul

		Annual Operating Cost	Annual Capital Cost	Total Annual Cost	Year 1 Net Cost	Mature Year Net Cost
Plan 1	Forest Lake-St. Paul with North Branch Shuttle	\$ 310,200	\$ 204,000	\$ 514,200	\$ 366,938	\$ 219,675
	Forest Lake -Minneapolis with North Branch Shuttle	\$ 341,361	\$ 204,000	\$ 545,361	\$ 438,261	\$ 331,161
	Total	\$ 651,561	\$ 408,000	\$ 1,059,561	\$ 805,199	\$ 550,836
Plan 2	North Branch-St. Paul with Hinckley Shuttle	\$ 512,550	\$ 316,000	\$ 828,550	\$ 663,438	\$ 498,325
	North Branch -Minneapolis with Hinckley Shuttle	\$ 572,475	\$ 316,000	\$ 888,475	\$ 747,078	\$ 605,680
	Total	\$ 1,085,025	\$ 632,000	\$ 1,717,025	\$ 1,410,515	\$ 1,104,005

Note: All costs and revenues based on conceptual schedules and service levels.

Fare levels specified as \$5.50 from Hinckley, \$4.50/trip from North Branch, \$3.50/trip from Forest Lake, \$2.75 from White Bear Lake

These scenarios do include a stop at White Bear Lake.



HOME ORIGINS FOR 95TH AVENUE PARK & RIDE

Figure A



RUSH LINE COMMUTER BUS
 Ramsey County Regional Rail Authority

Rush Line Corridor 2008 Work Plan and Budget

Status: Draft—first shared with Task Force August 23, 2007

2008 Work Plan

Outcome: The Task Force will work to implement commuter bus service in the corridor. The Task Force will work with corridor municipalities, counties, transit agencies, and the Minnesota Department of Transportation and Metro Transit to coordinate additional service improvements and/or to site potential park-and-ride/pool facilities along the corridor. The Task Force will continue to work to expend the state and federal funds appropriated. The Task Force will complete an Alternatives Analysis Study of the St. Paul to Hinckley commuter corridor. Finally, the Task Force will work on coordination of the Rush Line Corridor with the Union Depot Multi-Modal Terminal.

Tasks

1. Implement Commuter Bus Service On-Going
To work to implement commuter bus service in the corridor.
[Note: this section will be further refined after the Task Force decides if to or how to proceed with implementation of commuter bus service.]

2. Corridor Improvements and Projects On-Going
To work to implement corridor improvements and projects, including park and ride/pool projects.
 - A. Seek state and federal funding for implementation of improvements.
 - B. Seek local match for federal appropriation.
 - C. Direct work being funded through MnDOT.
 - D. Work with Rush Line fund recipients to expend funds.

3. Coordination with Local Government On-going
To work with corridor communities to preserve rail corridor and adjoining properties for future transportation uses, and co-existence of rail corridor with trail.
 - A. Coordinate the identification of potential park-and-ride/pool locations with future rail corridor needs.

- B. Support communities' implementation of land use tools to preserve land for park-and-ride/pool locations.
 - 1) Provide technical and public facilitation assistance
 - 2) Assist with grant requests, including livable communities, Congestion Mitigation Air Quality, McKnight Foundation, etc.

- 4. Corridor Policy Development On-Going
 To build the level of knowledge of public officials in the Corridor on corridor and regional transit developments.
 - A. Provide updates and information on activities in other corridors.
 - B. Provide information on transit opportunities.

- 5. Organizational Structure On-going
 To add membership to the Rush Line Corridor Joint Powers Agreement, to increase attendance at Rush Line Corridor Task Force meetings, and to increase information sharing with communities along the corridor and with interested entities.
 - A. Encourage eligible communities to adopt the Joint Powers Agreement.
 - B. Inform eligible communities about the Rush Line Corridor and the work accomplished by the Task Force.
 - C. Seek representation from all forms of transit, including trails, at Task Force meetings.

