Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11004 - CSAH 38 Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 11:28 AM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	WASHINGTON CTY
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: PUBLIC WORKS

11660 MYERON RD

*	STILLWATER	Minnesota	55082
	City	State/Province	Postal Code/Zip

County: Washington

Phone:* 651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number 0000028637A10

Project Information

Project Name CSAH 39 Multi-Use Trail in the City of Newport

Primary County where the Project is Located Washington

Cities or Townships where the Project is Located: Newport

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The proposed project is a multi-use trail along CSAH 38, an A-Minor Reliever, in the city of Newport that will fill existing gaps between the junction of Maxwell Avenue and 21st Street to 7th Avenue and 20th Street. The construction of this segment will connect to a pedestrian overpass on Trunk Highway (TH) 61, linking Newport east and west of TH 61. Newport has a population in poverty or population of color above the regional average. This trail project aims to serve the typically underrepresented populations through creating a critical off-road facility for transportation and access to recreation.

The trail will also provide regional connections. The multiuse trail along CSAH 38 create an off-road facility for the existing Mississippi River Trail (MRT) designation and connect to a Tier 1 alignment on the Metropolitan Council?s Regional Bicycle Transportation Network (RBTN). These designations further indicate that this alignment is very important to the regional non-motorized transportation network.

Filling the existing trail gap will create more multi-modal transportation opportunities. Convenient and consistent access to the Newport Transit Station will be provided to the Newport. The station provides express bus service to both Minneapolis and St. Paul. With better access more residents will have the option to utilize the service.

Equally important to the regional benefits are the safety improvements that will be gained through the construction of the multiuse trail. CSAH 38 is a busy roadway with a high volume of freight traffic. Currently, pedestrians and bicyclists need to use the road shoulder in order to access trails north and south of the project area. Creating a trail for

pedestrians and bicyclists will get them out of the street and help make their trips safer and more enjoyable.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 38 FROM LAMOTTE & SON REPAIR AT JUNCT OF MAXWELL AVE AND 21ST ST TO PED OVERPASS AT ROYAL TIRE, CONSTRUCT TRAIL FOR PEDS AND BIKES

Project Length (Miles)

0.33

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$460,800.00

Match Amount

$115,200.00

Minimum of 20% of project total

Project Total

$576,000.00

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

County State Aid

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

2020, 2021

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

Washington County

Zip Code where Majority of Work is Being Performed

55055

(Approximate) Begin Construction Date

06/01/2020

(Approximate) End Construction Date

09/30/2020

Name of Trail/Ped Facility:

CSAH 38 Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

CSAH 38 at 20th St

To:
(Intersection or Address)

CSAH 38 at 21st St

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work

Grade, Agg Base, Bit Surface, Sidewalk, Bike Path, Drainage, Signing, Striping, Curb and Gutter, Ped Ramps, Crosswalks

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

See attached "Local Planning Documents"

(Limit 2500 characters; approximately 750 words)

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

See attached "Local Planning Documents"

(Limit 2500 characters; approximately 750 words)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $1,000,000*
Safe Routes to School: *$150,000 to $1,000,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.	Yes	09/30/2015 Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way.

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$25,000.00
Removals (approx. 5% of total cost)	$55,000.00
Roadway (grading, borrow, etc.)	$20,000.00
Roadway (aggregates and paving)	$35,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$15,000.00
Ponds	$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	$52,000.00
Traffic Control	$20,000.00
Striping	$10,000.00
Signing	$8,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$27,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$60,000.00
Other Roadway Elements	$0.00
Totals	**$327,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$60,000.00
Sidewalk Construction	$29,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$25,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$5,000.00
Bicycle and Pedestrian Contingencies	$130,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$249,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$576,000.00
Construction Cost Total	$576,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment	Yes
Direct connection to an RBTN Tier 2 corridor or alignment	

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1531497743906_Map - Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

8132

Existing Employment Within One Mile (Integer Only)

5662

Upload the "Population Summary" map

1531497843734_Map - Population Summary.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use:

Yes

(50 Points)

http://www.ci.newport.mn.us/public_works_streets.php

Response: If yes, please include a link to and/or description of maintenance plan.

The City of Newport currently plows Washington County trails within city limits. Newport has agreed to plow the CSAH 38 trail if funded.

Upload Maintenance Plan (if no link is available)

1531247936904_Newport Plowing LOS.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

Yes

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The City of Newport?s population is above the regional average for population in poverty or of color. The community has been engaged in on-going planning for the Red Rock Transit Corridor (see attachment) and the planned development for the area around the Newport Transit Station, also known as Red Rock Crossing. In 2017, the Red Rock Square a workforce housing development conveniently located next to the Newport Transit Station, was built. Red Rock residents and the Newport community will be engaged in the planning process for a new multiuse trail. The trail will be beneficial to Red Rock Square residents who currently lack a trail connection into commercial areas of Newport. The City of Newport is planning to site the new City Hall and fire station along CSAH 38. Staff will collaborate with the City to incorporate the CSAH 38 trail project engagement with the new City Hall engagement.

Lower income and underrepresented populations are typically disproportionally affected by health risks due to housing affordability. Newport has many industrial businesses and employers, including various plants and manufacturing facilities that pose potential health risks and create freight traffic in the adjacent areas. As a result, it is critical that safe, ADA compliant, off-road facilities for transportation are available so the community can make healthy, active living choices.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The City of Newport is a small river community located along the Mississippi. This community is above the regional for population in poverty or of color. In 2010, approximately 13% of the City?s households were single-parent families. These and other underrepresented populations will greatly benefit from the addition of the CSAH 38 trail. The proposed multiuse trail along CSAH 38 on the west side of TH 61 will close an existing trail gap. Currently, those trying to access the TH 61 pedestrian bridge or the Wakota Bridge from the west side of Newport, lack an off-road facility. This forces community members to walk or bike in the roadway where there is a significant amount of freight traffic. The construction of a multi-use trail in this area will provide users with a safe and consistent off-road trail network for local trips and access to the TH 61 pedestrian bridge and the Wakota Bridge.

Response:

Newport?s first multi-family affordable housing building since 1985, Red Rock Square, opened in 2017 with over 40 families on the wait list. This building is located north of the project area. Red Rock Square is a workforce housing option for the community in a high density style. The proposed trail will fill a critical gap and allow Red Rock Square residents and guests to safely make active living choices and access Newport businesses and services, inducing the nearby Lions Park and the site of the future Newport City Hall and Fire Station, both located along CSAH 38. The Newport Transit Station is located right next to Red Rock Square. The transit station offers express service to downtown St. Paul and downtown Minneapolis. Currently, non-motorized access to the transit station is hindered by this trail gap. Both of these establishments are part of the larger Red Rock Crossing area in Newport where higher density redevelopment is planned, including several additional workforce housing developments. The

number of people accessing this area is projected to grow quickly over the next several years. The proposed trail will create a safe, ADA compliant, off-road facility for Red Rock Square residents, transit users and future development to access Newport and beyond.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

The multiuse trail along CSAH 38 will create no negative externalities and benefit the community of Newport through increased connections to regional trails and help spur area redevelopment efforts.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531498336828_Map - Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Newport	0.33	1.0	74.0	74.0

Total Project Length

Total Project Length (as entered in the "Project Information" form)	0.33

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.33
Total Housing Score	74.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:
• Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

•Improving bikeability to better serve all ability and experience levels by:
• Providing a safer, more protected on-street facility;

•Improving crossings at busy intersections (signals, signage, pavement markings); OR

•Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier	Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions	Yes

Response:

The proposed CSAH 38 trail alignment will close an existing transportation network gap and improve existing crossing facilities at a particularly busy intersection. This trail alignment would connect with a Tier 1 alignment on the Metropolitan Council?s Regional Bicycle Network (RBTN). The RBTN serves as a regional multi-modal transportation system for the Twin Cities Metro Area. The proposed project would create safe, ADA compliant, off-road facilities for RBTN users who are making regional bicycle trips. In this area, it is critical that an off-road facility be provided as this corridor has a significant amount of freight traffic and is crucial to connecting within and throughout the City of Newport. The proposed CSAH 38 trail will also provide an off-road facility for the designated Mississippi River Regional Trail (MRT) alignment as it runs through Newport. Currently, users are forced to use the shoulder to follow the MRT alignment in the project area. However, the completion of the trail will give a safe, separated facility. As a result the overall experience, safety for trail users and drivers will be improved.

Also improved will be connections between eastern and western Newport. Newport is divided by Trunk Highway 61 (TH 61). The new trail will fill existing gaps to connect to a pedestrian bridge over TH 61. With the new trail connections the Newport community will be able to make active living choices and access both areas of Newport more efficiently and without a vehicle.

Safety will also be increased through a new marked crosswalk between the proposed trail and Lions Park and will connect directly to the site of the future Newport City Hall and Fire Station. At present trail users must cross in an unmarked crosswalk at the junction of Maxwell Avenue and

21st Street. Pedestrians and bicyclists will be granted increased visibility by vehicles traveling along the stretch of CSAH 38 in the project area.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

Currently, CSAH 38 is a hostile environment for non-motorized transportation. This area experiences a lot of freight traffic related to the nearby businesses and industries such as Metropolitan Gravel, Wheelco Truck and Trail Parts, Newport Cold Storage, Newport Marine Terminal and Wilsons Line. As a result, the current roadway is unsafe for pedestrians and bicylcists. This is especially evident when observing pedestrians trying to cross CSAH 38 at the unmarked cross at the junction of Maxwell Avenue and 21st Street. This is where the existing trails end and have pedestrian ramps to access CSAH 38. This crossing is particularly dangerous as it places pedestrians on the roadway at a pinch point for vehicles traveling along CSAH 38. The crossing serves as an entry point into Lions Park and attracts many city residents, especially children from Red Rock Crossing.

There have been three vehicle accidents along CSAH 38 since 2006. In one accident a vehicle ended up in the roadway shoulder due to traveling an illegal speed around a curve. Had pedestrians been present on the side of the road they would likely have been injured or become a fatality. The completion of a multiuse trail along CSAH 38 removes pedestrians from the roadway and in doing so increases their safety. This is an opportunity for Washington County to act proactively and create an off-road, ADA compliant facility to serve the community and mitigate future safety hazards that will be associated with the anticipated growth in development.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The project area along CSAH 38 is very vehicle oriented. Trails are absent between the junction of Maxwell Avenue and 21st Street and do not continue until 7th Avenue and 20th Street, located right at the entrance to the TH 61 pedestrian bridge. As a result, pedestrians and bicyclists wanting to travel between existing trails must ride on the narrow shoulder of CSAH 38. This creates safety hazards for both vehicles and pedestrians/bicyclists. This is especially dangerous for bicyclists and pedestrians as there is a significant freight presence along CSAH 38. Creating a multi-use trail and the related pedestrian crossing will alleviate many of these concerns through providing an off-road, ADA compliant facility for non-motorized transportation.

The proposed CSAH 38 trail will create a consistent non-motorized network in the City of Newport. This will create a much stronger connection to the existing TH 61 pedestrian bridge to access the east side of TH 61. The trail will also connect with the existing trail that connects to the Wakota Bridge. The closing of the trail gap will allow the Newport community to walk or bike to the Newport Transit Station for express service to downtown St. Paul and downtown Minneapolis as well as the Minnesota State Fair at the end of each summer.

The proposed trail will fill existing trail gaps on two regional networks, the MRT and RBTN. Currently, this alignment is designated as part of both of the aforementioned networks but the actual biking or walking experience is hostile to the average user. The proposed trail connection will create an off-road facility and allow non-motorized traffic to be separated from roadway traffic and safely navigate through Newport to critical local and regional connections.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1531498881000_NEWPORT TRAIL-CONCEPTS.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired	Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$576,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$576,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2018-062 Regional Solicitation.pdf	Washington County Board of Commissioners Resolution	28 KB
CSAH 38 Trail 2.pdf	Trail photo 2	543 KB
CSAH 38 Trail 3.pdf	Trail photo 3	533 KB
CSAH 38 Trail Eng Est.pdf	Engineers Estimate	72 KB
CSAH 38 Trail TAB Costs.pdf	CSAH 38 Trail TAB Eligible Costs	72 KB
CSAH 38 Trail.pdf	Trail photo	590 KB
Final_Report Red Rock_9 26 16 low res.pdf	Red Rock Corridor Implementation Plan	8.1 MB
Local Planning Docs.pdf	Compliance with Planning Documents	587 KB
Newport LOS.pdf	City of Newport Letter of Support	487 KB
Newport Official MRT Map.pdf	MRT Official South St. Paul/Newport Map	1007 KB
Newport Trail Map - Final in-office.pdf	Red Rock Crossing Trail Map	259 KB
NEWPORT TRAIL-CONCEPTS.pdf	Newport Trail Concept	489 KB
Station Area Report_Newport_FINAL.pdf	Red Rock Corridor, Newport Station Area Plan	1.8 MB
Support ltr Washington Co - CSAH 38 Trail 2018.pdf	MnDOT MRT Letter of Support	474 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 38 | Map ID: 1528380228502

Project
RBTN Tier 1 Alignment
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 6/7/2018
LandscapeRSA6

For complete disclaimer of accuracy, please visit https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

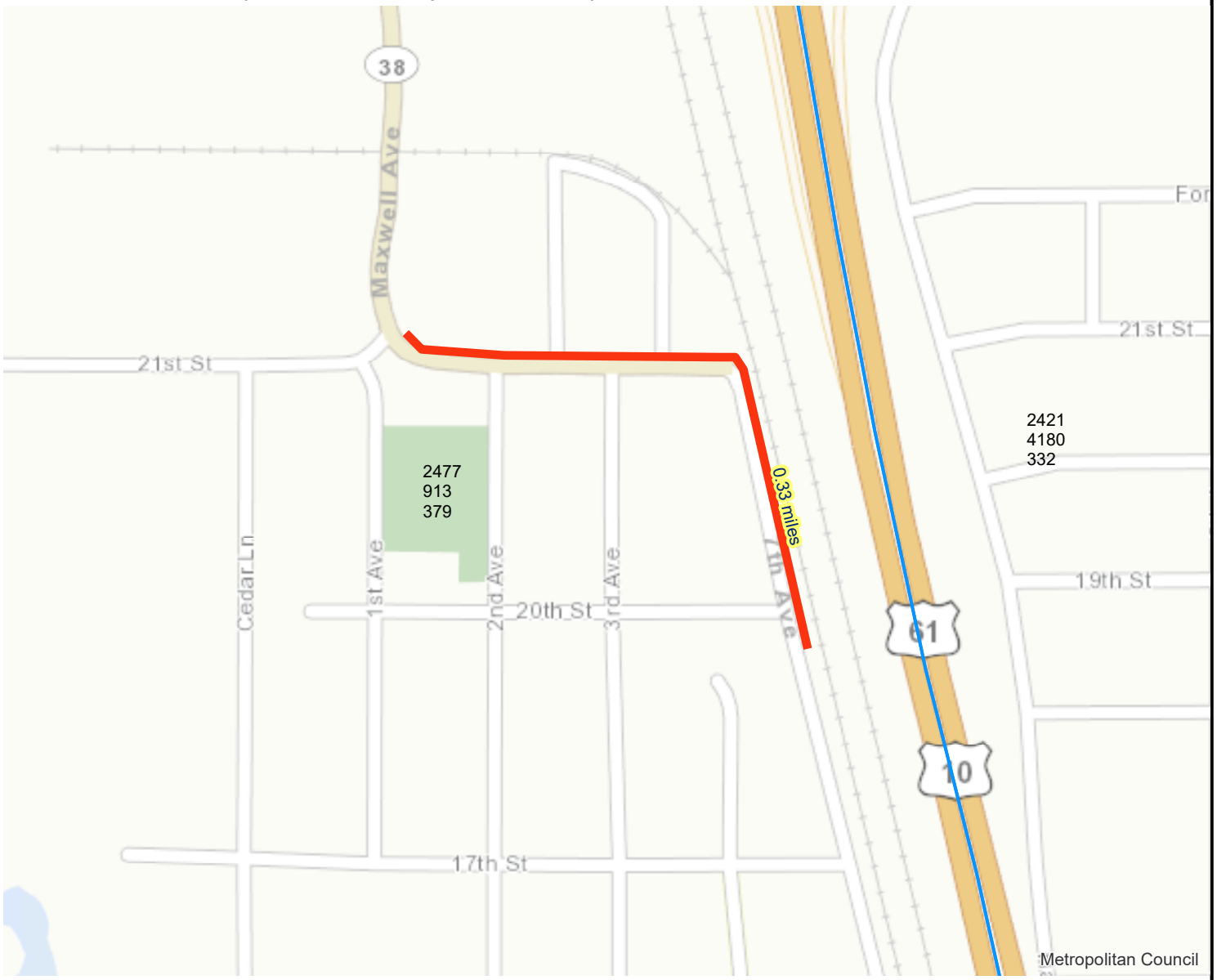
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 38 | Map ID: 1528380228502

Results

Within ONE Mile of project:
Total Population: 8132
Total Employment: 5662



Project

2010 TAZ

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 6/7/2018
LandscapeRSA4

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METROPOLITAN COUNCIL

CITY OF NEWPORT
596 7th Avenue
Newport, Minnesota 55055
(651) 459-5677
Fax: (651) 459-9883

June 20, 2018

Wayne Sandberg
Washington County Engineer
11660 Myeron Road North
Stillwater Mn 55082

Snow-Removal Support for Year-Round Use of Proposed CSAH 38 Multiuse Trail in the City of Newport

Dear Mr. Sandberg,

The City of Newport strongly supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation program for federal funds for the proposed multi-use trail along County State Aid Highway 38 (CSAH 38) from 20th Street to the intersection of 1st Avenue and 21st Street and improved crossing facilities on CSAH 38 between 1st Avenue and 3rd Avenue in the City of Newport. Locally, the proposed trail will fill a critical gap in the existing bicycle and pedestrian network. This project also has regional significance as it is part of Regional Bicycle Transportation Network (RBTN) and the designated Mississippi River Trail (MRT).

