

Rush Line Corridor Alternatives Analysis

Open House

June 9, 2009

Formal Presentation at 5 PM and 6 PM



Talking Points

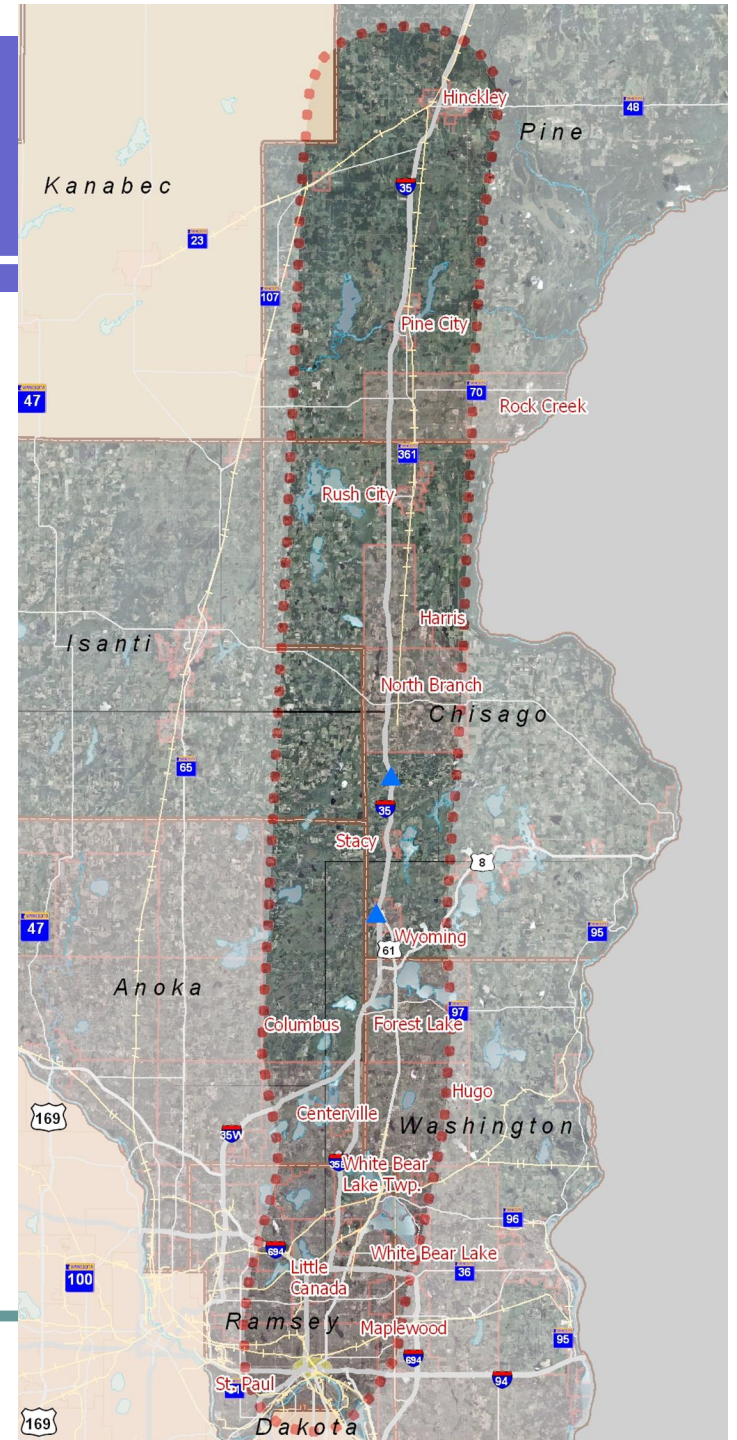
- Welcome and Introductions
- The Rush Line Corridor Alternatives Analysis
 - Project Purpose and Overview
 - Purpose of this Open House
 - Alternatives Analyzed and Results
 - Next Steps
- Your Comments

Project Purpose

- Led by the Rush Line Corridor Task Force
 - Evaluate and identify best options for implementing rapid transit service
 - Results in preferred alternatives
- Following Federal Transit Administration (FTA) Guidelines
 - Full range of alignment and transit mode alternatives
 - Proactive public involvement process