- 6. Transit Advocacy for Operating and Capital Funds On-Going
 To provide a forum to develop policy positions and advocate for improved transit to serve the Corridor.
 - A. Advocate for transit funding at state and federal level for Rush Line Corridor, including transit, busway, trails, and commuter rail.
 - B. Advocate for transit links and operating funds along the Corridor.
 - C. Comment on other transit-related policy development.

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| 7. | <u>Alternatives Analysis Study</u>
To conduct an Alternatives Analysis Study of transit options and alignments from St. Paul to Hinckley. | 2008 |
| 7. | <u>Coordination for Union Depot Multi-Modal Terminal</u>
To work with the Ramsey County Regional Railroad Authority and the LOCATE Task Force on the coordination of Rush Line Corridor service with the Union Depot Multi-Modal Terminal located in downtown St. Paul. | On-Going |

2008 Budget

Revenues/Sources of Funding

The Rush Line Corridor has received the following funds for projects:

- \$206,498 state bond funds 2005 (must be used to match federal funds)

It is anticipated that the following funds may be available in the following years:

- \$170,789 federal fiscal year 2007
- \$322,779 federal fiscal year 2008
- \$335,194 federal fiscal year 2009

Funding for administrative functions, staffing of committees, lobbying, and corridor insurance is to be funded through the Regional Railroad Authorities and County members of the Task Force. All revenues and expenditures are considered "in kind" and are part of each agency's regular budgets.

2008 Administrative Budget

<u>In-Kind Revenue/Expenses</u>	<u>Approved 2007 Budget</u>	<u>Proposed 2008 Budget</u>
Ramsey County RRA	\$24,893.00	\$25,639.00
Washington County RRA	\$22,887.00	\$23,573.00
Chisago County RRA	\$ 7,946.00	\$ 8,184.00
Pine County	\$ 2,910.60	\$ 2,997.00
Anoka County	<u>\$ 1,755.40</u>	<u>\$ 1,808.00</u>
TOTAL REVENUE/EXPENSES	\$60,392.00	\$62,201.00

Note: Insurance costs are included in the above budget.
Assumes 3% inflation rate.

2008 Capital Project Budget

<u>Revenue</u>	<u>Approved 2007 Budget</u>	<u>Proposed 2008 Budget</u>
2005 State Bond Funds	\$254,729.00	\$206,498.00
FTA 2006 Funds	\$288,420.00	\$ 0.00
FTA 2008 Fundsq	\$300,960.00	\$170,789.00
FTA 2008 Funds (est)	<u>\$ 0.00</u>	<u>\$322,779.00</u>
TOTAL REVENUE	\$555,689.00	\$700,066.00

<u>Expenses</u>	<u>Approved 2007 Budget</u>	<u>Proposed 2008 Budget</u>
Undesignated	<u>\$555,689.00</u>	<u>\$700,066.00</u>
TOTAL EXPENSES	\$555,689.00	\$700,066.00

2007/2008 Alternatives Analysis Study Project Budget

(note: Study is anticipated to be an 18-month study)

<u>Revenue</u>	<u>Approved 2007/8 Budget</u>
FTA 2006 Funds	\$ 400,000
Local Match	<u>\$ 100,000</u>
TOTAL REVENUE	\$ 500,000

<u>Expenses</u>	<u>Approved 2006 Budget</u>
Alternatives Analysis Study	\$ 450,000
Public Involv. Staff & Prod Exp.	<u>\$ 50,000</u>
TOTAL EXPENSES	\$ 500,000



MEMORANDUM

TO: Rush Line Corridor Task Force
FROM: Staff
DATE: August 15, 2007
RE: 2008 Meeting Schedule

Staff has created a tentative 2008 meeting schedule. Dates include:

January 10

March 20

May 15

July 17

September 18

November 20

Additional meetings may need to be scheduled to facilitate the completion of the Alternatives Analysis project.

Meetings will be held at 3:30 p.m. at the White Bear Lake City Hall.