Applications in the Multiuse Trails category of the Regional Solicitation receive points if the application can demonstrate a commitment to snow removal. The City of Newport is committed to providing snow removal along the proposed CSAH 38 trail for year-round use if the County's application receives funding through the 2018 Regional Solicitation. Snow removal is a high priority for Newport Public Works during the winter months to ensure the safest streets for community members.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Deb Hill
Newport City Administrator

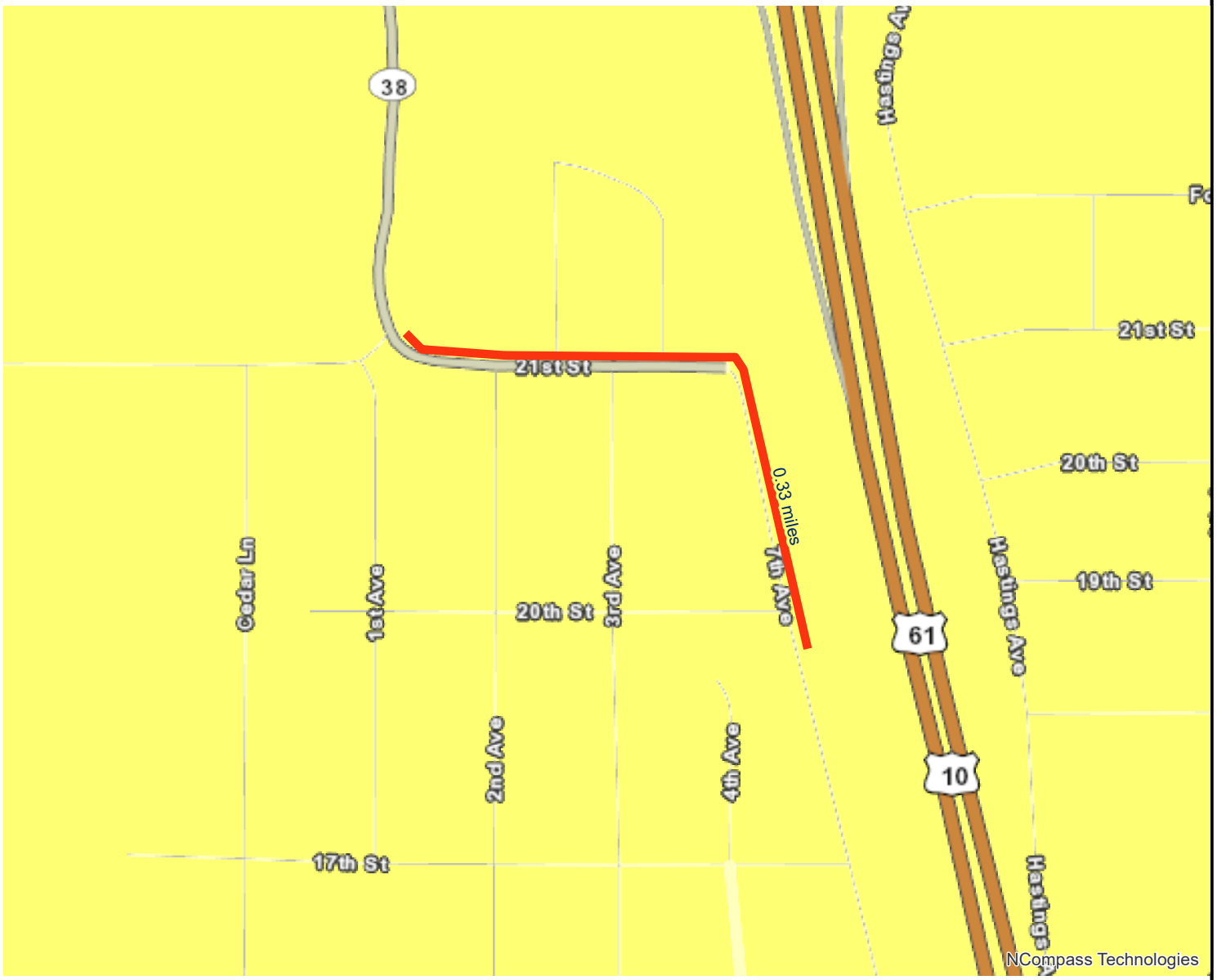
Cc: Jan Lucke, Public Works Planning Director

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 38 | Map ID: 1528380228502

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 6/7/2018
LandscapeRSA2

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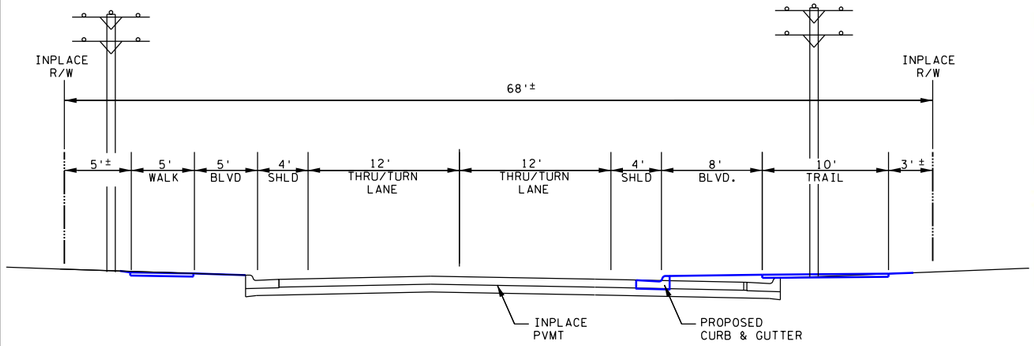
METROPOLITAN COUNCIL



SECTION A-A PROPOSED 32' ROAD WIDTH

1ST AVENUE.

2ND AVENUE.

MAXWELL AVENUE

EXISTING MRT ROUTE

PERMANENT EASEMENT OR RIGHT-OF-WAY ACQUISITION REQUIRED

UTILITY POLE TO BE RELOCATED

21ST STREET W.

A

A

2ND AVENUE.

UTILITY POLE TO BE RELOCATED

3RD AVENUE.

3RD AVENUE.

20TH STREET W.

7TH AVENUE

CANADIAN PACIFIC RAILROAD

EXISTING MRT ROUTE

LEGEND

PROPOSED TRAIL

60

SCALE IN FEET

NEWPORT TRAIL CONCEPT
POTENTIAL TRAIL CONNECTION
REDUCED 32' 2 LANE ROAD WIDTH

Kimley»Horn

Washington County

K:\TWC_Civil\County\WASHINGTON\2018 FederalFunding Solicitations\NEWPORT TRAIL\CAD\Plan Sheets\Exhibits\NEWPORT TRAIL-GMIB.dgn 7/9/2018 1:52:13 PM

BOARD OF COUNTY COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 2018-062

DATE June 19, 2018

DEPARTMENT Public Works

MOTION BY COMMISSIONER Karwoski

SECONDED BY COMMISSIONER Weik

RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN COUNCIL FOR FUNDING UNDER THE METROPLITAN COUNCIL REGIONAL SOLICITATION

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated there under, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2022 and 2023; and

WHEREAS, Washington County is an eligible project sponsor for Regional Solicitation funds; and

WHEREAS, Washington County is proposing to submit grant applications for the following projects to the Metropolitan Council as part of the 2018 Regional Solicitation:

1. Trail segment implementation of the Central Greenway Regional Trail along County State Aid Highway (CSAH) 19 (Woodbury Drive) between 80th Street and the entrance of Cottage Grove Ravine Regional Park and the segment along CSAH 19 at Dale Road extending 3000 feet south in the City of Cottage Grove; and

2. Trail improvements and ADA compliant enhancement along CSAH 12 (75th Street North) from CSAH 29 (Hilton Trail) to CSAH 15 (Manning Avenue) existing trails in the Cities of Grant and Mahtomedi; and

3. Trail implementation along CSAH 38 from the pedestrian bridge crossing TH (Trunk Highway) 61 to the Wakota Bridge in the City of Newport; and

4. Construction of a roundabout at CSAH 19 (Keats Avenue) and CSAH 10 (10th Street) in the City of Lake Elmo; and

5. Construction of the roadway lanes of the Helmo-Bielenberg bridge over I-94 in collaboration with the Gold Line Bus Rapid Transit (BRT) guideway in the Cities of Oakdale and Woodbury; and

WHEREAS, the projects will be of mutual benefit to Metropolitan Council, Washington County, and the Cities of Cottage Grove, Grant, Mahtomedi, Oakdale, Lake Elmo and Woodbury; and

WHEREAS, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2018 Regional Solicitation; and

WHEREAS, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2018 Regional Solicitation;

NOW, THEREFORE, BE IT RESOLVED, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2018 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

ATTEST:

COUNTY ADMINISTRATOR

COUNTY BOARD CHAIR

	YES	NO
MIRON	X	
KARWOSKI	X	
KRIESEL	X	
LAVOLD	X	
WEIK	X	

Google Maps

8821 7th Ave

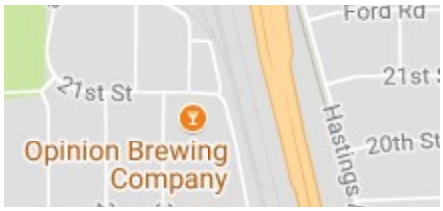
CSAH 38 Trail

Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017



Google Maps

155 21st St

CSAH 38 Trail

Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017

ENGINEERS ESTIMATE OF PROBABLE COST
NEWPORT MRT TRAIL CONNECTION

Item No.	Item Description	Unit	Contract Quantity	Unit Price		Amount(rounded)	Application Category
1	MOBILIZATION	LUMP SUM	1	$ 25,000.00		$ 25,000	Road - Mobilization
2	TURF ESTABLISHMENT, EROSION CONTROL	SQ YD	3200	$ 7.50		$ 24,000	Road - Turf, Erosion
3	SAWING BIT PAVEMENT	LIN FT	1700	$ 4.00		$ 7,000	Road - Removals
4	REMOVE CURB AND GUTTER	LIN FT	1720	$ 4.00		$ 7,000	Road - Removals
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	1725	$ 15.00		$ 26,000	Road - Removals
	PAVEMENT MARKING REMOVAL	LF	4000	$ 1.50		$ 6,000	Road - Removals
6	COMMON EXCAVATION/EMBANKMENT	CU YD	500	$ 40.00		$ 20,000	Road - grading
7	2" BITUMINOUS MILL (1/2 Roadway)	SQ YD	3500	$ 2.50		$ 9,000	Road - Removals
8	2" BITUMINOUS OVERLAY (1/2 Roadway)	SQ YD	3500	$ 10.00		$ 35,000	Road - paving
9	CONCRETE CURB AND GUTTER B624	LIN FT	1720	$ 30.00		$ 52,000	Road - Concrete
10	CONCRETE WALK	SQ FT	3850	$ 7.50		$ 29,000	Path - Sidewalk
11	PEDESTRIAN CURB RAMPS	EACH	10	$ 2,500.00		$ 25,000	Path - Ramps
12	BITUMINOUS WALK	SQ FT	17000	$ 3.50		$ 60,000	Path - Trail Construction
13	WAYFINDING ALLOWANCE	LUMP SUM	1	$ 5,000.00		$ 5,000	Path - Wayfinding
14	UTILITY RELOCATIONS (overhead power)	LUMP SUM	1	$ 100,000.00		$ 100,000	Path - Contingencies
15	BICYCLE AND PED. CONTINGENCIES (15%)	LUMP SUM	1	$ 30,000.00		$ 30,000	Path - Contingencies
16	DRAINAGE STRUCTURE (INCLUDES CONNECT)	EACH	3	$ 5,000.00		$ 15,000	Road - Storm Sewer
17	TRAFFIC CONTROL	LUMP SUM	1	$ 20,000.00		$ 20,000	Road - Traffic Control
18	SIGNAGE	LUMP SUM	1	$ 8,000.00		$ 8,000	Road - Signing
19	STRIPING	LUMP SUM	1	$ 10,000.00		$ 10,000	Road - Striping
20	STORM DRAIN INLET PROTECTION	EACH	11	$ 250.00		$ 3,000	Road - Turf, Erosion
				SUBTOTAL (2018 $)		$ 516,000	(not including road contingencies)

GRANT FUNDING SUMMARY

COST CATEGORY - ROADWAY	Amount (rounded)
Mobilization	$ 25,000.00
Removals	$ 55,000.00
Roadway (grading)	$ 20,000.00
Roadway (aggregates & paving)	$ 35,000.00
Storm sewer	$ 15,000.00
Concrete Items (curb)	$ 52,000.00
Traffic Control	$ 20,000.00
Striping	$ 10,000.00
Signing	$ 8,000.00
Turf - Erosion and Landscaping	$ 27,000.00
Roadway Contingencies	$ 60,000.00
Subtotal Roadway	**$ 327,000.00**
COST CATEGORY - BICYCLE AND PEDESTRIAN ELEMENTS	
Path/Trail Construction	$ 60,000
Sidewalk Construction	$ 29,000
Pedestrian Curb Ramps (ADA)	$ 25,000
Wayfinding	$ 5,000
Bicycle and Pedestrian Contingencies	$ 130,000
Subtotal Bicycle and Pedestrian	**$ 249,000**

Total Project	$ 576,000

Google Maps

155 21st St

CSAH 38 Trail

Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017

Implementation Plan

RED ROCK
SOUTHEAST CORRIDOR

PREPARED FOR:

Red Rock Corridor Commission

PREPARED BY:

Kimley»Horn

WSP
PARSONS BRINCKERHOFF

SEPTEMBER 2016

Your Ticket to the Southeast Metro.

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TABLE OF CONTENTS

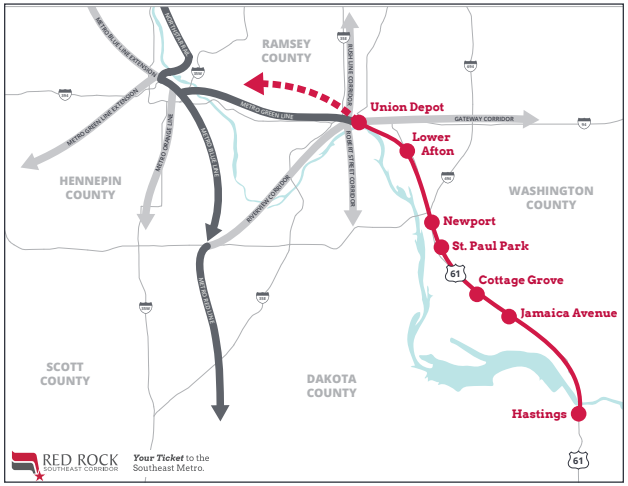
Chapter 1: Executive Summary

1. Executive Summary

1.1 Introduction

The Washington, Dakota, Ramsey, and Hennepin County Regional Railroad Authorities completed an Implementation Plan for the Red Rock Corridor. The Red Rock Corridor is a proposed 30-mile transitway that runs along Highway 61 and Interstate 94 between Hastings and Union Depot in Saint Paul with connecting service to Minneapolis (see **Figure 1-1**).

Figure 1-1: Project Area



1.2 Purpose of Report

The Implementation Plan builds off the recommendations from the Red Rock Alternatives Analysis Updated (AAU) to create financial, development, and service plans to provide better transit connections between corridor communities and the regional network.

The following sections of the report summarize the individual tasks that form the Implementation Plan.

- Stakeholder Engagement
- Alternative Evaluation
- Preferred Alternative
- Financial Plan
- Phasing Plan

1.3 Project Goals

The following project goals were adopted by the Red Rock Corridor Commission on May 22, 2013 as part of the AAU process to lead planning efforts for the corridor.

1. Provide mode choice and service plan that meets the demonstrated and forecasted needs of corridor communities
2. Cost effectively address transportation problems in the corridor
3. Increase opportunities for community and economic development throughout the corridor
4. Improve quality of natural and built environment

1.4 Stakeholder Engagement

Planning for the Implementation Plan involved outreach and coordination with community members, businesses, civic organizations, and others interested in the project. A Business and Civic Advisory Committee was established as part of the project. City and county agencies were also engaged in the process to provide direction on the project and the engagement process.

A **Public Involvement Plan** (PIP) was developed to clarify the goals and objectives for public outreach.

Engagement at Park & Rides

1.5 Alternative Evaluation Overview

Two BRT alignment alternatives were explored beyond the alternatives that were identified in the Alternatives Analysis Update (AAU).

The initial alignment that was identified included a BRT alignment with a highway orientation along Highway 61 between Union Depot in Saint Paul and Hastings Depot (Alternative 1).

At the onset of the Implementation Plan, it was noted that stations along Highway 61 from the AAU may miss some of the established development along the corridor and stakeholders requested that another route be investigated. Thus, a second BRT alternative was introduced to focus more on the existing density in the corridor that would be more likely to support all-day transit service. The second alternative included stations on the east side of Saint Paul within the Gateway Corridor, into the developed part of Cottage Grove, and

further into Hastings. St. Paul Park did not have a station in the routing recommended in the AAU, so a station in St. Paul Park was added to both alternatives.

The following two project alternatives were evaluated based on projected cost, ridership, and service:

- **Alternative 1:** BRT Along Highway 61 with a Highway Orientation
- **Alternative 2:** BRT Along Highway 61 with a Community Orientation

The routes and station locations for the two alternatives are shown in **Figure 1-2** and **1-3**.

1.6 Station-Level Evaluation

During the station-level analysis, it was determined that Alternative 2 would be further evaluated with two options: Alternative 2A and 2B.

- **Alternative 2A:** BRT via 95th Street with stops at the Union Depot, Mounds Boulevard Station, Earl Street Station, Etna Street Station, Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, 80th Street Station, 95th Street Station, the Hastings Depot, a station along Highway 55 in Hastings, and a station near the Dakota County Offices in Hastings. The Mounds Boulevard, Earl Street, and Etna Street Stations are shared with the Gateway Corridor and utilize the transit-only guideway being developed for that corridor. Parking is assumed at the Lower Afton Park & Ride, Newport Transit Station, 80th Street Station, the Hastings Depot, and the Dakota County Offices Station.
- **Alternative 2B:** BRT with the same stops as Alternative 2A with the exception of a stop at Jamaica Avenue rather than at 95th Street. Additionally, parking is assumed at the Jamaica Avenue station rather than the 80th Street Station for this alternative.

Figure 1-2: Alternative 1

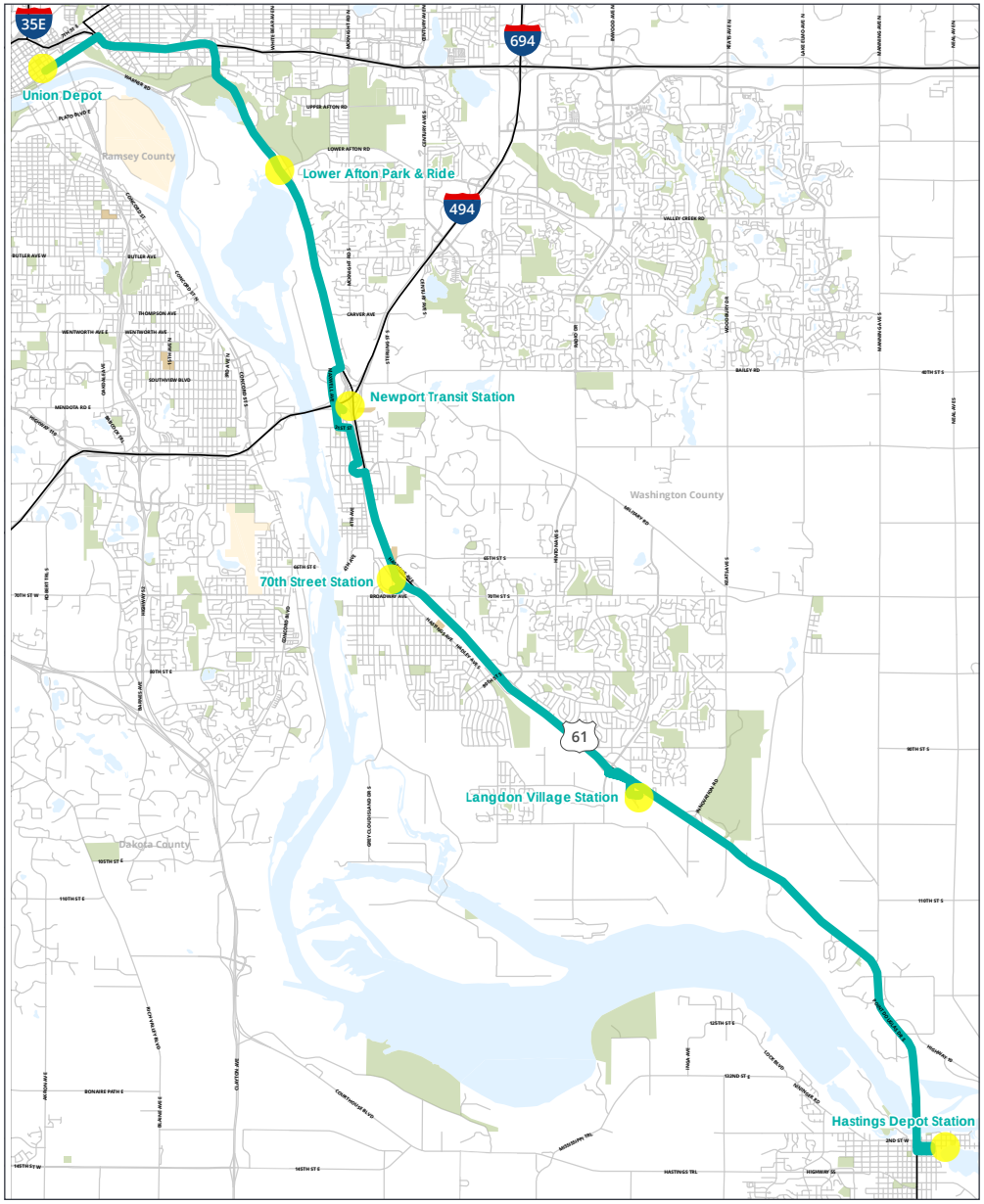
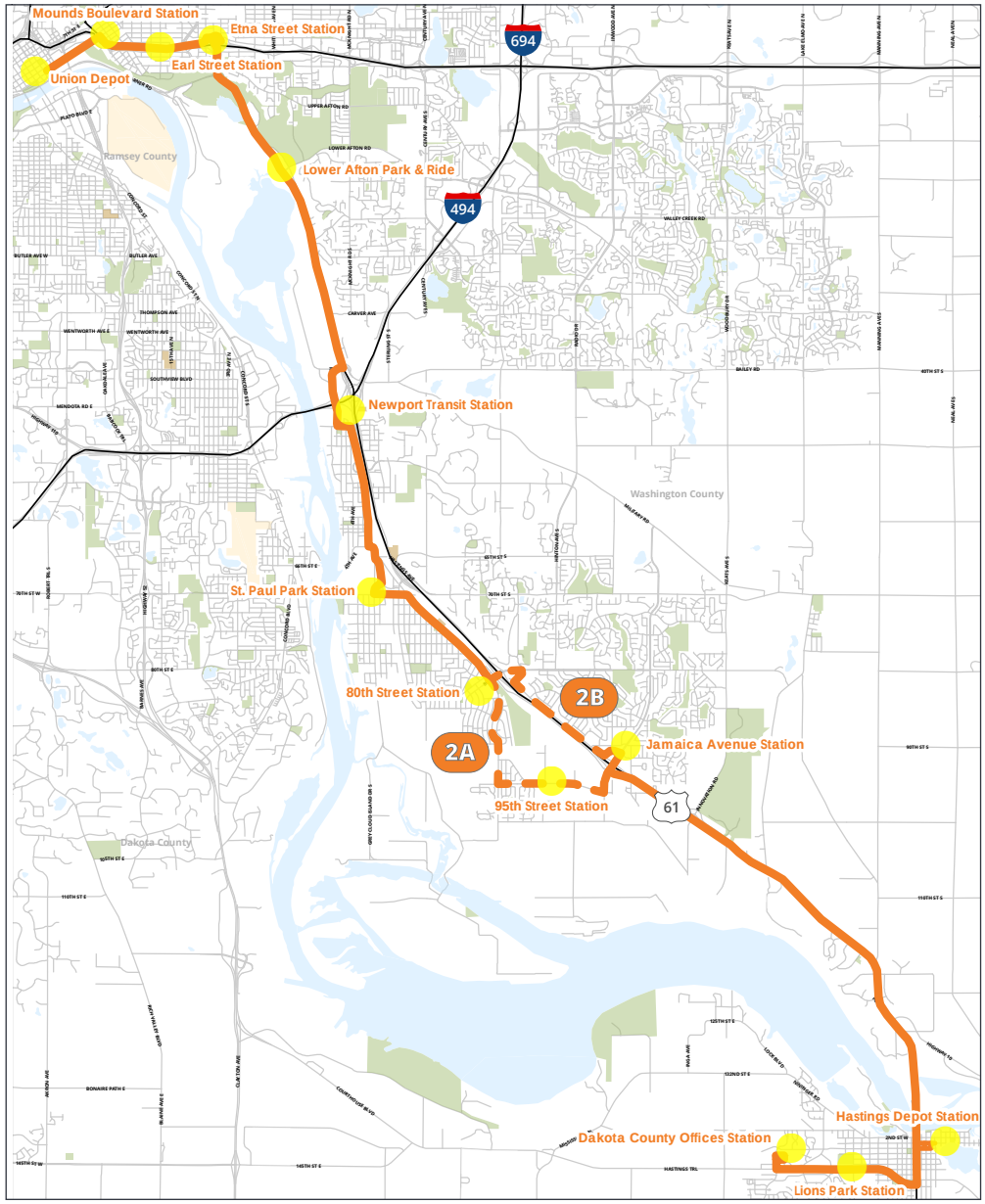