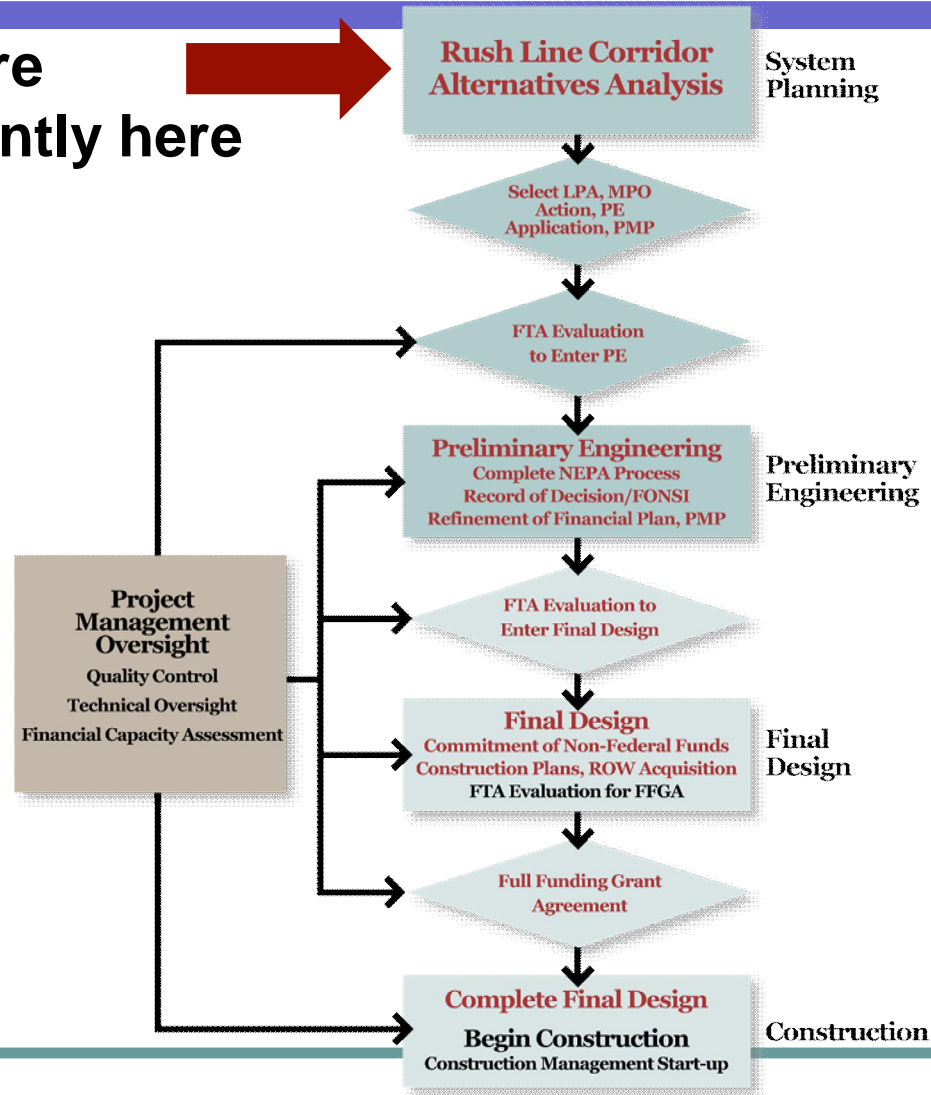
Study Area

- 80-mile corridor between Hinckley and downtown St. Paul
- Over 350,000 residents in 2000 and 524,000 in 2030
- Almost 190,000 jobs in 2000 and 261,000 in 2030



FTA Project Development Process

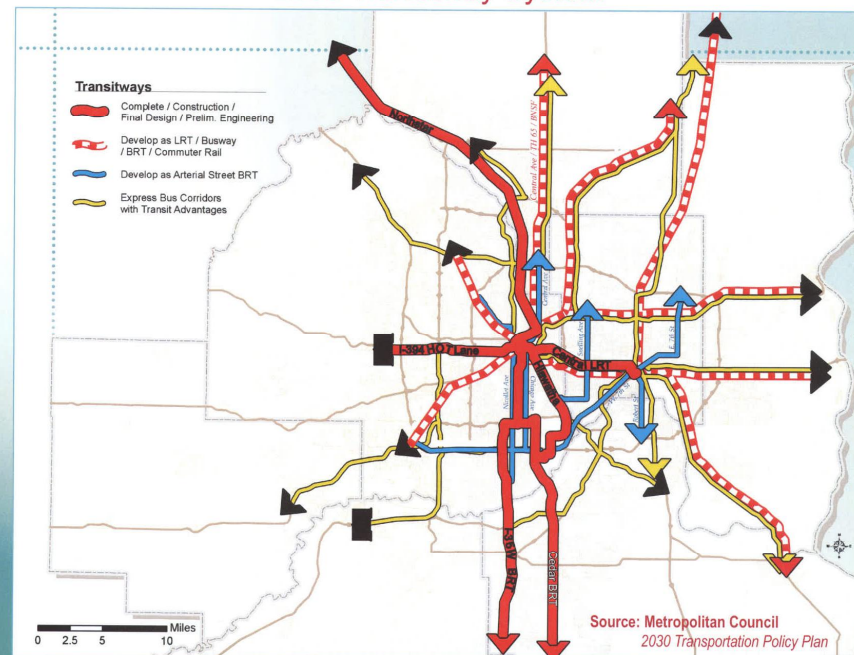
**We are
currently here**



Regional Context of the Project

- The Rush Line Corridor Alternatives Analysis Builds upon:
 - 2001 Rush Line Corridor Transit Study
 - Metropolitan Council's Transportation Policy Plan
 - Mn/DOT's Commuter Rail System Plan

