Outline

• Engagement Summary
• Review Alternatives
• Goals and Objectives Evaluation
• Draft Recommendation
• Comment Period/Approval Process
ENGAGEMENT SUMMARY
Red Rock Corridor Commission

• Joint-Powers Board - Oversees AAU

• Members:
  – Hennepin County
  – Ramsey County
  – Washington County
  – Dakota County
  – St. Paul
  – St. Paul Park
  – Hastings
  – Denmark Township
  – Newport
  – Minneapolis

• Ex-Officio Members:
  – Goodhue County
  – Prairie Island Indian Community
  – Red Wing
  – Canadian Pacific Railway
Engagement

• Project Management Team
  – Staff from cities, counties, agencies from Minneapolis to Red Wing

• Community Advisory Committee
  – 16 members, met three times

• On-line questionnaires
  – Collected over 200 responses

• Park-n-Ride engagement

• Open Houses and Listening Sessions
ALTERNATIVES
EVALUATION
Evaluation Measures

Need to consider multiple factors

• Ridership comparison to costs over 25 years (both capital and operating costs)

• Goals and objectives evaluation
Goals & Objectives

1. **MOBILITY:**

   Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

   **Objectives**

   - Time competitive with autos
   - Reliable
   - All day service
   - Maximize ridership
   - Connected regionally
Goals & Objectives

2. **COST**

Cost Effectively Address Transportation Problems in the Corridor

Objectives

- Comparable operating costs
- Comparable capital costs
- Coordinated with other transit projects, but not dependent on them
Goals & Objectives

3. DEVELOPMENT

Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

• Support TOD
• Support businesses by increasing access
• Increase connectivity to employment centers
Goals & Objectives

4. **ENVIRONMENT**

   Improve Quality of Natural and Built Environment

**Objectives**

- Limit adverse impacts
- Reduce emissions
- Equitably distribute impacts across population groups
- Address safety issues
### Evaluation Summary Composite

<table>
<thead>
<tr>
<th></th>
<th>Mobility</th>
<th>Cost</th>
<th>Development</th>
<th>Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Conditions</strong></td>
<td><img src="current_conditions.png" alt="Diagram" /></td>
<td><img src="cost.png" alt="Diagram" /></td>
<td><img src="development.png" alt="Diagram" /></td>
<td><img src="environment.png" alt="Diagram" /></td>
</tr>
<tr>
<td><strong>Express Bus (Peak Only)</strong></td>
<td><img src="express_bus.png" alt="Diagram" /></td>
<td><img src="cost.png" alt="Diagram" /></td>
<td><img src="development.png" alt="Diagram" /></td>
<td><img src="environment.png" alt="Diagram" /></td>
</tr>
<tr>
<td><strong>Bus Rapid Transit (BRT)</strong></td>
<td><img src="bus_rapid_transit.png" alt="Diagram" /></td>
<td><img src="cost.png" alt="Diagram" /></td>
<td><img src="development.png" alt="Diagram" /></td>
<td><img src="environment.png" alt="Diagram" /></td>
</tr>
<tr>
<td><strong>Commuter Rail (Peak Only)</strong></td>
<td><img src="commuter_rail.png" alt="Diagram" /></td>
<td><img src="cost.png" alt="Diagram" /></td>
<td><img src="development.png" alt="Diagram" /></td>
<td><img src="environment.png" alt="Diagram" /></td>
</tr>
</tbody>
</table>

The column on the far right is a weighted composite of the four goals and indicates overall performance.

**KEY**
- lower performance
- moderate performance
- higher performance
Cost vs. Ridership

Capital Costs plus 25 years of O&M Costs (in millions)

2030 Daily Ridership

- Commuter Rail
- BRT
- Express Bus
- No Build
RECOMMENDATION AND IMPLEMENTATION PLAN
RRCC Draft Recommendation

Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission’s approved objectives.

In moving forward with the development of BRT, the Red Rock Corridor Commission will pursue a staged implementation plan.
Service Characteristics

<table>
<thead>
<tr>
<th>BRT</th>
<th>361</th>
<th>364</th>
<th>365</th>
<th>BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Minneapolis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown St. Paul (Union Depot)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lower Afton Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport</td>
<td></td>
<td>30/--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cottage Grove (Park n Ride)</td>
<td>30/--</td>
<td>15/--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cottage Grove (Langdon Village)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hastings</td>
<td>15/15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prairie Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Wing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Ongoing Strategies

1. Advocate for integrated multi-modal investments including pedestrian and bicycle facilities, rail, highway and transit improvements that support mobility throughout the Red Rock Corridor.
Ongoing Strategies

2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.
Ongoing Strategies

3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.
Comment Period/Approval Process

- **December 18 - February 14** – Comment period
- **January 23** – Public hearing at Red Rock Commission meeting
- **February 27** – RRCC reviews comments – sets a final approval process.
Contacts

Autumn Lehrke
Washington County Commissioner
651-430-6214
Autumn.Lehrke@co.washington.mn.us

Lyssa Leitner
Planner, Washington County Regional Railroad Authority
651-430-4314
Lyssa.Leitner@co.washington.mn.us

www.RedRockCorridor.org
www.facebook.com/RedRockCorridor