Figure 1-3: Alternative 2



The intention behind these alternatives was to investigate the difference in forecasted ridership between serving the predominantly industrial side (west) of Highway 61 compared to the predominantly commercial side (east) of Highway 61 between 80th Street and Jamaica Avenue.

1.7 Preferred Alternative

In January 2016, the RRCC recommended advancing a single preferred alternative for further evaluation based on the goals of the project and public input. The preferred alternative includes BRT service along Highway 61 between Union Depot in Saint Paul and Hasting Depot with deviations from Highway 61 in Newport, St. Paul Park, Cottage Grove, and in Hastings. The portions of this alternative off of Highway 61 aim to serve existing population and jobs that are more likely to support all-day, bi-directional transit service than park-and-rides. The end-to-end travel time to cover the 26.8-mile distance is assumed to be approximately 66 minutes with 124 daily trips.

Figure 1-4 shows the proposed preferred alternative service plan.

SERVICE CHARACTERISTICS

Similar to other transitways in the region, the service for the Red Rock BRT was modeled as follows:

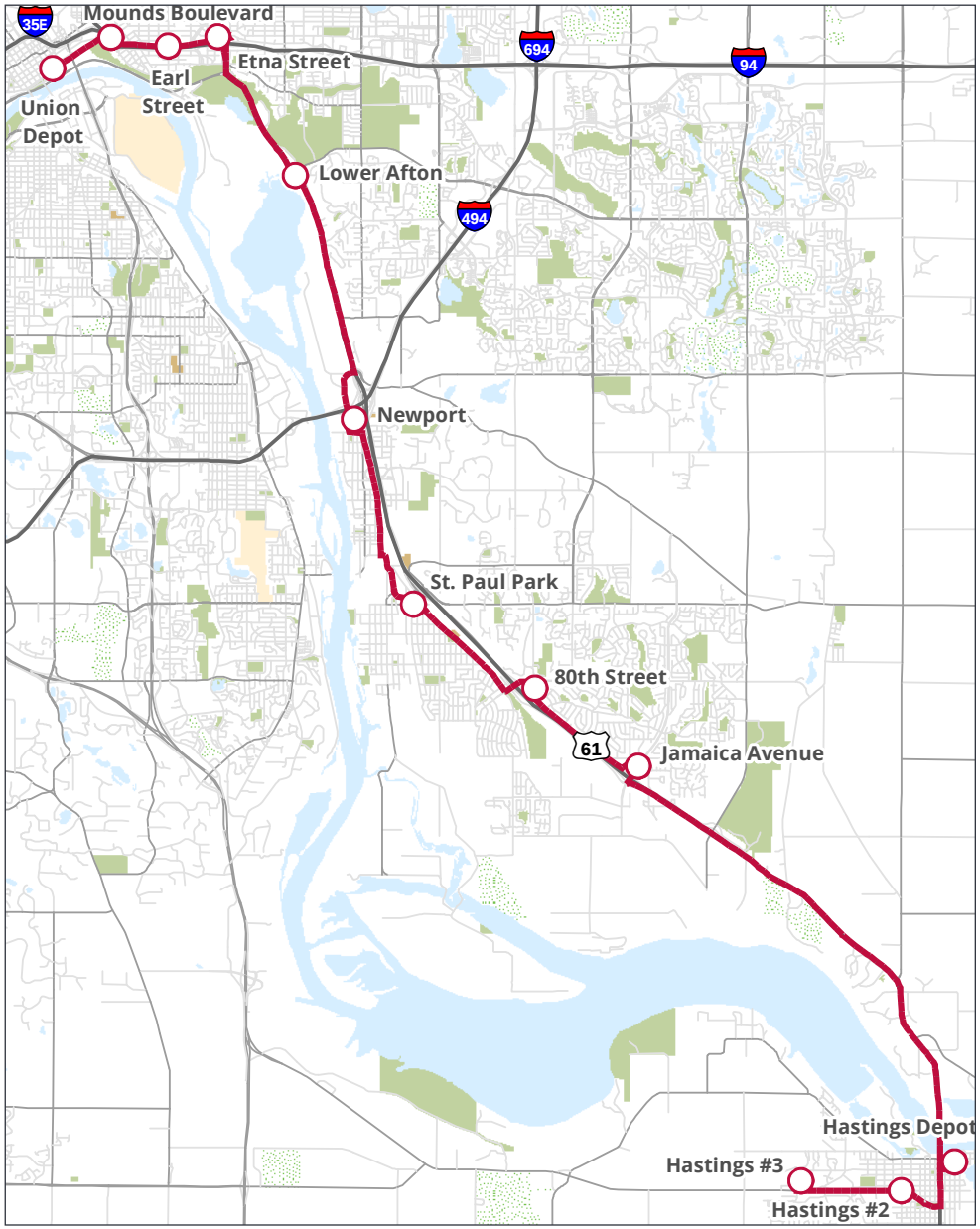
Weekday Service

- Frequency
  - 15 minutes (6:00 a.m. – 6:00 p.m.)
  - 30 minutes (5:00 a.m. – 6:00 a.m.; 6:00 p.m. – 12:00 a.m.)
- Service Hours
  - 19 Hours

Weekend Service

- Frequency
  - 30 minutes (7:00 a.m. – 12:00 a.m.)
- Service Hours
  - 17 Hours

Figure 1-4: Preferred Alternative Service Plan



1.8 Ridership and Cost Estimation

SUMMARY OF CAPITAL AND OPERATIONS AND MAINTENANCE (O&M) COST ESTIMATES

The total capital cost is estimated to be $44.3 million and the total O&M cost is estimated to be $7.9 million for the preferred alternative, as shown in **Table 1-1.**

Table 1-1: Summary of Capital and O&M Costs[1]

COST CATEGORY	PREFERRED ALTERNATIVE COST (2015$)
Total Capital Costs	$44.3 M
Total O&M Cost	$7.9 M

RIDERSHIP PROJECTIONS

The ridership projection for the preferred alternative is 2,200 by 2040.

Key ridership information is summarized in **Table 1-2**. Year 2024 was selected as an interim year to evaluate additional local and express service within the corridor, as well as an interim build option for the Full Build BRT, since ridership for this year was required for a grant application for interim service.

Table 1-2: Ridership Results Summary

YEAR	ALTERNATIVE	EXISTING EXPRESS ROUTES	BRT	TOTAL
2024	No Build	1,350	-	1,350
2024	Interim BRT	1,270	1,550	2,820
2040	No Build	1,650	-	1,660
2040	Preferred Alternative	1,600	2,200	3,800

[1]*All cost estimates presented were calculated using 2015 dollars*

1.9 Phasing Plan

PHASE I: NEAR-TERM (2016-2020)

The first phase towards full BRT implementation is to increase local and express bus service. This includes:

- Work with Metro Transit to maintain and increase local and express bus service
- Work with corridor cities and counties to update comprehensive plans with increased population and employment density within station areas
- Work with Metro Transit to implement 30-minute service throughout most of the day between Saint Paul and Cottage Grove (Route 363, see **Section 4.6**)[2]
- Work with Metro Transit and the City of Hastings to determine when express bus service from Hastings (such as Route 367) or local service within Hastings is a viable option

PHASE II: LONG-TERM (2020-2040)

If Route 363 is implemented, the second phase towards full BRT implementation would be based on how Route 363 performs. The next steps in this phase include:

- Implement the corridor city and county comprehensive plans with a focus on development within and around station areas
- Update forecasted ridership based on comprehensive plan updates
- If Route 363 is implemented, monitor ridership; work with Metro Transit to identify potential service improvements to reach 1,200 passengers per day
- Work with Metro Transit to maintain and/or increase express bus service between the Red Rock Corridor cities and downtown Minneapolis (such as Route 367)

[2]In July 2016, a Regional Solicitation Application was submitted to the Metropolitan Council for Route 363. If the grant application is successful, the service would be implemented for a three-year term starting in 2020.

- Replace Route 363 with an Interim BRT service when it reaches an estimated 25 passengers per in-service hour
- Continue to invest in station area development

1.10. Recommendations and Next Steps

IMPLEMENTATION PLAN

Based on the current ridership projections and cost-effectiveness of the project, a phased Implementation Plan is proposed to move forward with the development of BRT in the Red Rock Corridor.

FUNDING CONCLUSIONS

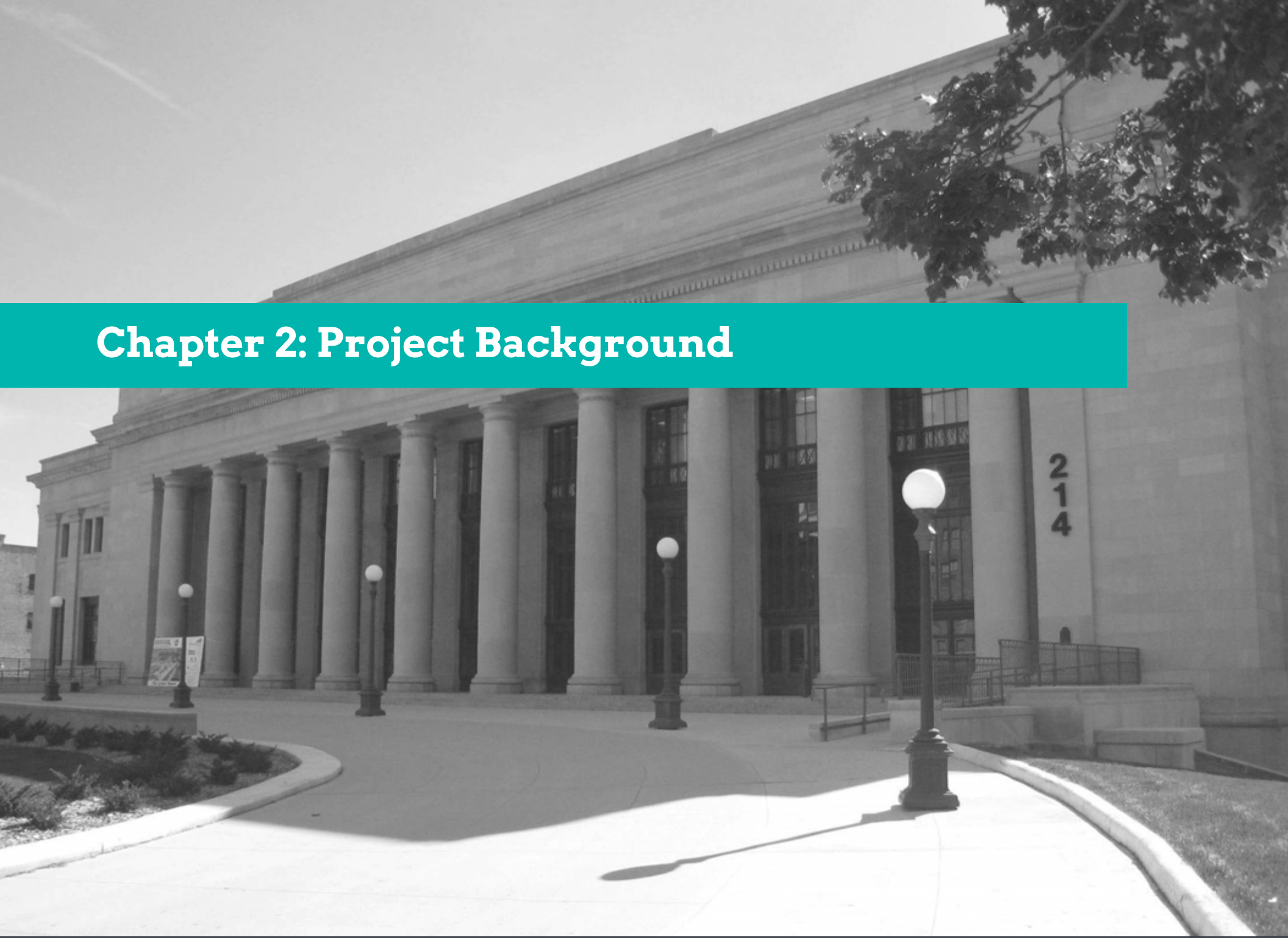
Based on the evaluation of the funding sources, the following conclusions can be made about potential revenue sources to support the capital costs of a new BRT line in the Red Rock Corridor:

- Seek multiple sources to fund the Red Rock Corridor prioritized investments
- Invest in a series of small improvements to implement the project over time in order to efficiently leverage funds from multiple sources
- Consider local opportunities to help fund small investments towards full BRT build out
- Reevaluate funding sources and competitiveness as project needs arise

NEXT STEPS

In conjunction with the actions and improvements in each of the phases, there are other broad and ongoing strategies that should be pursued. They are:

- Advocate for integrated multimodal investments including pedestrian, bicycle, and transit improvements that support mobility throughout the Red Rock Corridor
- Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable federal, regional, and local funding sources
- Continue to monitor transit needs and performance in the corridor to determine the timing for implementation of additional transit services, alternative modes, and capital improvements



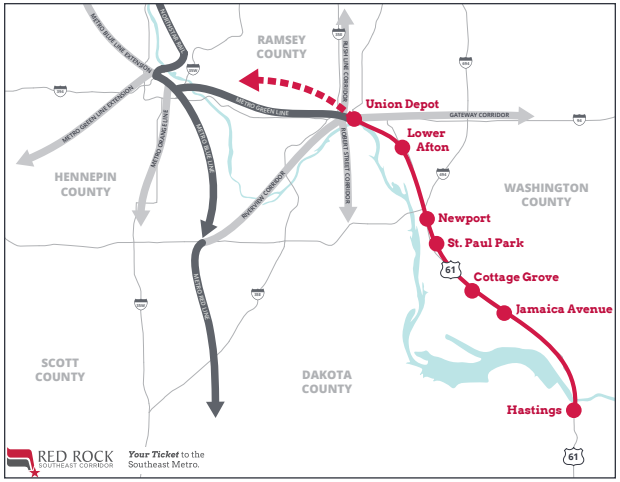
Chapter 2: Project Background

2. Project Background

2.1 Red Rock Corridor Defined

The Red Rock Corridor is a proposed 30-mile transitway that runs along Highway 61 and Interstate 94 between Hastings and Union Depot in Saint Paul with connecting service to Minneapolis (see **Figure 2-1**). The transitway will include stops in Hastings, Cottage Grove, St. Paul Park, Newport, and Saint Paul. Riders can access many destinations from the Union Depot using other transit service including express buses, local buses, and the METRO Green Line.

Figure 2-1: Project Area



Previous studies have looked at transit service beyond Hastings but for the purposes of this Implementation Plan, the southern terminus of the corridor is Hastings. The corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, freight, and passenger rail travel.

The purpose of this project is to build off the recommendations from previous studies to create financial, development, and service plans for the Red Rock Corridor. These implementation plan components will lead to the long-term goal of providing better transit connections between corridor communities and the regional transit network.

2.2 Project Background

In the 1990s, the Red Rock Corridor was included as part of the region's commuter rail plan. Subsequently, the corridor was planned as a connection from the Twin Cities to Chicago via high-speed rail service.

In 2007, the Red Rock Corridor Alternatives Analysis (AA) was completed as an initial phase in attaining federal funding for future commuter rail service. This analysis concluded that commuter rail was appropriate for the long-term; especially in the event that high- speed rail was introduced into the corridor and provided a potential mechanism for reducing capital costs. The AA recommended the development of commuter bus services in the short-term to build transit demand in the corridor.

The results of the AA led to the study of commuter bus services in the corridor and station area planning work based around a long-term plan for commuter rail service. However, other regional planning work led by the Metropolitan Council, such as the 2008 Transit Master Study and the 2010 Park-and-Ride Study, and ongoing developments in the corridor reopened the door for additional study. Further study reevaluated whether commuter rail is the appropriate investment for the corridor and found that forecasted ridership is low for the estimated costs, unless those costs were shared with another capital investment, such as high-speed rail.

In addition, the East Metro Rail Capacity Study identified existing capacity constraints within the rail system that would be further strained if commuter rail service was added to the corridor. Finally, the Transportation Policy Plan adopted in November 2010 and amended in May 2013 identifies the Red Rock Corridor as being served by bus rapid transit (BRT), light rail transit (LRT), or commuter rail.

Due to changing conditions in the corridor and region and the availability of additional technical data, an Alternative Analysis Update (AAU) was undertaken to make decisions on how to create short and long-term transit improvements in the corridor. The AAU selected BRT as the alternative best aligned with the project's goals and objectives.

The AAU was completed in 2014 and can be found along with all previous studies at the Red Rock Corridor website:

http://www.redrockcorridor.com

As outlined in the final chapter of the AAU, there are broad and ongoing strategies that will be pursued. One strategy is to advocate for integrated multimodal investments including pedestrian and bicycle facilities, freight, rail, highway, and transit improvements that support mobility throughout the Red Rock Corridor. Another strategy is to advocate for funding for mobility improvements along the corridor. The final broad strategy is to continue monitoring the peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.

A summary of all previous completed work is described in the report **Previously Completed Work,** which is available in the appendix.