Metropolitan Council 2030 Transportation Policy Plan 2030 Transitway System



Project Schedule



Transit Technologies Analyzed



Conventional Bus



Commuter Rail









Bus Rapid Transit



Light Rail Transit

Transit Modes Dismissed from Further Analysis

Transit Mode	Evaluation Criteria			
	Operated as Public Transit in the US?	Addresses Transportation and Mobility Goals?	Reasonable Cost?	Serves Type of Trips within the Corridor?
 <i>AUTOMATED GUIDEWAY TRANSIT</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
 <i>HEAVY RAIL</i>	<i>Yes</i>	<i>No</i>	<i>No</i>	<i>No</i>
 <i>MAGLEV</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
 <i>MODERN STREETCAR</i>	<i>Yes</i>	<i>No</i>	<i>Yes</i>	<i>No</i>
 <i>MONORAIL</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
 <i>PERSONAL RAPID TRANSIT (PRT)</i>	<i>No</i>	<i>No</i>	<i>Unknown</i>	<i>No</i>

Rush Line AA Evaluation Criteria

- Transportation and Mobility
- Economic Opportunity and Investment
- Communities and Environment
- Public Involvement

Important New Starts Benchmarks

- What is the scope of the project?
 - What areas will it serve?
- How many are going to ride It?
- What will it cost?
 - Capital – To build it
 - Operating – To run it
- How will the project be funded?

Alternatives

- No-Build
 - Bus service and park-and-ride facilities already funded
- Transportation System Management (TSM)
 - “The best that can be done” short of major capital investment
- Bus Rapid Transit (BRT)
- Commuter Rail
- Light Rail Transit (LRT)

Summary of Evaluation

Criteria	No-Build	TSM	Bus Rapid Transit				Commuter Rail		Light Rail Transit		
			Alternative 1A (I-35/I-35E to Hinckley)	Alternative 1B (I-35/I-35E to Forest Lake)	Alternative 2A (RCRRA ROW to White Bear Lake)	Alternative 2B (County RRA ROW to Forest Lake)	Alternative 1A (County RRA ROW to Hinckley)	Alternative 1B (CP ROW to Hinckley)	Alternative 1A (RCRRA ROW to Maplewood) ⁶	Alternative 1B (RCRRA ROW to White Bear Lake) ⁶	Modified Alternative 1B (RCRRA ROW to White Bear Lake ⁵ w/ downtown thru route)
Length of Alignment (Miles)			79.9	26.3	9.9	21.5	75.8	77.4	7.1	10.9	10.9
Number of Stations			17	10	9	11	14	14	7	9	11
Transportation and Mobility											
2030 Average Weekday Ridership (roundtrips)	n/a	n/a	5,830	5,150	4,460	4,800	1,480	1,280	3,260	6,490	8,780
2030 New Corridor Riders vs. No-Build	n/a	4,430	6,790	6,690	4,460	4,800	1,480	1,280	4,300	6,330	8,570
Capital Cost (2008 dollars) (Millions)	\$18.8	\$39.1	\$510.7	\$488.3	\$120.6	\$173.4	\$758-\$903	\$814-\$959	\$270.1	\$407.1	\$441.2
Operating and Maintenance Cost (2008 dollars) (Millions)	\$3.0	\$0.7	\$11.5	\$11.6	\$10.0	\$11.7	\$36.8	\$38.3	\$11.6	\$16.1	\$17.0
Cost per New Corridor Rider vs. No-Build¹	n/a	\$7.34	\$31.30	\$14.77	\$14.27	\$17.19	\$261.23	\$320.44	\$26.93	\$27.86	\$22.61
Economic Opportunity and Investment											
Population Near Stations ²	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	●	●	●
Employment Near Stations ²	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	●	●	●
Transit-Oriented Development Potential at Stations	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	●	●	●
Economic Development Potential at Stations	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	●	●	●
Communities and Environment											
Transit-Dependent Population within One-Half Mile of Station	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	●	●	●
Potentially Affected Households within 100 Feet of Alignment ³	●	●	●	●	●	●	●	●	○	○	○
Potentially Affected Natural Environmental within 100 Feet of Stations	●	●	●	●	⊙	⊙	●	●	⊙	⊙	⊙
Change in Vehicle Miles Traveled	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Change in Carbon Emissions	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Connections to Non-Motorized Transportation	⊙	⊙	⊙	⊙	●	●	⊙	⊙	●	●	●
Right-of-Way Restrictions	⊙	⊙	⊙	⊙	●	●	○	○	●	●	●
Public Involvement											
Public Sentiment (As of October 2008) ⁴	n/a	n/a	●	⊙	○	○	⊙	○	⊙	⊙	⊙

Must be under \$24



¹ Capital Costs were annualized by a factor of 10 percent. FTA Standard cost Categories indicate a range of 7 to 12.6 percent depending on the category. For example, parking lots are 9.4 percent while buses are 12.6 percent.

² Population and Employment near stations are reported for a three-mile area around stations for alternatives that provide service to Hinckley, and within one-half mile for all other alternatives.

³ Population and households that are currently within 100 feet of I-35E/I35 or TH 61 were not included because existing noise and vibration from traffic would exceed that introduced by BRT service.

⁴ Based on questionnaire from Open Houses in October 2008. This information will be finalized / updated with public input from June 2008 open houses.

⁵ To determine the potential ridership effects of interlining the Rush Line LRT 1B with the Central Corridor LRT in downtown St. Paul, URS ran two modified sub-alternatives. This sub-alternative used the same headways as Central Corridor, i.e. 7.5 minutes, with a terminus at Cedar/10th Street Station. This model run was completed for the purpose of comparing terminating service at the Union Depot.

⁶ LRT Alternatives 1A & 1B assumed 10 min. peak headway.

Rating	Definition	
●	Very Good	Alternative meets criterion very well
⊙	Good	Alternative meets criterion well
○	Fair	Alternative meets criterion sufficiently
⊙	Poor	Alternative does not meet criterion
○	Very Poor	Alternative significantly does not meet criterion

Results of Analysis

- BRT
- Commuter Rail
- LRT

Highest Scoring Alternatives

- BRT on I-35/35E to Columbus/Forest Lake
 - Relative to longer BRT alternatives, it would serve a reasonable number of patrons
 - 5,150 riders per day
 - 6,690 new transit riders in the Corridor
 - Capital cost: \$189.3 million (2008 dollars)
 - Operating cost: \$16.3 million (2008 dollars)
 - Annual cost per new rider: \$14.77
 - Proxy to CEI and needs to be under \$24.00

Highest Scoring Alternatives

- LRT on RCRRA right-of-way to White Bear Lake
 - Will interline with Central Corridor to 10th/Cedar station in downtown St. Paul
 - Relative to other alternatives, it would serve the greatest number of patrons
 - 8,780 riders per day
 - 8,570 new transit riders in the Corridor
 - Capital cost: \$441.2 million (2008 dollars)
 - Operating cost: \$17.9 million (2008 dollars)
 - Annual cost per new rider: \$22.61

Next Steps

- Develop Recommendations for the Task Force with Public Input
- Identify the Project's Next Steps:
 - Timeline
 - Build transit ridership in the Corridor
 - Preserve the Corridor
 - Land use and zoning policies, guidelines
 - Coordinate with other projects
 - Coordinate with Corridor communities
 - Support interim use of County RRA right-of-way

Next Steps

- Identify the Project's Next Steps:
 - Cultivate the Corridor
 - Complete Advanced Alternatives Analysis
 - Continue to engage Corridor Communities
 - Collaborate to implement a regional transitway network
 - Corridor branding
 - Corridor preservation
 - Opportunities for public-private partnerships
 - Transit funding

Next Steps

- Purpose of Advanced Alternatives Analysis
 - Refine conceptual design
 - Northern terminus
 - Bus Only Shoulders on I-35 vs. managed lanes
 - Maintenance facility analysis
 - Transit vehicle and accoutrements – Cedar? Northstar? Hiawatha?
 - Union Depot connection
 - Interim trail use on County Regional RRA right-of-way

Next Steps

- Purpose of Advanced Alternatives Analysis
 - Preliminary calculation of user benefits and CEI
 - Detailed assessment of economic development and TOD potential at station locations
 - Clarify governance
 - Identify Locally Preferred Alternative

Next Steps

- Upcoming Changes in New Starts
 - FTA Staff will prepare FY 2011 New Starts Guidance
 - Expect move to multiple measure approach
 - Implement “comparable but not necessarily equal” consideration of all six factors
 - Expect that land use/economic development factor will be heightened

We Want to Hear from You

- We Want to Listen to Everyone
- Review Open House Materials and Comment
- Talk to Project Staff

Questions?

Contact your Local Representative or
Ramsey County Project Manager:

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Ramsey County Regional Railroad Authority
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Michael.Rogers@co.ramsey.mn.us



Thanks for Joining Us this Evening!