2.3 Problem Statement

In 2007, the Red Rock Alternatives Analysis focused heavily on issues related to peak hour mobility to the Saint Paul and Minneapolis downtowns. Additional analysis was needed to better understand transit markets in the corridor, including off-peak and reverse commute service demand, local access demand, railroad access, new station locations, connections to new transit services, level of service, and efficient use of transit infrastructure.

Communities in the Red Rock Corridor between Saint Paul and Red Wing do not currently have all-day fixed route transit service. Instead, their service is limited to peak period express bus and dial-a-ride services. As a result, community members and the Commission expressed a desire for more off-peak/all-day transit service with more access.

2.4 Project Goals and Objectives

The following project goals and objectives were adopted by the Red Rock Corridor Commission on May 22, 2013 as part of the AAU process to lead planning efforts for the corridor.

1. Goal: Provide mode choice and service plan that meets the demonstrated and forecasted needs of corridor communities.

Objectives:

- A transit option which is time competitive to the private automobile
- Reliable service
- Improve mobility throughout the day for both work and non-work trips by providing flexible duration of service
- A transit option that maximizes the number of riders and the transit modal share, among both transit-dependent and non-transit-dependent populations
- Provide connectivity among existing and planned transit/bike/pedestrian services and infrastructure throughout the region, expanding the destinations corridor transit users can access

2. Goal: Cost effectively address transportation problems in the corridor.

Objectives:

- Implement a service with operation costs per rider that are consistent with other cost effective transit systems in the region
- Create a transit service with capital costs that are consistent with other transit systems in the region
- Create a transit service with capital costs that are consistent with other transit systems in the region

3. Goal: Increase opportunities for community and economic development throughout the corridor.

Objectives:

- Support local initiatives to create transit oriented development (TOD) including, higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the corridor
- Support a vibrant business community by increasing access for workers and customers to businesses in the corridor
- Increase connectivity and access from population centers to employment concentrations along the corridor

4. Goal: Improve quality of natural and built environment.

Objectives:

- Limit adverse impacts to natural, cultural, and other resources in the study area
- Reduce emissions
- Provide a fair and equitable distribution of impacts and benefits across the various populations groups in the study area
- Address existing and future safety issues along the corridor

The goals and objectives were intended to lay the framework for how alternatives will be evaluated in the Implementation Plan.

2.5 Implementation Plan Process

PROJECT TEAM

Project Management

The Washington County Regional Railroad Authority (WCRRA) is the lead agency for the Red Rock Corridor Commission, and therefore, the Red Rock Corridor Implementation Plan. WCRRA staff provided guidance and review over the documents associated with the development of the Implementation Plan. Other staff from Dakota, Hennepin, and Ramsey County Regional Railroad Authorities, Metro Transit, Metropolitan Council, and the Minnesota Department of Transportation (MnDOT) were included in review of documents as needed. A **Project Management Plan** was completed for the project and can be found in the appendix.

Red Rock Corridor Commission

The Red Rock Corridor Commission (RRCC) was formed in 1998 to address the transportation needs of the corridor. RRCC is a joint powers board of local elected officials from Dakota, Hennepin, Ramsey, and Washington Counties and the communities from Minneapolis to Hastings. RRCC is supported by staff from Dakota, Hennepin, Ramsey, and Washington County Regional Railroad Authorities.

The RRCC is an 11-member joint powers board. Commission members are listed in the **Public Involvement Plan** in the appendix. Representatives from Goodhue County, the City of Red Wing, Prairie Island Indian Community, and the Canadian Pacific Railway serve on RRCC as ex-officio members. RRCC met monthly and provided direction for the Implementation Plan.

PROJECT COMMITTEES

Technical Advisory Committee

The Technical Advisory Committee (TAC) is composed of technical staff (engineers and planners) from corridor communities within the study area as well as affected agencies. Key responsibilities of the TAC included providing technical input, reviewing study findings, and providing recommendations to project management and the RRCC. Meetings were held with the TAC monthly throughout the duration of the project. TAC members are listed in the **Public Involvement Plan.**

Business and Civic Advisory Committee (B-CAC)

It was determined that business and civic leaders were important to engage to advise plan development. The B-CAC is comprised of representatives recommended by the RRCC from businesses and civic organizations along the corridor. Meetings were held with the B-CAC as needed throughout the duration of the project. These meetings were beneficial for gathering input regarding the needs of those living and working along the corridor and the potential impact of decisions being made. Members also facilitated communication back to the groups they represent. B-CAC members are listed in the **Public Involvement Plan.**

STATION AREA PLANNING PROCESS

Previous station area planning for the Red Rock Corridor was oriented for commuter rail and was completed in 2012. There have been a number of changes since 2012 that impact station area planning for the Red Rock Corridor including:

- Red Rock Corridor Commission completed an Alternatives Analysis Update (AAU) in 2014, which selected Bus Rapid Transit (BRT) as the preferred alternative. All station planning assumptions were tied to commuter rail before the recession
- The Metropolitan Council updated its Transportation Policy Plan, which includes land use planning guidance for station areas
- The Federal Transit Administration drafted guidelines for New Starts and Small Starts projects

Due to these changes, station area plans for each of the stations identified in the preferred alignment have been produced as a stand-alone supplement to the Implementation Plan. This includes the following stations:

- Lower Afton Park & Ride
- Newport Transit Station
- St. Paul Park Station
- 80th Street Station
- Jamaica Avenue Station
- Hastings Depot
- Hastings #2
- Hastings #3

For each station area, the plan includes a description of the following:

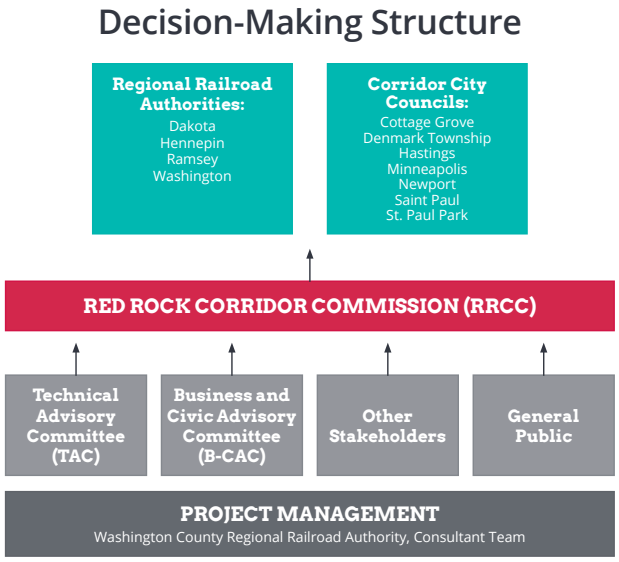
- Existing conditions, including location, land use, and zoning
- Recommendations, including suggested physical improvements, land use and zoning changes, and edits to the comprehensive plan

The supplement is intended to recognize current conditions at the station areas, land use guidance, zoning, and other factors related to opening day scenarios as well as future full buildout potential. Each community can use the supplement as a tool to be applied to upcoming comprehensive plan updates. **Station Area Planning Report**s were provided to Saint Paul, Newport, St. Paul Park, Cottage Grove, and Hastings.

DECISION-MAKING PROCESS

The decision-making process for the Red Rock Implementation Plan followed the progression shown in **Figure 2-2**. This includes the project management team, the general public, established committees for this project (TAC and B-CAC), the RRCC, the Regional Railroad Authorities, and the city councils along the corridor.

Figure 2-2: Implementation Plan Decision-Making Process



Chapter 3: Stakeholder Engagement

3. Stakeholder Engagement

3.1 Public Outreach Approach

Planning for the Implementation Plan involved outreach and coordination with the public. This outreach included the community members residing, working, and traveling in the corridor, businesses, civic organizations, and others interested in the project. City and county agencies were also engaged in the process to provide direction on the project and the engagement process.

A **Public Involvement Plan** (PIP) was developed to clarify the goals and objectives for public outreach. The PIP also described strategies for encouraging public input and outlined opportunities for early and ongoing involvement in the Implementation Plan. The PIP identified key stakeholders and defined the roles of decision-making and advisory bodies. Furthermore, it identified communication methods and outlined the anticipated sequencing and schedule of public engagement activities.

GOALS, OBJECTIVES, AND INTENDED OUTCOMES

The overall goals and objectives of the engagement process were to:

- Build community awareness for the transit corridor through an open, proactive process
- Clearly illustrate the relationship between land development, transportation infrastructure, and transit ridership
- Share information about bus rapid transit (BRT) with members of the general public and stakeholder groups
- Integrate and coordinate stakeholder and public involvement with technical tasks and timelines in a meaningful way

The intended outcome was that stakeholders will have actively participated in the project process so that there is local buy-in and stakeholder support for an overall implementable plan. The contents of the PIP and results from the public outreach are outlined in the following sections.

3.2 Outreach Strategies

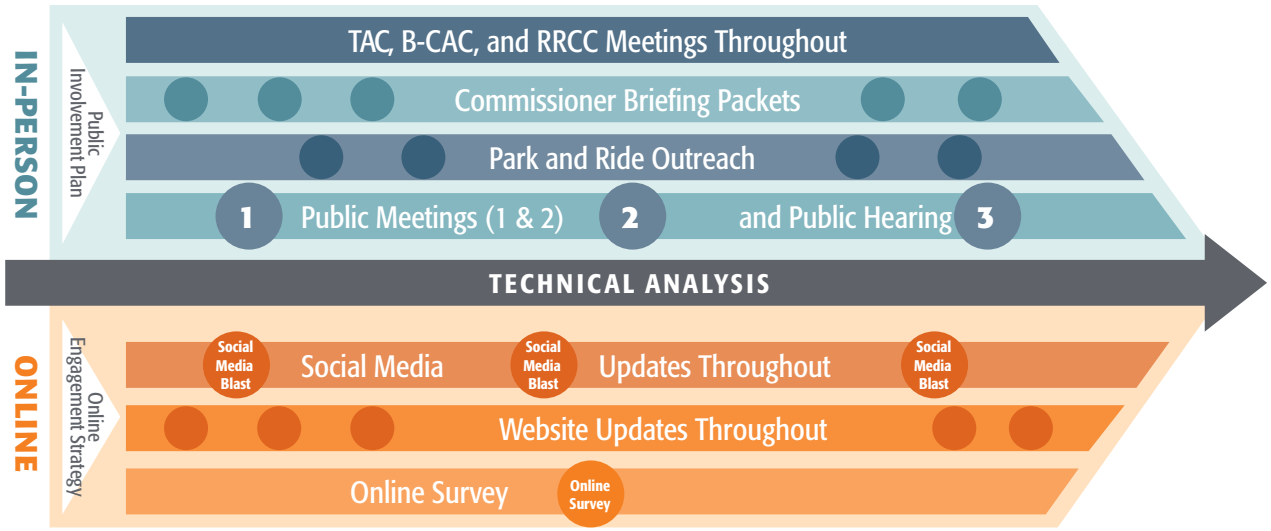
IN-PERSON ENGAGEMENT

Open Houses

Two open houses were held along the corridor. The first open house was held in April 2015 and the second open house was held in January 2016.

The first open house had no formal presentation, allowing attendees to come and go as they wished. There were approximately 20 attendees that participated in open house activities and about 60 attended the grand opening for the Newport Transit Station that occurred immediately before to the open house. The meeting included four interactive stations at which participants could learn about the Implementation Plan process and provide comments and recommendations. Project and consultant staff were available to guide activities and answer questions.

Outreach Strategies and Process



Station Prioritization Activity at Open House #1

The second open house was similar to the first with engagement activities but also included a formal presentation. Attendees had an opportunity to talk directly with staff and elected officials or leave written comments.

Informational Boards at Open House #2

More information about the purpose of each open house is listed in **Table 3-1.**

Components of the Implementation Plan were made available to the public online prior to the second open house. See the appendix for a **Summary of Open House #1 and #2** and comments received.

Park-and-Ride Outreach

Outreach took place at the Cottage Grove and Lower Afton Park & Rides along the corridor. This outreach provided inputs on service needs and desires from those already riding transit in the corridor.

Project staff were available during the morning and afternoon commutes at these park-and-rides to engage travelers along Metro Transit Routes 361 and 365.

Informational boards and handouts were available for riders to learn about the Implementation Plan, and questionnaires were distributed to collect comments and recommendations. The questionnaire was also available online so that commuters could submit responses on their mobile device while traveling to and from work (see appendix for results of informational sheets).

In addition to the park-and-ride outreach, additional outreach took place at the following events:

- Strawberry Fest (Cottage Grove)
- Pioneer Day (Newport)
- Heritage Days Festival (St. Paul Park)
- Rivertown Days (Hastings)
- National Night Out at the Conway Recreation Center (Saint Paul)
- 2016 Spring Business Showcase (Cottage Grove)

Project staff were available at these events to collect input on transit service in the corridor and to provide project information, fact sheets, and brochures.

Targeted Meetings

Targeted meetings were held with each of the cities and counties along the corridor. These meetings were held at critical points in the development of the plan.

Table 3-1: Public Meetings

MEETING	PURPOSE
Spring 2015	
Open House #1	▪ Introduce the Implementation Plan ▪ Share project schedule ▪ Confirm plan goals, as a continuation from the results of the AAU ▪ Receive public feedback on key issues ▪ Seek input on station area planning
Winter 2016	
Open House #1	▪ Present technical analysis results from ridership, service plan, capital and operating cost, and station planning ▪ Seek input on draft plan components
Fall 2016	
Public Hearing	▪ Seek input on proposed recommendations for implementation

Red Line Tour

Project staff organized a tour of the Red Line for the RRCC and the cities and counties along the corridor to gain a greater understanding of BRT and to discuss how it will be integrated along the Red Rock Corridor. The Red Line provides context regarding how BRT has been implemented in the Twin Cities and a point of comparison for Red Rock Corridor design. A BRT

educational brochure was available during the tour to explain to attendees how BRT service operates and the amenities it provides.

3.3 Communication Methods

Multiple methods were used to distribute information about the Implementation Plan and provide notice for upcoming meetings and other opportunities for input. The following section outlines the different communication methods used (more information on **Outreach Materials** is included in the appendix).

Outreach Toolkit

An outreach toolkit was developed for project management to provide information and share progress with interested parties. The package was updated throughout the duration of the project and consisted of two factsheets and two brochures.

Red Rock Corridor Project Website

Email Communication

Corridor stakeholders, those with specific interests in the future of transit along the Red Rock Corridor, were critical partners in this planning process. Contacts were collected at open houses and other events, and were documented in an email list. These stakeholders received plan updates and were invited to engage in meetings and online activities.

Flyer

A standard project flyer was developed in advance of open house dates. Flyers were distributed via email and provided to corridor communities and B-CAC members for posting locally.

Press Release

A standard press release was distributed through Washington County media contacts prior to each open house and to communicate key milestones in plan development, including announcement of the final plan.

Red Rock Corridor Facebook Page

Libraries

A draft and final document of the Implementation Plan is available on the Red Rock Corridor website as well as in the following libraries along the corridor:

- George Latimer Central Library
- Newport Public Library
- Park Grove Library
- Pleasant Hill

ONLINE ENGAGEMENT

Website

The Red Rock Corridor website contained updates on the planning process, ways to engage and provide feedback on plan development, and links to download draft and final plan content. Project materials and news updates were posted to the website as they became available. The project website is available here:

http://www.redrockcorridor.com

Social Media

Social media was used to provide notice for upcoming meetings and updates on the planning process. Existing Red Rock Corridor social media outlets were used, with primary focus on the Red Rock Corridor Facebook page and Red Rock YouTube channel. City and county social media along the corridor also shared project updates and information.

Chapter 4: Preferred Alternative

4. Preferred Alternative

4.1 Alternative Evaluation

Bus rapid transit (BRT) alignment alternatives were explored beyond the alternatives that were identified in the Alternatives Analysis Update (AAU). The proposed alternatives were driven by assessing residential densities, employment densities, and activity centers along the corridor. St. Paul Park did not have a station in the rail-focused alternatives from the Commuter Rail Feasibility Study (2001) and the Alternatives Analysis (2007), so a station in St. Paul Park was added to all alternatives in order to serve all corridor cities.

The alternatives were eventually narrowed down into two alternatives: Alternative 1 and Alternative 2.

ALTERNATIVE 1: BRT WITH A HIGHWAY ORIENTATION

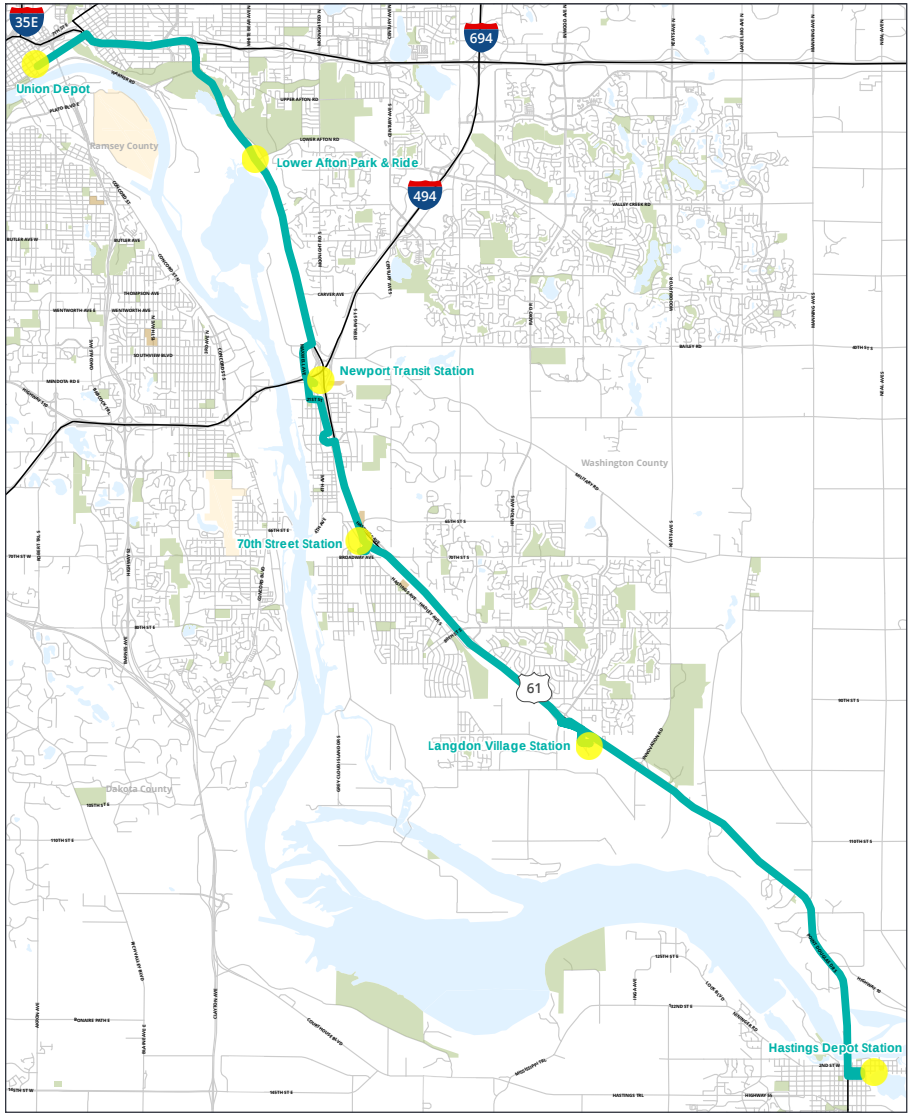
Alternative 1 includes a mainline BRT service along Highway 61 between Union Depot in Saint Paul and Hastings Depot. This alternative includes stations at Union Depot, Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, Langdon Village Station in Cottage Grove, and Hastings Depot (shown in **Figure 4-1**).

At the onset of the Implementation Plan, it was noted that stations along Highway 61 may miss some of the established development along the corridor. Thus, a second BRT alternative was introduced to focus more on the existing density in the corridor that would be more likely to support all-day transit service (Alignment 2).

ALTERNATIVE 2: BRT WITH A COMMUNITY ORIENTATION

Alternative 2 includes a mainline BRT service along Highway 61 between Union Depot in Saint Paul and Hasting Depot with deviations in Newport, St. Paul Park,

Figure 4-1: Alternative 1



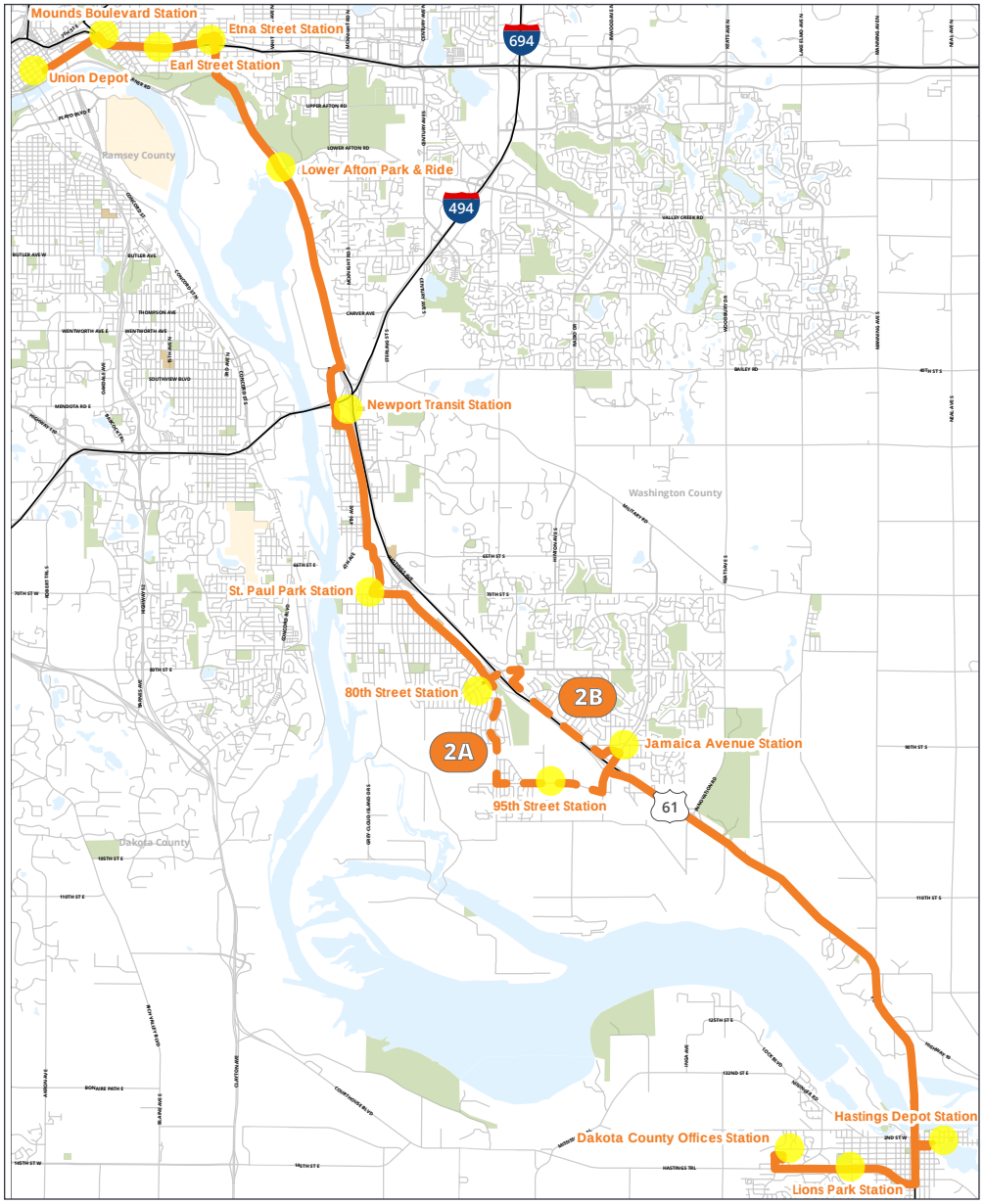
Cottage Grove, and Hastings (shown in **Figure 4-2**). The deviations aim to serve existing destinations and densities that are likely to support all-day, bi-directional transit service more than service focused on park-and-ride stations. This alternative includes stations within the METRO Gold Line (Gateway Corridor) at Union Depot, Mounds Boulevard Station, Earl Street Station, Etna Street Station, Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, 80th Street Station, 95th Street Station (Alternative 2A)/Jamaica Avenue Station (Alternative 2B), Hastings Depot, a station along Highway 55 in Hastings, and a station near the Dakota County Service Center in Hastings. The Alternative 2A and 2B variants were carried forward in order to assess the ridership differences between serving the industrial 95th Street Station area versus the retail-focused Jamaica Avenue Station area.

The two project alternatives were initially evaluated based on projected cost, ridership, and service.

Once a preferred alternative was identified, further analysis included three different stages of evaluation to produce an implementation strategy for the corridor: full build BRT alternative analysis, station-level evaluation, and corridor evaluation.

See the **Service Plan Technical Memorandum** for more information on Alternatives 1 and 2.

Figure 4-2: Alternative 2



4.2. Cost Estimation

This section provides a summary of the financial considerations for the alternatives, including a summary of capital costs and operations and maintenance (O&M).

CAPITAL COSTS

What is Included in Capital Costs?

Capital cost estimates include the one-time expenditure to build the system and typically include corridor improvements, stations, structures, signalization and communications systems, operations and maintenance

facilities, vehicles, and right-of-way (ROW) acquisition. Also included are "soft costs" for items such as engineering, construction services, insurance, and owner's costs, as well as contingencies for uncertainty in both the estimating process and the scope of the project.

Planning-Level Estimates

At this early study stage, there is not sufficient information to prepare detailed construction cost estimates for the alternatives under consideration. Rather, the capital cost estimates were developed using representative typical unit costs or allowances on a per-unit basis that is consistent with this level of review. Prior to implementation, the capital cost estimates will need to be refined based upon additional design development work.

Capital cost estimates were derived from the Arterial Transitway Corridor Study (ATCS) and the Highway Transitway Corridor Study (HTCS), with some unit costs updated to match known A Line costs. These unit costs were then categorized into FTA's Standard Cost Categories (SCC) for each station based on the designs produced in the station area planning process. Corridor-level costs by alternative, such as transit signal priority and shoulder improvements, were also categorized into FTA's SCC. Each alternative's total cost is the summation of the individual station costs and corridor improvement costs in that alternative.

Parameters

Capital cost parameters are necessary assumptions that are not related to the specific location or design features of the corridor or the alternatives under consideration. The Red Rock Corridor Implementation Plan capital cost estimates are based upon the following parameters:

- Base Year: Year 2015 is used as the base year for definition of the unit prices and development of the capital cost estimates.
- Unit Prices: Base year unit prices for the various capital cost elements were developed using several references and resources that are similar to the proposed work, including the ATCS, HTCS, the A Line, the West Broadway Transit Study, and the Robert Street Corridor Study.
- Unallocated Contingency: An unallocated contingency of 25 percent is included in the capital cost estimates. This contingency is applied to the total estimated capital cost for each alternative, and is in addition to any specific estimating contingencies that are added to the various cost categories. This contingency is similar to those used for other projects in the region.
- Allocated Contingencies: Allocated contingencies are associated with individual cost estimate categories. These contingencies are intended to compensate for unforeseen items of work, quantity fluctuations, and variances in unit costs that develop as the project progresses through the various stages of design development. The level of allocated contingency applied to each cost category reflects the relative potential variability of those estimates. The allocated contingency assumptions to be included in the capital cost estimates are as follows:

Category 10, 20, 30, 40, 50	20%
Category 60	100%
Category 70	5%

This contingency is similar to those used for other projects in the region.

Summary of Capital Cost Estimates

A summary of capital costs for the alternatives is shown in **Table 4-1.**

Table 4-1: Summary of Capital Costs[3]

COST CATEGORY		ALTERNATIVE 1	ALTERNATIVE 2A	ALTERNATIVE 2B
10	Guideway & Track Elements	$3.7 M	$3.6 M	$3.6 M
20	Stations, Stops, Terminals, Intermodal	$1.4 M	$2.2 M	$2.2 M
30	Support Facilities: Yards, Shops, Admin. Buildings	$5.4 M	$7.2 M	$7.2 M
40	Sitework & Special Conditions	$1.5 M	$4.8 M	$5.7 M
50	Systems	$1.8 M	$3.5 M	$3.5 M
60	ROW, Land, Existing Improvements	$0.3 M	$0.1 M	-
70	Vehicles	$4.8 M	$6.4 M	$6.4 M
80	Professional Services	$3.3 M	$6.6 M	$6.8 M
90	Unallocated Contingency	$5.6 M	$8.6 M	$8.9 M
100	Finance Charges	-	-	-
	Total Capital Costs (2015$)	**$27.8 M**	**$43.0 M**	**$44.3 M**

[3]All cost estimates presented were calculated using 2015 dollars

OPERATIONS AND MAINTENANCE (O&M) COSTS

What is Included in Operations and Maintenance?

O&M costs were calculated for each of the alternatives under consideration in the Red Rock Corridor Implementation Plan. Unit costs were multiplied by cost drivers in order to determine the total O&M cost. **Figure 4-3** depicts how the costs were calculated.

Figure 4-3: O&M Cost Calculation

Cost Drivers

Cost drivers are the statistics that determine a significant proportion of the O&M cost of each individual cost category that make up the total O&M cost. The O&M cost drivers are primarily derived from the **Service Plan Technical Memo**, including statistics such as revenue hours, revenue miles, and the number of peak vehicles required in maximum service. The operating frequency (how often the service runs), travel time, and service span (the time span the service operates) of the proposed service(s) are used to generate each of these statistics. Costs are incremental, so they reflect costs that are additional to conditions prior to construction.

Cost Calculation

Unit costs are derived primarily from Metro Transit's Arterial Transitways Corridor Study[4]. Because the costs in this study were in 2010 dollars, the unit costs were inflated from 2010 to 2015 dollars.

Summary of O&M Costs

The total O&M cost for each alternative is shown in **Table 4-2**.

[4]*http://www.metrotransit.org/Data/Sites/1/media/pdfs/atcs/conceptdevelopment.pdf*

For more information on the cost estimation for capital and operating costs, see the **Cost Estimation Technical Memorandum.**

The O&M cost in this plan is higher than that presented in the AAU for several reasons. This plan used a more refined cost model than was used in previous studies.

Table 4-2: O&M Cost Summary (2015$)

COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2A	ALTERNATIVE 2B
BRT Service Cost	$5.6 M	$7.0 M	$7.1 M
Facility Maintenance and Fare Collection Cost	$0.5 M	$0.8 M	$0.8 M
Total O&M Cost (2015$)	**$6.1 M**	**$7.8 M**	**$7.9 M**

Additionally, this plan included operator recovery time in the calculations. Finally, the span of service and days of operation assumed in this plan are similar to other transitways in the region and are greater than those used in previous plans.

4.3 Ridership

A **Travel Demand Forecast Report** was produced to document the ridership demand for the Red Rock Corridor alternatives. The forecasts are based on socioeconomic and network assumptions for the year 2040, as developed by the Metropolitan Council.

MODELING METHODOLOGY

The forecast travel demand for the corridor was conducted using the Twin Cities Regional Travel Demand Model. For more information on the modeling methodology and assumptions see the **Ridership Forecasting Methodology Report.**

RIDERSHIP PROJECTIONS (2040)

Ridership results from the modeling are summarized in **Table 4-3.** Key ridership observations:

- About two-thirds of the trips are work trips.
- Even at peak hour, the standard BRT buses can accommodate all passengers.
- Nearly all of the transfer from bus or rail occur at the Union Depot and Mounds Boulevard Station.
- The park-and-ride station with the largest demand is at the Newport Transit Station, followed by the Lower Afton Park & Ride. These stations offer relatively quick access from freeways and the stations are closer to the Saint Paul Central Business District (CBD) than the other Red Rock Corridor stations. The remaining park-and-ride stations show a demand of 50 or fewer vehicles for BRT service.
- The park-and-ride attractiveness of the station in Hastings near the Dakota County Service Center in Hastings may be less attractive due to a relatively slow connection to the Hastings Depot, which drivers could access directly.
- The existing Routes 361, 364, and 365 show stable ridership, good travel times, accessibility. They also serve other geographic markets, including direct, one-seat trips to the University of Minnesota and the Minneapolis CBD.
- The analysis indicates that about 63/60 percent of the projected 2040 ridership is attributable to the increased local/express service, with most of the remainder of the transit demand attributable to population growth from 2010 to 2040.

Table 4-3: Ridership Results Summary

YEAR	ALTERNATIVE	DESCRIPTION	EXISTING EXPRESS ROUTES	BRT	TOTAL
2040	No Build	Existing Routes Only	1,650	-	1,650
2040	Alternative 1	BRT Along Hwy 61 to Hastings with a Highway Orientation	1,500	1,250	2,750
2040	Alternative 2A	BRT Along Hwy 61 to Hastings with a Community Orientation (via 95th Street)	1,600	2,150	3,750
2040	Alternative 2B	BRT Along Hwy 61 to Hastings with a Community Orientation (via Jamaica Avenue)	1,600	2,200	3,800

For more information on the ridership forecasts and modeling, see the **Ridership Forecasting Methodology Report**, the **Ridership Forecasting Validation Report**, and the **Travel Demand Forecasting Report**.

4.4 Full Build BRT Alternative Analysis

EVALUATION MEASURES

During the AAU process, a set of evaluation criteria were developed to reflect the goals and objectives for the project. However, because these evaluation measures were developed to compare different modes (BRT, express bus, and commuter rail) and were very broad, a series of new evaluation measures were utilized to compare ridership estimates, cost details, service characteristics, and station area socioeconomic data. The results for these twelve measures were presented to the public, the Technical Advisory Committee (TAC), Business and Civic Advisory Committee (B-CAC), and the Red Rock Corridor Commission (RRCC) to aid in the decision-making process (see **Table 4-4** for list of measures).

Each of the twelve measures provides a quantitative assessment of one component of each BRT Alternative. No overall "score" was developed, which would require the application of a series of weighting factors (or an implied equal weighting system). Alternative 2 met all of the measures except for capital and operating and maintenance costs when compared with Alternative 1 (see **Alternative Evaluation Technical Memorandum** for full results).

The evaluation criteria for the two alternatives is shown in **Table 4-5.**

ALTERNATIVE SELECTION PROCESS

The results of the alternative evaluation process were presented to the TAC, RRCC, B-CAC, and made available for public comment.

On January 28, 2016, the RRCC approved Alternative 2 as the recommended "full build" alternative for final analysis in the Implementation Plan. This decision was based on public input, the recommendation of the TAC, and the higher ridership and economic development potential.

Table 4-4: Evaluation Measures by Goal

MEASURE	AAU GOAL
BRT Boardings	Mobility
Boardings per Revenue	Mobility
Average Travel Time	Mobility
Capital Costs	Cost
Operations & Maintenance Cost	Cost
Operations & Maintenance Costs per Revenue Hour	Cost
Operations & Maintenance Costs per Boarding	Cost
Acreage Served	Development
2040 Population Served	Development
2040 Jobs Served	Development
New Transit Trips	Environment
Boardings from Households without Access to a Vehicle	Environment

Following RRCC's decision, meetings were held with Cottage Grove city staff, the city council, planning commission, and the Cottage Grove Economic Development Authority to discuss the options for locating BRT service on either the east (Alternative 2B) or west (Alternative 2A) side of Highway 61. While there was significant interest in providing transit service to the industrial park on the west side of Highway 61, the businesses in this area are fairly spread out and would likely require shuttle for employees to get from the station to their employer. By comparison, the proposed station on the east side of Highway 61 is walkable to residences and businesses. The decision was made by the RRCC to move forward with Alternative 2B.

*Table 4-5: Comparison of Alternatives**

Alternative 1	MEASURES:	Alternative 2
$27,800,000	Capital Costs	**$43,000,000**
$6,100,000	O&M Costs	**$7,800,000**
1,250 *(plus 1,500 on Express Routes)*	BRT Riders per Day	**2,150** *(plus 1,600 on Express Routes)*
900	Boardings from New Transit Riders	**1,600**
750	Acreage Served *(Excluding downtown Saint Paul)*	**2,100**
1,900	2040 Population Served *(Excluding downtown Saint Paul)*	**11,600**
700	2040 Jobs Served *(Excluding downtown Saint Paul)*	**3,200**

**Due to the similarities between Alternative 2A and 2B, characteristics for Alternative 2A are shown to simplify the comparison*

4.5 Preferred Alternative

SERVICE PLAN

Description

The preferred alternative includes mainline BRT service along Highway 61 between Union Depot in Saint Paul and Hasting Depot with deviations from Highway 61 in Newport, St. Paul Park, Cottage Grove, and in Hastings. The portions of this alternative off of Highway 61 aim to serve existing destinations and densities that are more likely to support all-day, bi-directional transit service than park-and-rides. The end-to-end travel time to cover the 26.8-mile distance is assumed to be approximately 66 minutes with 124 daily trips.

Figure 4-4 shows the proposed preferred alternative route.

Stations

The proposed stations for the preferred alignment include:

- Union Depot
- Mounds Boulevard Station: located on Mounds Boulevard at the end of Conway Street
- Earl Street Station: located at the intersection of Hudson Road and Earl Street
- Etna Street Station: located at the intersection of Hudson Road and Etna Street
- Lower Afton Park & Ride: located the intersection of Highway 61 and Lower Afton Road
- Newport Transit Station: located on Red Rock Crossing east of Maxwell Avenue
- St. Paul Park Station: located on Broadway Avenue east of Summit Avenue
- 80th Street Station: located on East Point Douglas Road south of 80th Street
- Jamaica Avenue Station: located on East Point Douglas Road west of Inwood Avenue
- Hastings Depot
- Hastings #2: located along Highway 55 between Westview Avenue and Vermillion Street (Highway 61)
- Hastings #3: located in proximity to the Dakota County Services Center

Travel Time

The assumed end-to-end travel time for the preferred alternative is **66 minutes**. This was calculated by measuring the distance between stations and calculating the travel time between them based on an average speed for the segment. Additionally, station delay was estimated based on the upstream station, station type, and configuration. On-street stations were assumed to introduce 20 seconds of delay and off-street, park-and-ride stations were assumed to add two minutes of delay. Station delay was not included in the total time for Union Depot and Hastings Depot because this time is part of the layover and riders would not be on the bus during this time.

Weekday Service

- Frequency
  - 15 minutes (6:00 a.m. – 6:00 p.m.)
  - 30 minutes (5:00 a.m. – 6:00 a.m.; 6:00 p.m. – 12:00 a.m.)
- Service Hours
  - 19 Hours

Weekend Service

- Frequency
  - 30 minutes (7:00 a.m. – 12:00 a.m.)

- Service Hours
  - 17 Hours

Connecting Transit Service

The additional stations on the east side of Saint Paul provide greater opportunities for bus connections to BRT in the Red Rock Corridor. The METRO Gold Line (Gateway Corridor) would provide connections at the Etna Street Station, Earl Street Station, Mounds Boulevard Station, and Union Depot. Additional connections would also be provided with the Route 70 at Earl Street Station and the Route 63 at the Mounds Boulevard Station.

4.6 Corridor Evaluation

Although a preferred alternative was selected, the results from a station-level evaluation showed that the preferred alternative would likely not be competitive with other national transit projects for limited federal funds.

This determination led to an evaluation process to look at corridor-wide performance measures for interim year build scenarios in order to identify a phased implementation plan that could leverage funds from a variety of sources and establish target ridership thresholds to ensure the projects is competitive with other regional and national transitway projects.

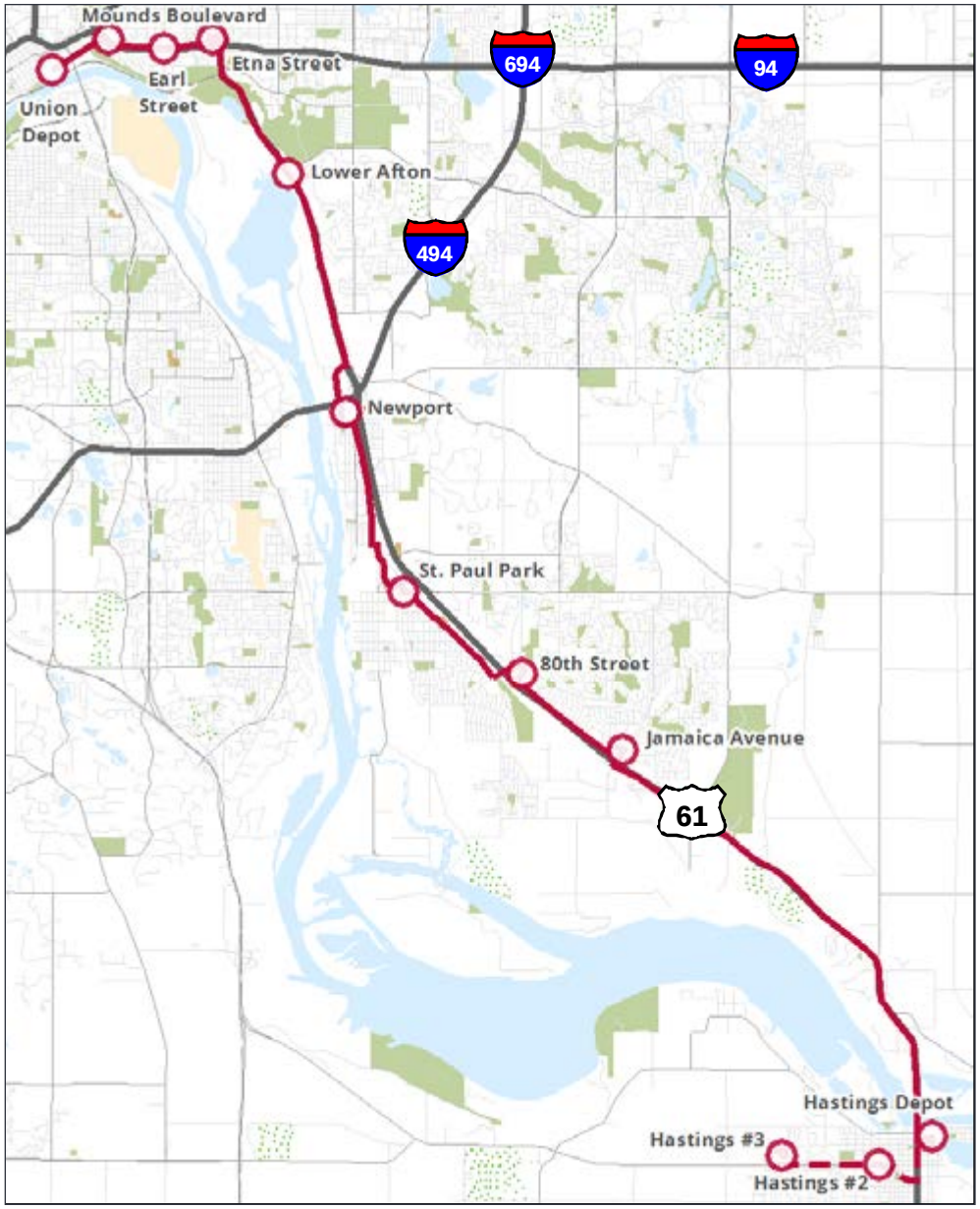
CORRIDOR EVALUATION METHODOLOGY

While station-level ridership will guide whether or not a service is competitive for federal sources, ultimately Metro Transit and the region uses route-level evaluations to determine the productivity and viability of a route. This measure is a function of the total number of riders and the number of hours the bus is in operation (called passengers per in-service hour or PPISH, **Figure 4-5**).

Figure 4-5: PPISH Calculation

$$\text{PPISH} = \frac{\text{Daily Boardings}}{\text{Daily In - Service Hours}}$$

Figure 4-4: Preferred Alternative Route



The key to meeting the regional standard for PPISH, which varies by route type, is to create transit routes that maximize ridership while minimizing costs. This creates routes that are as efficient as possible while still achieving other goals, such as increasing travel options and improving accessibility.

As shown in **Table 4-6**, Metro Transit has established PPISH averages by route type in the 2040 Transportation Policy Plan (2040 TPP), and the critical threshold for the Red Rock Corridor is 20 for Local Bus, 25 for Arterial BRT, and 20 for Commuter Express Bus.

Table 4-6: PPISH Guidelines Published in the 2040 TPP

ROUTE TYPE	ROUTE AVERAGE
Core Local Bus	≥20
Supporting Local Bus	≥15
Suburban Local Bus	≥10
Arterial BRT	≥25
Highway BRT	≥25
Light Rail	≥70
Commuter Express Bus	Peak ≥ 20; Off-peak ≥ 10
Commuter Rail	≥70
General Dial-a-Ride	≥2

OPTIONS EVALUATED

Since service will be phased in, several transit options with varying frequencies, stations, and corridor lengths were proposed and evaluated. These options included:

- **Route 367**
  - A proposed express route serving Hastings Depot, Newport Transit Station, and downtown Minneapolis
- **Route 363**
  - A local bus route acting as a precursor to BRT Implementation via Newport and St. Paul Park that terminates at the Cottage Grove Park & Ride
- **Route 363 Extended**
  - Route 363 with an extension to the Hastings Depot
- **Interim Option 1: BRT Service to Cottage Grove**
  - BRT service between Union Depot and the Cottage Grove Park & Ride via the Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, and 80th Street Station, Jamaica Avenue Station, and the Cottage Grove Park & Ride
- **Interim Option 2: Add Gateway to Base BRT Service**
  - In addition to the BRT stations from Interim Option 1, Interim Option 2 also serves the three Gateway stations
- **Interim Option 3: BRT Service to Hastings Depot with Gateway Station**
  - In addition to the base BRT stations from Interim Option 1, Interim Option 3 serves the three Gateway stations and the Hastings Depot
- **Full Build BRT Service**
  - The Full Build BRT Service option is the preferred alternative discussed previously that stops at all proposed stations

The results of the corridor evaluation compared three interim BRT options to the full build BRT and the existing Red Line BRT. The results shown in **Figure 4-6** illustrate that forecasts predict that the options for the Red Rock Corridor will perform significantly worse than other BRT corridors in the region.

While Interim Option 2 had the highest PPISH, this optimized version of the Full Build BRT Alternative 2 did not meet regional minimums. Ridership for this option would need to increase by 33 percent to meet the 25 PPISH regional threshold. **Table 4-7** summarizes the PPISH standard for each option and the percent increase in ridership needed to meet that threshold.

For more information on the corridor-level evaluation, see **Alternative Evaluation Technical Memorandum**.

Figure 4-6: Interim Option PPISH Comparison to Regional Statistics

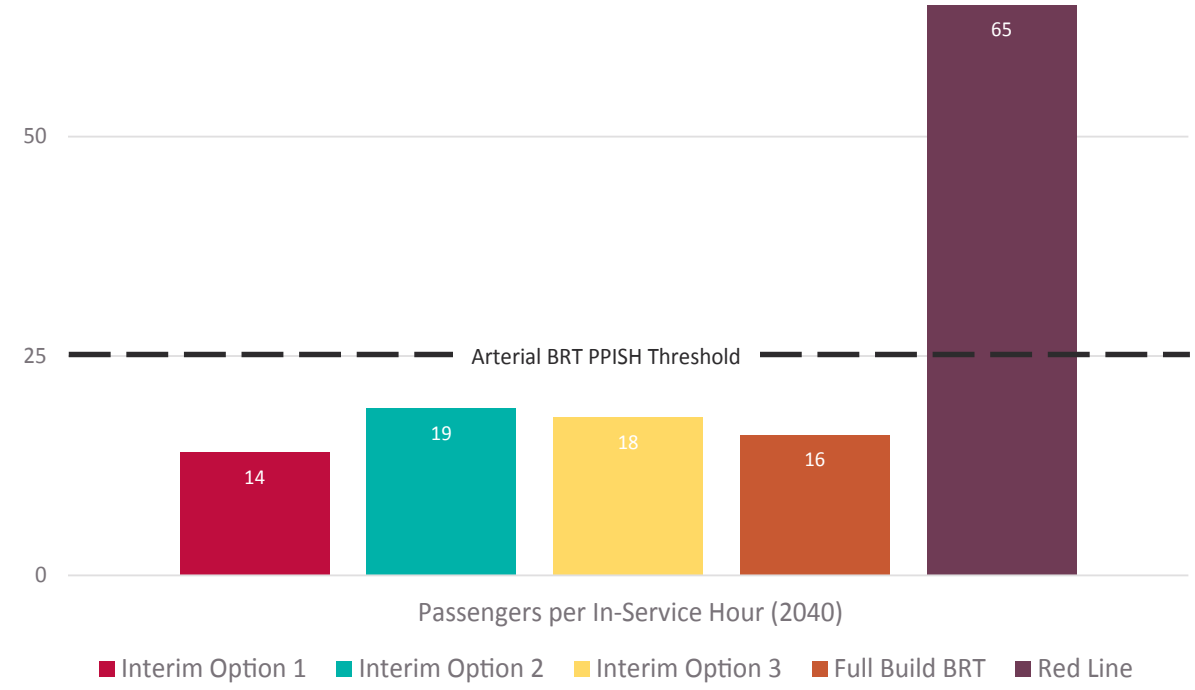


Table 4-7: PPISH Results for Alternatives Evaluated

YEAR	ROUTE	PROPOSED ROUTE RIDERSHIP	PPISH	TARGET PPISH GOAL	RIDERSHIP INCREASE NEEDED TO MEET TARGET PPISH
2024	Route 367	100	12	Peak ≥ 20; Off-peak ≥ 10	70%
2024	Route 363	540	14	10 - 20	-
2040	Interim Option 1 BRT	1,250*	14	25	85%
2040	Interim Option 2 BRT	1,800*	19	25	33%
2040	Interim Option 3 BRT	2,000*	18	25	43%
2040	Full Build BRT Service	2,200	16	25	54%

**Estimated from ridership model sensitivity tests*

Chapter 5: Financial Plan

5. Financial Plan

5.1 Financial Plan Overview

The financial plan documents and evaluates the potential revenue sources available to implement (plan, design, and construct) and operate a bus rapid transit (BRT) system within the Red Rock Corridor. The plan recognizes that a discussion of funding and financing options early in project planning helps decision makers understand the financial feasibility—and potential administrative burdens—of advancing a major transit capital investment into environmental review, design, and construction.

The financial plan establishes the planning-level capital and operating costs estimated and needed for the preferred alternative. Potential funding resources that are available include local, regional, state, and federal agencies. An exploration of alternative projected-related funding sources, such as value capture options and other fees and revenues that might be secured to support the capital and operating needs of the Red Rock Corridor BRT project, is detailed in the **Financial Plan Memorandum**.

The financial plan presents an evaluation of each funding option's feasibility to support a BRT investment in the corridor, as well as a recommendation of promising sources for further investigation should the project advance into later planning and design phases. Finally, the plan concludes with suggested next steps for Red Rock Corridor stakeholders to implement the project, including a consideration of options for phasing its implementation over time.

5.2 Summary of Funding Options

The list below summarizes the federal, state, regional, local, and project-specific funding options for the proposed Red Rock Corridor BRT project. Funding options are divided into five categories: local funding, regional funding, state funding, federal funding, and system generating revenues.

FEDERAL

There are a number of transit funding opportunities provided by the federal government. The Federal Transit Administration (FTA) administers formula grant programs for transit projects requiring capital funds for construction activities. The Federal Highway Administration (FHWA), through MnDOT and Metropolitan Council, also administers capital funding that may be used for transit through a regionally competitive process.

Finally, discretionary funding from FTA and the United States Department of Transportation (USDOT) may be available to cover up to 80 percent of the costs of a BRT investment in the Red Rock Corridor. These discretionary programs include:

- Capital Investment Grant program (FTA Section 5309) (Small Starts)
- Bus and Bus Facilities Program Competitive Grants (FTA Section 5339 b and c)
- Transportation Investment Generating Economic Recovery (TIGER)
- Surface Transportation Block Grant Program Urbanized Federal Formula Funds (FTA Section 5307)
- Bus and Bus Facilities Formula Funds (FTA Section 5339 a)
- Surface Transportation Block Grant Program
- Congestion Mitigation Air Quality (CMAQ)

STATE

In Minnesota, the state legislature is charged with biennial transit revenues appropriations from the state's general fund, and for setting the percentage of the state's Motor Vehicles Sale Tax Revenues (MVST) dedicated to transit. The state also has a revolving loan fund and dedicates a limited amount of Trunk Highway Fund user fee revenues for transit. The state funding sources include:

- Motor Vehicle State Tax (MVST)
- Public Transit Assistance (General Fund)
- Special Legislative Appropriations
- Transportation Revolving Loan Fund
- MnDOT Trunk Highway Funds and Bonds

REGIONAL

Transportation and transit projects in the Twin Cities metropolitan area receive funding from two regional entities, the Metropolitan Council and the Counties Transit Improvement Board (CTIB). The following regional funding sources include:

- Regional Transit Capital Bonds (Metropolitan Council)
- Counties Transit Improvement Board Revenues

LOCAL

The Red Rock Corridor BRT will serve three counties in the Twin Cities metropolitan area: Washington, Dakota, and Ramsey. While each county is served by a Regional Railroad Authority (RRA), which helps to identify and develop potential transit corridors and has the ability to raise property tax levies to fund these activities, they also have different funding sources and procedures

for funding public transportation. The following local funding sources include:

- County/City General Funds
- County/City Highway Funds
- Wheelage Taxes
- Washington County Regional Railroad Authority Levy
- Dakota County Regional Railroad Authority Levy
- Ramsey County Regional Railroad Authority Levy
- General Obligation Bonds

PROJECT RELATED FUNDING

The funding sources listed below include an array of funding strategies that might be used to capture the new and increased value of existing land and properties generated as a result of a major transit capital investment; and can be generated as part of the operation of the project.

- Tax Increment Financing (TIF)
- Special Assessment Districts
- Joint Development
- Developer Contributions
- Fare Revenue
- Advertising
- Naming Rights

A more detailed description of the funding options and system-generated revenues and how they are allocated are explained in the **Financial Plan Memorandum.**

5.3 Evaluation of Funding Sources

Each of the revenue sources listed in this section for a Red Rock Corridor BRT investment have been evaluated according to its ability to fund capital, operation and maintenance, and project development expenses. The evaluation criteria is presented below.

Revenue Potential: The relative amount of revenue a funding source may yield for the Red Rock Corridor BRT project

Stability: The annual predictability of a funding source

Competitiveness: This measure only applies to funding sources that are distributed at the regional, state, or federal level through a competitive process

The likelihood of each of these revenue sources funding a Red Rock Corridor BRT investment has been evaluated according to the following:

Uses (✓ or X)
Ability to fund capital costs
Ability to fund operations and maintenance costs
Ability to fund project development expenses

Evaluation (○ through ●)
Revenue potential
Stability/predictability
Competitiveness

The evaluation criteria are explained in **Table 5-1**, and a summary of the evaluation of each of the funding sources can be found in **Table 5-2**.

Table 5-1: Revenue Potential Evaluation Measures

EVALUATION MEASURE	DEFINITION	SYMBOL	CRITERIA
Revenue Potential	The relative amount of revenue a funding source may yield for the Red Rock Corridor project.	●	50% or more of total project capital costs
		◕	25-50% percent of costs
		◑	10-25% percent of costs
		◔	Less than 10% of costs
		○	No revenue potential
Stability	The annual predictability of a funding source.	●	Generally stable and predictable
		◕	Can be volatile but is generally predicable source
		◑	Predictable, but commonly dedicated to other sources
		◔	It is not certain the source will be available in the future
		○	Relatively unpredictable
Competitiveness	This measure only applies to funding sources that are distributed at the regional, state, or federal level through a competitive process.	●	Red Rock Corridor is a strong candidate to receive competitive funding
		◕	Relatively competitive
		◑	Portions of the project may be competitive
		◔	May be competitive, but demand for source is extremely high
		○	Not eligible or competitive for funding

Table 5-2: Funding Evaluation Summary

Potential Funding Sources	Uses			Evaluation		
	Capital	O&M	Project Development	Revenue Potential	Stability/ Predictability	Competitive-ness
Federal						
Section 5309 (Small Starts)	✓	X	X	●	●	○
Section 5339 (b and c) Bus and Bus Facilities Competitive Grants	✓	X	X	◑	●	◔
TIGER Grant	✓	X	X	◑	◔	◔
Section 5307 Urbanized Area Formula Funds	✓	X	✓	○	●	-
Section 5339 (a) Bus and Bus Facilities Formula Grants	✓	X	X	◑	●	-
CMAQ and STBGP (Regional) Solicitation)	✓	✓	X	◑	●	◑
State						
Public Transit Assistance Funds	✓	✓	X	◔	◔	◔
Special Legislative Appropriations	✓	X	X	◑	○	-
Motor Vehicle Sales Tax	✓	✓	X	◔	◕	-
Transportation Revolving Loan Fund	✓	X	X	○	◑	-
MnDOT Trunk Highway Funds and Bonds	✓	X	X	◔	○	-
Regional						
Regional Transit Capital Bonds	✓	X	X	◔	◕	-
CTIB Revenues	✓	✓	✓	◕	●	◕

Table 5-2: Funding Evaluation Summary (continued)

Potential Funding Sources	Uses			Evaluation		
	Capital	O&M	Project Development	Revenue Potential	Stability/ Predictability	Competitive-ness
Local						
WCRRA Property Tax Levy	✓	✓	✓	○	●	-
Washington County G.O. Bond	✓	X	X	◔	◔	-
Washington County Wheelage Tax	✓	X	X	○	●	-
DCRRA Property Tax Levy	✓	✓	✓	◔	●	-
Dakota County Wheelage Tax	X	X	X	○	●	-
RCRRA Property Tax Levy	✓	✓	✓	◑	●	-
Ramsey County Wheelage Tax	✓	X	X	○	●	-
Project Related Funding						
TIF	✓	X	X	◔	◔	-
Special Assessment Districts	✓	X	X	◔	◔	-
Joint Development	✓	✓	X	◔	◔	-
Developer Contributions	✓	✓	✓	◔	◔	-
Fare Revenues	X	✓	X	◔	◕	-
Sponsorships/Naming Rights/Advertising	✓	✓	✓	◔	◕	-

5.4 Financial Plan Conclusions

Based on the evaluation of the funding sources, the following observations can be made about available revenue sources' ability to support the capital costs of a new BRT line in the Red Rock Corridor:

- **Seek multiple sources to fund the Red Rock Corridor prioritized investment.** The funding available from the evaluated programs and their various matching requirements indicates that multiple sources would likely be needed to construct and operate the BRT project. Most state and local programs place a high priority on leveraging federal and other sources of funding. At the same time, the current evaluation standards for federal formula transit funds are highly competitive for new transit lines or place priority on meeting the needs of the existing transit system. In addition, flexible Federal Highway Administration (FHWA) funding administered by the Transportation Advisory Board (TAB) is competitive and limited to only small grant awards. Value capture strategies could be pursued in the corridor but cannot be counted on to contribute a significant level of funding towards the project. Therefore, funding from a variety of programs and sources will need to be pursued to fund the recommendation in this plan.
- **Invest in a series of small improvements to implement the project over time in order to efficiently leverage funds from multiple sources.** The *Red Rock Corridor Implementation Plan Study* Team has identified distinct steps to advance transit improvements between Hastings and Saint Paul. This includes an initial investment in local bus service, which would closely follow the preferred alignment for BRT service terminating at the current Cottage Grove park-and-ride. Another potential phase is peak-period express bus service between Hastings and Saint Paul, serving existing transit and park-and-ride facilities at Hastings Depot, the Newport Transit Station, and Union Depot. Later phases could expand service to off-peak periods and to more communities in the corridor, as well as investments in capital improvements to the Lower Afton park-and-ride, relocation of the Cottage Grove park-and-ride, and other passenger facilities.

  The advantage of this approach is that improved, low-capital service in the peak would not need to await lengthy project development nor the complex financial planning necessary to develop a $44 million capital package. Existing Regional Railroad Authority (RRA) resources, Public Transit Assistance or Motor Vehicle Sales Tax (MVST) revenues from the State of Minnesota, and operating funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) program and capital funding for buses from the Surface Transportation Block Grant Program via Metropolitan Council's Regional Solicitation process might support such service. Such service might also begin to build stronger travel demand in the corridor, and this demand might make future capital investments more competitive for federal or other discretionary funding. Subsequent capital improvements of $7 million or less may qualify for funding through the Regional Solicitation process.

  However, while the Red Rock Corridor BRT project is included as a Phase 1 Transitway Improvement Project in Counties Transit Improvement Board (CTIB) Program of Projects (PoP) Investment Strategy, there is no guarantee that the project would be an attractive CTIB investment when it is ready for capital funding. CTIB is charged with maximizing opportunities to bring federal funding into Minnesota for expansion of the regional transit system. As previously noted, the Red Rock Corridor BRT project may not be competitive for federal discretionary funding and would therefore be less likely to be competitive in the CTIB grant process.
- **Consider local opportunities to help fund small investments towards full BRT build out**. Red Rock Corridor counties have opportunities to help fund small investments though they vary by community. Local taxes could be a source for the 10 percent local match typically required to secure other funding opportunities. For example, Ramsey County Regional Railroad Authority (RCRRA) raised its property tax rate to support the cost of renovating and operating the Union Depot in downtown Saint Paul. If the local partners believe that improved transit in the Red Rock Corridor is a priority investment, they could consider generating funding to support its implementation and operation. Currently, CTIB is programed to fund 30 percent of the capital cost of the Red Rock Corridor, which means local match will be required to secure CTIB funding. Some of the match might be derived from other sources such as through the Regional Solicitation, the establishment of a tax increment financing (TIF) district, or other federal grants (like the US Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant program).
- **Reevaluate funding sources and competitiveness as project needs arise**. Funding sources and evaluation measures for available funding change over time. As ridership for near-term phases such as regular route and express bus increases to meet regional performance standards, availability of and competitiveness for project funding could be reevaluated.

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Chapter 6: Phasing Plan

6. Phasing Plan

6.1 Phasing Plan Development

Based on discussions with stakeholders and public input received during project development, it was determined that all-day transit service is desired in the Red Rock Corridor to key regional destinations as well as between station areas throughout the corridor. However, based on the current ridership projections and cost-effectiveness of the project, a phased Implementation Plan is proposed to move forward with the development of BRT in the Red Rock Corridor.

The following two phases are recommended for the project:

- Phase I: Near-term (2016 – 2020)
- Phase II: Long-term (2020 – 2040)

6.2. Phase I: Near-Term (2016 –2020)

The first phase towards full BRT implementation is to increase local and express bus service. This includes:

- Work with Metro Transit to maintain and increase local and express bus service
- Work with corridor cities and counties to update comprehensive plans with increased population and employment density within station areas
- Work with Metro Transit to implement 30-minute service throughout most of the day between Saint Paul and Cottage Grove (Route 363)[2]
- Work with Metro Transit and the City of Hastings to determine when express bus service from Hastings (such as Route 367) or local service within Hastings is a viable option

[5]In July 2016, a Regional Solicitation Application was submitted to the Metropolitan Council for Route 363. If the grant application is successful, the service would be implemented for a three-year term starting in 2020.

ADDITIONAL EXPRESS SERVICE

The existing Routes 361, 364, and 365 along the Red Rock Corridor offer competitive travel times (compared to driving in a vehicle) to downtown Minneapolis and the University of Minnesota or downtown Saint Paul.

Working with Metro Transit to maintain existing express service in the corridor would be a low cost initial step towards building ridership in the corridor.

ADDITIONAL LOCAL SERVICE

In April 2015, the Metropolitan Council approved Metro Transit's 2015-2030 Service Improvement Plan (SIP), which is an unfunded list of service improvements that are prioritized for implementation based on available resources. The SIP identified Route 363 as a new route within the Highway 61 corridor that would serve many of the same stations as the preferred alternative. Route 363 would provide 30-minute, bi-directional service between Cottage Grove and downtown Saint Paul[6] throughout most of the day.

Route 363

The proposed Route 363 is a local bus route acting as a precursor to BRT implementation in this corridor. This route would serve Union Depot in Saint Paul, the Lower Afton Park & Ride, Newport Transit Station, 80th Street, Jamaica Avenue, and the Cottage Grove Park & Ride.

[6]The 2015 Service Improvement Plan document indicates that this route would only serve park-and-rides and would continue to Minneapolis. For the Red Rock BRT Implementation Plan, it was assumed that Route 363 would also serve local destinations in Cottage Grove and St. Paul Park and would only serve Saint Paul.

Figure 6-1: Route 363 Terminating at the Cottage Grove Park & Ride

With assumed 30-minute headways, the route would operate between 6:00 a.m. and 8:00 p.m. for a total of 58 trips (29 trips in each direction). See **Figure 6-1** for route map.

While Route 363 will provide additional bus service to the Red Rock Corridor, it will also build stronger travel demand in the corridor. Increased demand may make future capital investments for BRT service more competitive for federal or other discretionary funding.

As Route 363 is implemented, the next step towards full BRT implementation would be to work with Metro Transit and City of Hastings to determine when express bus service (such as Route 367) or local service within Hastings is a viable option.

CORRIDOR CITIES

This phase also includes working with the cities and counties within the Red Rock Corridor to update their comprehensive plans. The plans should give consideration to increasing population density and employment within station areas to support all-day transit service.

Outside of adjusting the route length and stops, a key component of increasing efficiency is through station area development, which will likely increase ridership. Achieving transit-supportive densities within station areas is a gradual process that includes land-use planning and the promotion of density in comprehensive plans and zoning code. These policy changes will be necessary to create a competitive BRT alignment in the Red Rock Corridor.

The success of transit is dependent upon coordinated land use planning along the corridor, specifically in the station areas.

6.3 Phase II: Long-Term (2020 - 2040)

If Route 363 is implemented, the second phase towards full BRT implementation would be based on how Route 363 performs. The next steps in this phase include:

- Implement the corridor city and county comprehensive plans with a focus on development within and around station areas
- Update forecasted ridership based on comprehensive plan updates
- If Route 363 is implemented, monitor ridership; work with Metro Transit to identify potential service improvements to reach 1,200 passengers per day
- Work with Metro Transit to maintain and/or increase express bus service between the Red Rock Corridor cities and downtown Minneapolis (such as Route 367)
- Replace Route 363 with an Interim BRT service when it reaches an estimated 25 passengers per in-service hour
- Continue to invest in station area development

COMPREHENSIVE PLAN IMPLEMENTATION

By 2020, comprehensive plan updates would be complete and focus would shift towards implementing the proposed improvements and encouraging development around and in station areas.

SERVICE IMPROVEMENTS

If Route 363 is implemented, the next steps in this phase include further evaluation of BRT and monitoring of ridership to identify potential service improvements to reach 1,200 passengers per day. During this phase, ridership forecasts should also be updated based on comprehensive plan updates.

The timing of design and construction of BRT infrastructure will depend on additional evaluation. One key threshold will be when Route 363 reaches 25 Passengers per In-Service Hour (PPISH). At this point, Route 363 could be replaced with an interim BRT option and likely meet regional efficiency standards. A key focus of implementing BRT will be to improve regional mobility. Final service plans will prioritize efficient and convenient connections to regional transit service at Union Depot, including connecting service to Minneapolis.

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Chapter 7: Recommendations & Next Steps

7. Recommendations and Next Steps

7.1 Recommendations

IMPLEMENTATION PLAN

Based on the current ridership projections and cost-effectiveness of the project, a phased Implementation Plan is proposed to move forward with the development of BRT in the Red Rock Corridor.

The phases and associated recommendations identified for the project include:

Phase I: Near-term (2016-2020)

The first phase towards full BRT implementation is to increase local and express bus service. This includes:

- Work with Metro Transit to maintain and increase local and express bus service
- Work with corridor cities and counties to update comprehensive plans with increased population and employment density within station areas
- Work with Metro Transit to implement 30-minute service throughout most of the day between Saint Paul and Cottage Grove (Route 363)[2]
- Work with Metro Transit and the City of Hastings to determine when express bus service from Hastings (such as Route 367) or local service within Hastings is a viable option

Phase II: Long-term (2020- 2040)

If Route 363 is implemented, the second phase towards full BRT implementation would be based on how Route 363 performs. The next steps in this phase include:

- Implement the corridor city and county comprehensive plans with a focus on development within and around station areas
- Update forecasted ridership based on comprehensive plan updates
- If Route 363 is implemented, monitor ridership; work with Metro Transit to identify potential service improvements to reach 1,200 passengers per day
- Work with Metro Transit to maintain and/or increase express bus service between the Red Rock Corridor cities and downtown Minneapolis (such as Route 367)
- Replace Route 363 with an Interim BRT service when it reaches an estimated 25 passengers per in-service hour
- Continue to invest in station area development

FUNDING CONCLUSIONS

Based on the evaluation of the funding sources, the following conclusions can be made about available revenue sources' ability to support the capital costs of a new BRT line in the Red Rock Corridor:

- Seek multiple sources to fund the Red Rock Corridor prioritized investments
- Invest in a series of small improvements to implement the project over time in order to efficiently leverage funds from multiple sources
- Consider local opportunities to help fund small investments towards full BRT build out
- Reevaluate funding sources and competitiveness as project needs arise

7.2 Next Steps

In conjunction with the actions and improvements in each of the phases, there are other broad and ongoing strategies that should be pursued. They are:

- Advocate for integrated multimodal investments including pedestrian, bicycle, and transit improvements that support mobility throughout the Red Rock Corridor
- Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable federal, regional, and local funding sources.
- Continue to monitor transit needs and performance in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements

[7]In July 2016, a Regional Solicitation Application was submitted to the Metropolitan Council for Route 363. If the grant application is successful, the service would be implemented for a three-year term starting in 2020.

Chapter 8: Appendix

8. Appendix

All the documents below can be found at:
www.redrockcorridor.com/corridor/implementation-plan/

Project Management Plan

Previously Completed Work

Stakeholder Engagement

- Public Involvement Plan
- Open House #1 Summary
- Open House #2 Summary
- Outreach Materials

Ridership Forecasting Methodology Report

Ridership Forecasting Validation Report

Travel Demand Forecasting Report

Service Plan Technical Memo

Cost Estimation Technical Memo

Alternative Evaluation Technical Memo

Financial Plan

Metropolitan Council's 2040 Transportation Policy Plan

Goal: Transportation System Stewardship, pg 58

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives: A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies:

- Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Goal: Safety and Security, pg 60

The regional transportation system is safe and secure for all users.

Objectives: A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal: Access to Destinations, pg 62

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives: A. Increase the availability of multimodal travel options, especially in congested highway corridors.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies:

- Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The

Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

- Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.
- Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.
- Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.
- Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal: Competitive Economy, pg 64

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives: B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies:

- The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal: Healthy Environment, pg 66

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A. Reduce transportation-related air emissions.

B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies:

- Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.
- Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.
- Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.
- Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Goal: Leveraging Transportation Investment to Guide Land Use, pg 70

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives: C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies:

- Local governments within the seven county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to Thrive MSP 2040 planning areas.
- Local governments should plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system

Washington County 2040 Comprehensive Plan (draft)

Goal: Support the growth of attractive urban communities while preserving rural functions and appearances. Pg 3-5

Policies:

- Promote land uses throughout the county that encourage active and sustainable living.
- Encourage transit-oriented development (TOD), pedestrian-oriented, neotraditional, suburban-style growth that uses land in an efficient manner in locations that connect to transportation and transit systems.

Strategies:

- Encourage communities to approve developments that have a pedestrian orientation, civic focus, and preserve historic structures and districts.
- Encourage cities and developers to create development patterns, including mixed land uses that provide good pedestrian and non-motorized circulation to provide the opportunities for residents to be more physically active.

Goal: Design the land use plan to support economic development. Pg 3-6

Policies:

- Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers.

Strategies:

- Support development that accommodates non-motorized travel and provides connections to housing, services, jobs, and open space.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies:

- Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.
- Plan, build, and maintain roadways to accommodate existing and future traffic growth.

Strategies:

- Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.
- Balance existing and planned land uses with county goals through transportation planning.
- Identify gaps in trail network and prioritize investments to improve non-motorized access to destinations

Goal: Improve safety and efficient for all users. Pg 3-10

Policies:

- Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.
- Use traffic management techniques to improve operations, safety, and useful life of the roadways.

Strategies:

- Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.
- Promote access from local roadways to develop and implement corridor-specific access management plans for county roadways to minimize access points on county roadways.
- Coordinate with partners to improve safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at non-motorized crossings.

Goal: Promote positive environmental and health outcome. Pg 3-11

Policies:

- Explore opportunities to improve the environment and encourage physical activity.
- Include strategies and best management practices related to the environment when planning, building, and maintaining transportation facilities.
- Prevent, minimize, or mitigate impacts to natural, cultural, and historic features.

Strategies:

- Identify trail connections to provide links to key destinations.
- Use community-based design to ensure board participation in transportation planning.

Newport 2030 Comprehensive Plan

Goal: Protection of natural resources and connections to natural features: Pg 5-6

Policies

- Newport recognizes that its natural resources, including its wooded bluffs, the Mississippi River shoreline and natural areas are important community assets, and may help to attract new residents and businesses.

Strategies

The City will work to protect these assets while accommodating new growth and development. The City will seek opportunities to connect these assets within the community, and provide access for residents and visitors to its parks and trail system.

Goal: Healthy and Fun Activities for all ages. Pg 7

Policies

- The City's parks and trails and community facilities will provide opportunities for residents of all ages to maintain good health and build relationships with other community residents, while connecting neighborhoods.

Strategies

- The City's Park Board updated the communities park and trails plans for this Comprehensive Plan, to take advantage of the new pedestrian linkages across Highway 61 and showcase the community's special parks, including three river overlooks and large parks in its bluff areas.

CITY OF NEWPORT
596 7th Avenue
Newport, Minnesota 55055
(651) 459-5677
Fax: (651) 459-9883

June 20, 2018

Wayne Sandberg
County Engineer
Washington County Public Works
11660 Myeron Road
Stillwater, MN 55082

Support for Washington County's Application for the Proposed CSAH 38 Multiuse Trail Improvements in the 2018 Regional Solicitation Program

Dear Mr. Sandberg,

The City of Newport supports Washington County's application to the Metropolitan Council's 2018 Regional Solicitation for federal funds for the proposed trail improvements on County State Aid Highway 38 (CSAH 38) between 20th Street and the intersection of 1st Avenue and 21st Street including crossing improvements along 21st Street.

The proposed project will fill an existing gap in the pedestrian and bicycle network through Newport. Locally, these trail improvements will strengthen multimodal transportation for Newport community members and allow users to safely access Newport Transit Station, Red Rock Crossing, Lions Park, the future Newport City Hall/Fire Station campus and the TH 61 pedestrian bridge as well as other local destinations. Trail facilities are becoming more and more critical as Newport continues to grow and attract more residents.

Additionally, the propose trail improvements create regional transportation connections as the proposed trail improvements follow the Mississippi River Trail (MRT) route and will connect with a Tier 1 alignment of the Regional Bicycle Transportation Network (RBTN). This connectivity will help promote active living and creates opportunities to utilize consistent and safe multimodal transportation options.

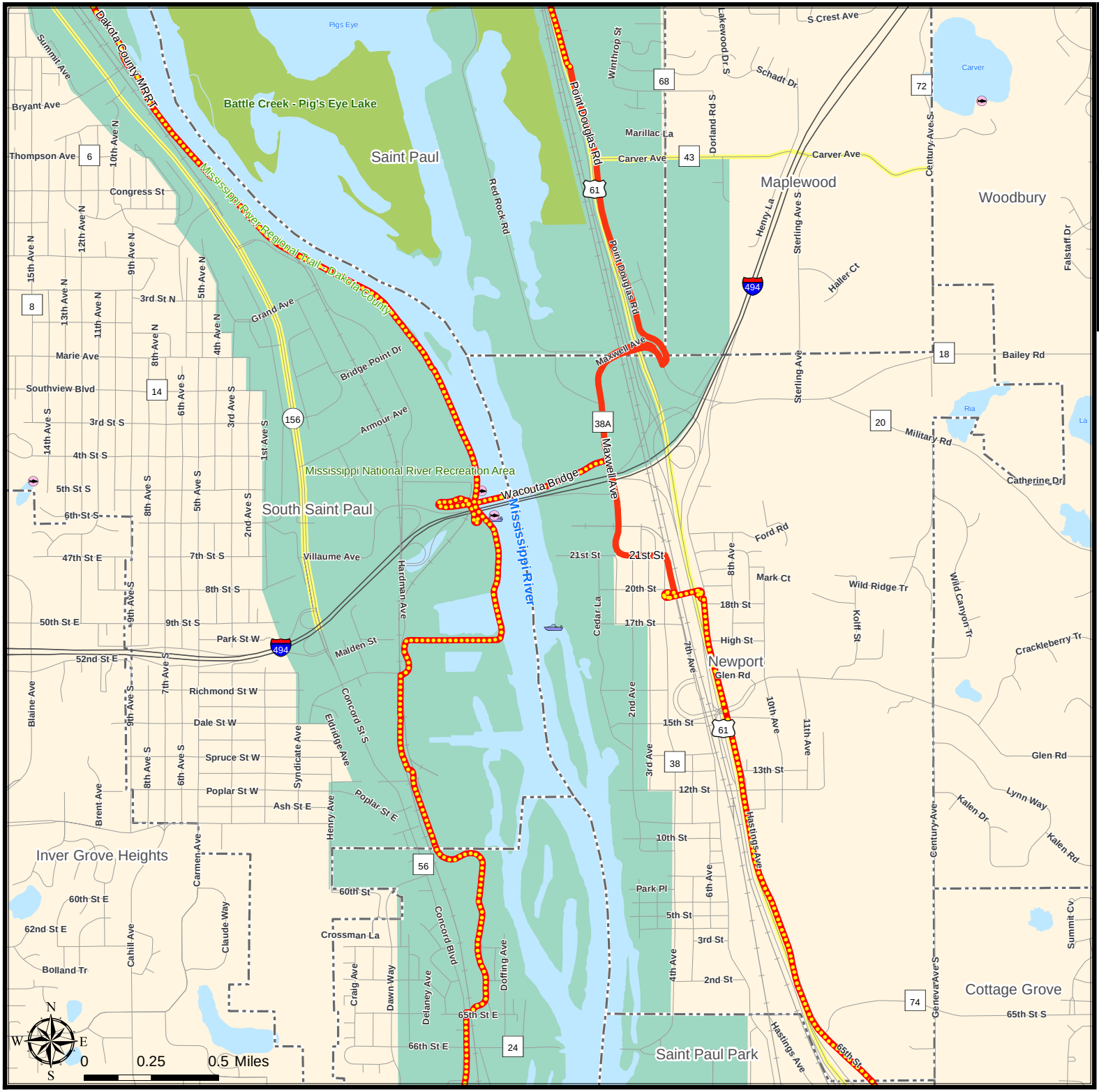
The City of Newport will continue to support Washington County's efforts to improve the County pedestrian and bicycle network. These improvements are consistent with the Newport 2030 Comprehensive Plan and the Washington County 2040 draft Comprehensive Plan.

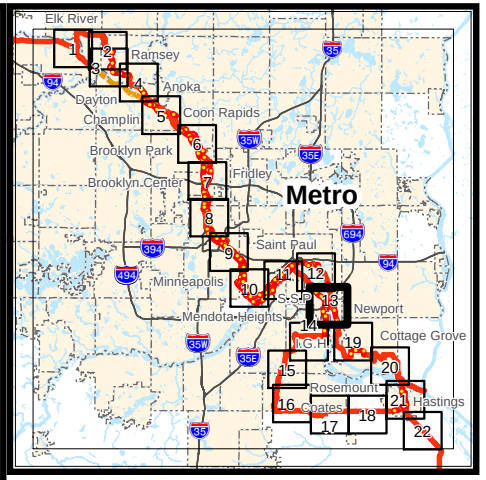
Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Deb Hill
Newport City Administrator

Cc: Jan Lucke, Public Works Planning Director





South St. Paul/Newport

Metro Map Inset 13

Mississippi River Trail Bikeway
U.S. Bicycle Route (USBR) 45

Details on MRT Route:

- MRT Route on Road
- MRT Route on Existing Roads with Limitations (shoulder width, sightlines, surface)
- MRT Route on Existing Trails

Existing Recreation Facilities:

- Fishing Opportunities
- Water Access Site
- Existing Federal, State and Regional Bikeable Trails
- State and Regional Parks
- Mississippi National River and Recreation Area (MNRRA)
- Federal and State Forests
- National Wildlife Refuge

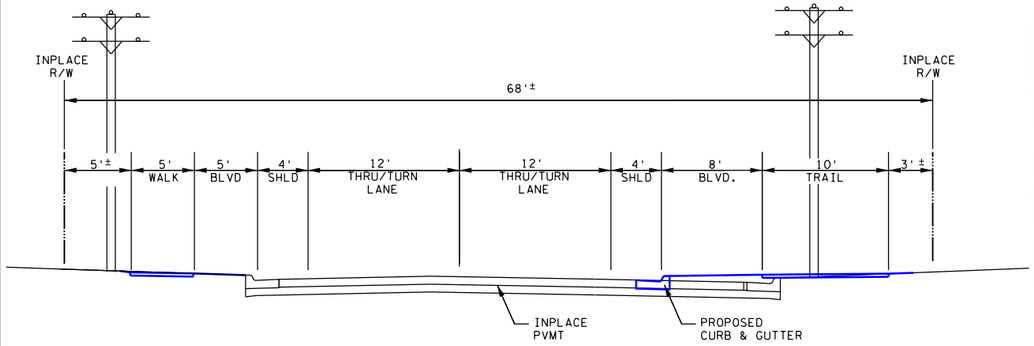
Basemap Features:

- Major Road with 4'+ Bikeable Shoulders
- Railroad
- Interstate Highways
- Other Roads
- US Highways
- State Highways
- County Roads
- Cities
- Open Water

March 2015

MRT Info on MNDOT Website:
http://www.dot.state.mn.us/bike/mrt/index.html
Alternative Format:
http://www.dot.state.mn.us/bike/ada.html
Disclaimer:
http://www.dot.state.mn.us/information/disclaimer.html

Local and Regional Trail Connections – Newport, MN



SECTION A-A PROPOSED 32' ROAD WIDTH

1ST AVENUE.

2ND AVENUE.

MAXWELL AVENUE

EXISTING MRT ROUTE

PERMANENT EASEMENT OR RIGHT-OF-WAY ACQUISITION REQUIRED

UTILITY POLE TO BE RELOCATED

21ST STREET W.

A

A

2ND AVENUE.

UTILITY POLE TO BE RELOCATED

3RD AVENUE.

3RD AVENUE.

20TH STREET W.

7TH AVENUE

CANADIAN PACIFIC RAILROAD

EXISTING MRT ROUTE

LEGEND

PROPOSED TRAIL

60

SCALE IN FEET

NEWPORT TRAIL CONCEPT
POTENTIAL TRAIL CONNECTION
REDUCED 32' 2 LANE ROAD WIDTH

Kimley»Horn

Washington County

K:\TWC_Civil\County\WASHINGTON\2018 FederalFunding Solicitations\NEWPORT TRAIL\CAD\Plan Sheets\Exhibits\NEWPORT TRAIL-GMIB.dgn 7/9/2018 1:52:13 PM

August 2016

NEWPORT STATION AREA PLANNING REPORT

RED ROCK
SOUTHEAST CORRIDOR

Your Ticket to the Southeast Metro.

PREPARED FOR

Red Rock Corridor Commission

PREPARED BY

Kimley»Horn

PARSONS BRINCKERHOFF

Introduction

The Red Rock Corridor is a proposed 30-mile transitway that runs along Highway 61 and Interstate 94 between Hastings and Union Depot in Saint Paul. The Washington County Regional Railroad Authority (WCRRA), Dakota County Regional Railroad Authority (DCRRA), Ramsey County Regional Railroad Authority (RCRRA), and Hennepin County Regional Railroad Authority (HCRRA) have initiated an Implementation Plan for the Red Rock Corridor. The Implementation Plan builds off the recommendations from the 2013 Alternatives Analysis Update to create financial, development, and service plans to lead towards the long-term goal of more transit service in the Corridor. These will lead towards the long-term goal of providing better transit connections between corridor communities and the regional network.

The preferred corridor alignment (displayed in **Figure 1**) includes bus rapid transit (BRT) service generally along Highway 61. The proposed service would occasionally deviate from Highway 61 to serve existing destinations and densities rather than park-and-ride stations, thus supporting all-day, bi-directional transit service. The alignment includes stations at Union Depot, Mounds Boulevard Station, Earl Street Station, Etna Street Station, Lower Afton Station, Newport Transit Station, St. Paul Park Station, 80th Street Station, Jamaica Avenue Station, Hastings Depot, and two other station locations in Hastings. Riders could access many destinations from the Union Depot using other transit service including express buses, local buses, and the METRO Green Line.

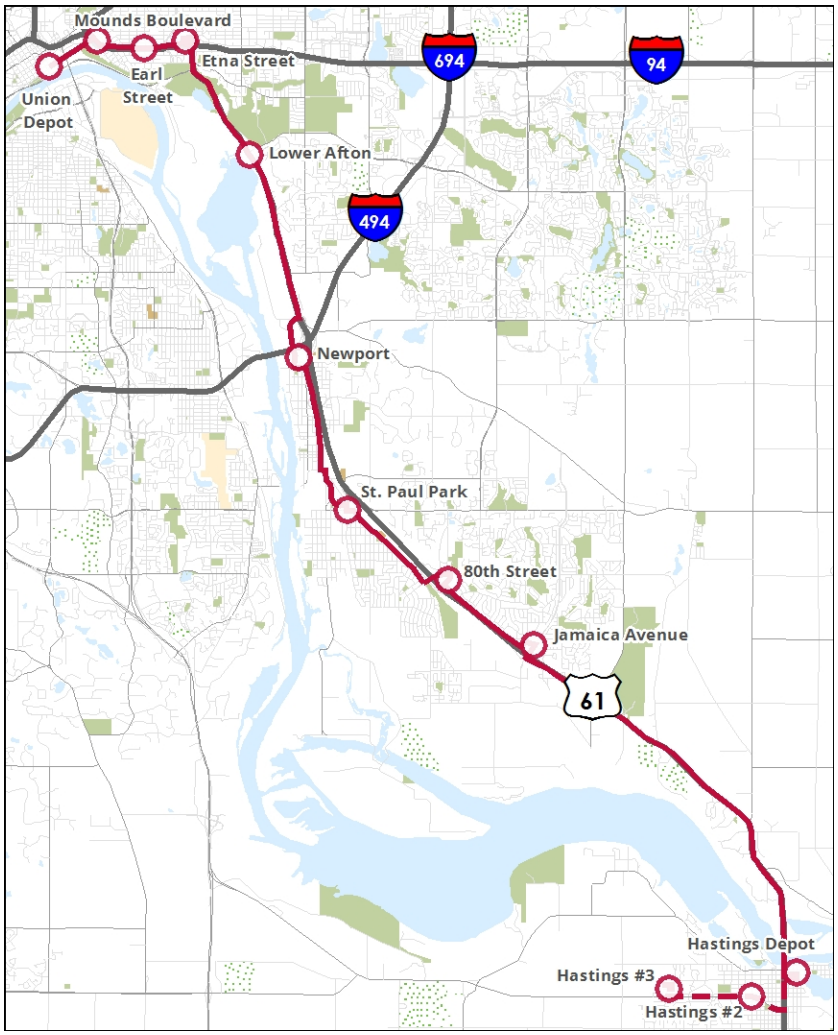


Figure 1: Preferred Alternative

Station Area Planning

This report provides context and recommendations for the station areas along the Red Rock corridor between downtown Saint Paul and Hastings. The intention of the Red Rock Corridor station area planning process was to locate stations and, where appropriate, to demonstrate the potential for a transit-oriented development (TOD) pattern around each station. The success of transit is dependent on proper land use planning along the corridor, specifically in the station areas. Likewise, the success of TOD is dependent upon the implementation of high-quality transit like BRT.

The purpose of this report is to guide the cities within the Red Rock Corridor in reviewing and planning for improvements to station areas in preparation for potential future BRT in the corridor. The context and recommendations in this report will serve to inform the cities as they update their comprehensive plans.

Principles of TOD

Transit-oriented development (TOD) is a type of community development that provides a mix of housing, office, retail, and commercial uses within walking distance to public transportation. Living, working, and shopping in TODs has become more popular and common with the growing interest among young people, seniors, and others in driving less and living close to transit. TODs encourage greater transit ridership and provide nodes of activity and commerce around transit stations. This results in more efficient use of land, energy, and resources that increases transit ridership and fare revenue. TODs are typically located next to transit corridors with regular service, most often light rail transit or BRT service.

Figure 2: Clarendon Market Commons, Arlington, VA

Metropolitan Council's Transit Oriented Development Policy

The Metropolitan Council's Transit-Oriented Development Policy[1] identifies six general principles that can be used to define TOD-type development:

1. DIVERSITY

A mix of land uses located within close proximity, preferably accessible by foot or a short transit trip.

Figure 3: Falcon Heights Town Square

2. DENSITY

A higher concentration of infrastructure and amenities, and a compact built environment that allows more workers and residents to live near transit.

3. DESIGN

High-quality, safe, pedestrian-oriented streets and public spaces.

Figure 4: Portland's Pearl District

4. DISTANCE TO TRANSIT

Development is ideally within a 10-minute walk of transit.

5. DESTINATION ACCESSIBILITY

Proximity to retail, employment, and service destinations that allow people to meet daily needs without the use of a car.

6. PARKING

Limited parking supply for residents, workers, and customers and coordinated, district-wide parking solutions for the station area.

[1] Source: Metropolitan Council. http://metrocouncil.org/Communities/Services/Livable-Communities-Grants/Maps,-forms-misc/LCA-TOD-Handbook.aspx

Other Key Considerations for Creating TOD[2]

CREATING CONNECTED AND COMFORTABLE STREETS AND A SENSE OF PLACE

Developing within a half-mile of a transit stop/station creates a comfortable distance for people to walk to their destinations. Streets and intersections should offer safe connections and access for all modes of transportation.

Pedestrian-scale development, landscaping, public art, and other streetscape elements should be integrated into the design of the TOD to create a sense of neighborhood, place, and cohesion.

Figure 5: Rendering showing plans for PLACE in St. Louis Park

BUILDING INTENSITY AND CONCENTRATION OF USES

Allowing higher density development with a variety of land uses near transit areas encourages economic and recreational activity, which can also increase transit ridership. However, density needs to be appropriate to the setting and should depend on the context of the community.

Benefits of TOD[3]

There are many social, economic, and environmental benefits from TOD. A summary of these benefits include:

Social

- Leads to walkable communities, which support more healthy and active lifestyles
- Expands travel choices to jobs and reduces transportation costs for households
- Improves neighborhood safety due to increased street activity, community building, and the instilling of a sense of community place and pride

Economic

- Increases ridership and fare revenue
- Improves property values and lease revenues
- Generates foot traffic for local businesses
- Reduces transportation expenditures
- Lowers cost of transit ridership compared to bus service or parking structures that are needed to bring riders to stations

Environmental

- Reduces driving, congestion, air pollution, and greenhouse gas emissions
- Uses of land, energy, and resources more efficiently
- Conserves open space

Challenges of TOD[4]

While there are many benefits to TOD, challenges exist. Low-income renters are the most at risk with TOD as they are more likely transit dependent, but it is often challenging to provide affordable housing within TOD areas. As a result of TOD, low-income renters can be pushed to neighborhoods with lower quality housing because of the higher land costs near transit. However, there are tools and policies available that can be used in the early planning stages to ensure that affordable housing is protected or made or available in TOD areas. These tools include:

- Direct Low Income Housing Tax Credit (LIHTC) for TOD

[2] Source: American Planning Association, Zoning Practice. http://www.reconnectingamerica.org/assets/Uploads/bestpractice216.pdf
[3] Source: Center for TOD. Why TOD and Why Now. http://tctod.org/pdf/TOD101.pdf
[4] Source: Center for TOD. http://ctod.org/ctod-research.php

- Land banking and community land trusts
- Reduced parking requirements
- Use of private sector value capture to reinvest in funding affordable housing
- Public-private partnerships
- Incentive-based zoning
- Inclusionary zoning
- Infill/redevelopment in transit zones

In addition to the social impacts, other challenges of TOD can include:

- Zoning changes may be required
- Change is difficult for areas that have not previously had TOD or high-density development
- Time for TOD to occur is different in every area

Figure 6: Bloomington Central Station TOD Site Plan

TOD in the Twin Cities

The Metropolitan Council offers TOD grants for projects that promote moderate- to high-density development projects located within walking distance of a major transit stop that typically include a mix of uses such as housing, jobs, restaurants, shops, and entertainment. More information on the Council's TOD grants can be found here: http://www.metrocouncil.org/Communities/Services/Livable-Communities-Grants/Transit-Oriented-Development.aspx.

A few examples of TOD in the Twin Cities include:

- Bloomington Central Station
- Hamline and Dale Stations along the METRO Green Line, Saint Paul
- Regency, Hopkins
- PLACE, St. Louis Park
- Liberty on the Lake, Stillwater
- Falcon Heights Town Square

Examples of TOD around the U.S. include:

- Clarendon Market Commons, Arlington, VA
- Bayshore Town Center, Milwaukee, WI
- Portland's Pearl District, Portland, OR
- 16th Street Mall, Denver, CO

Newport Context

The City of Newport dates back to 1837. During that time, the community consisted of two settlements—Red Rock and the Village of Newport, located about a mile south. The two areas were incorporated into the Village of Newport in 1889. Rail service was established in 1869, with stations at Red Rock and Newport. By 2000, approximately 3,700 people lived in Newport. This number is expected to grow to 4,450 by 2040[5].

Today, Newport is a primarily residential community that offers a short commute to Saint Paul and Minneapolis. It has small town character but continues to encourage growth and development within the community. Transportation and warehousing, construction, and administrative and

Figure 7: Newport Station Area

[5] http://stats.metc.state.mn.us/profile/detail.aspx?c=02395227

waste services are the City's largest employment sectors, and long-standing commercial businesses are located in the station area.

Newport Transit Station

Station Area Characteristics

LOCATION AND CONTEXT

A BRT station is proposed at the current site of the Newport Transit Station located south of Interstate 494 and west of Highway 61 off of Maxwell Avenue and Red Rock Crossing. The existing transit station includes a 114 space parking lot and an enclosed, heated building. This location was chosen because the Red Rock BRT could use the existing transit station with no modification to current circulation or configuration.

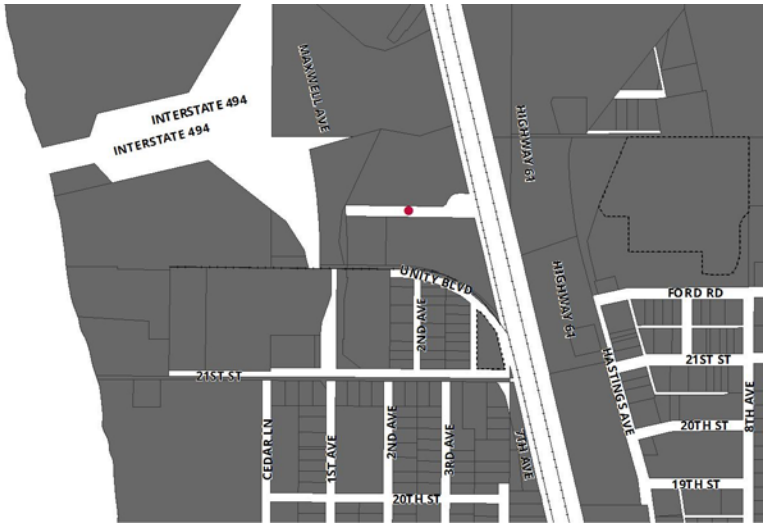


Figure 8: Block-street figure-ground diagram for the Newport Station area

FIGURE-GROUND DIAGRAMS

To get a sense of the spacing and size of blocks and buildings in the proposed station area, two diagrams were produced, Figure-ground diagrams depict the relationship between built and unbuilt (open) space. The block/street figure-ground diagram (**Figure 8**) illustrates the street grid and development pattern. For instance, small blocks with straight streets are more typical in urban environments and foster pedestrian activity, while larger blocks with winding, less frequent streets are more typical of suburban developments and are more auto-oriented. The land directly surrounding the station area is open for development. South of the station, the street and block pattern is a network of rectangular blocks.

The building/parcel figure-ground diagram (**Figure 9**) illustrates the size of the buildings within a parcel. Buildings that are located on the edge of the parcel and fronting the street are easily accessible to pedestrians. If buildings are located on parcels much larger than the building footprint and away from the street, the development is considered auto-orientated, because it was arranged to handle high parking and traffic volumes. The residential parcels in the southern part of the station area are small, and the building covers much of the parcel and is located close to the street. This walkable pattern sets a precedent that can be carried forward into the part of the station area soon to be developed.

EXISTING LAND USE

There are a wide range of land uses and building types in the station area. The parcels west of Maxwell Avenue and along the Mississippi River have a history of industrial use that continues today. Some long-standing industrial companies are located in the area. Most of the housing in the southern part of the station area is in marginal or sub-standard condition. Blocks facing the highway are for commercial use, and small blocks and service alleys create a walkable environment. The vacant land immediately adjacent to the transit station has been assembled, cleared, and prepared ready for development.

OWNERSHIP

Certain property owned by the Washington County Regional Railroad Authority (WCRRA) has been identified as excess land outside the transit station and no longer necessary for transit operations. WCRRA is working with the Washington County Community Development Agency (CDA) to sell a portion of this land. If sold to the CDA, it is the intent for the CDA to sell the property to a developer for a workforce housing development in the station area, which is consistent with long term plans for this area. When appropriate, the WCRRA may look to relinquish any additional excess land for similar purposes.

CURRENT ZONING

The City of Newport's zoning code includes a mixed-use (MX) zoning classification. The MX-3 Transit-Oriented Mixed-Use zoning classification applies to the area surrounding the Newport Transit Station (see **Figure 10**). The intent of the MX-3 Transit-Oriented Mixed-Use District is to encourage a blend of residential, commercial, office, and civic uses in proximity to the commuter rail station at densities and intensities that support and increase transit use.

Figure 10: The zoning around the current Newport Transit Station is primarily MX-3 Transit Oriented Design. Light Industrial zoning exists west of Maxwell Avenue.

Comprehensive Plan Guidance

The 2030 City of Newport Comprehensive Plan designates the station area (formerly known as "Gateway North") as a "Commercial Business Park Transit Station Site" with a mix of commercial, retail, and entertainment uses (see **Figure 11**).

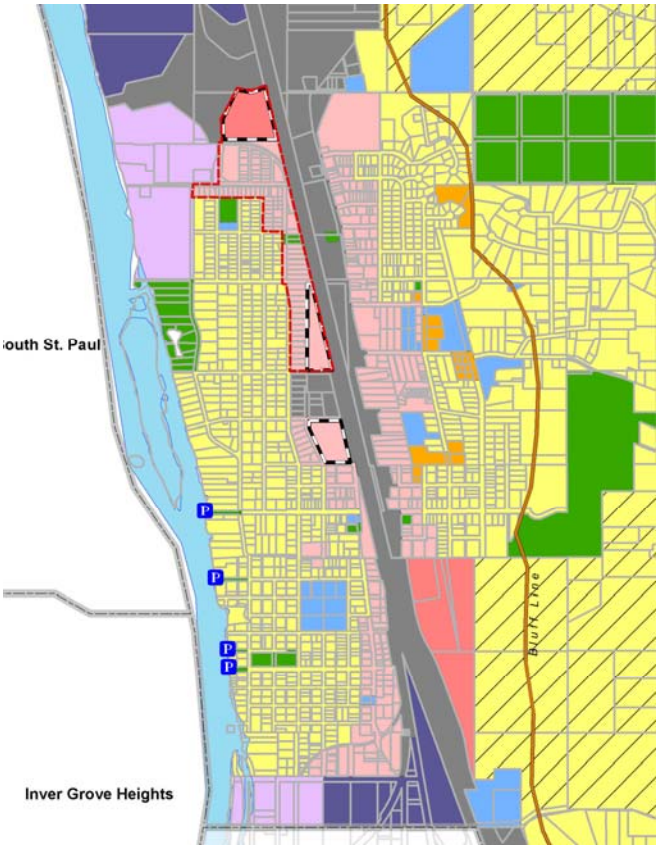


Figure 11: Future land use map from the 2030 City of Newport Comprehensive Plan

Red Rock Station Area Master Plan and Market Study Guidance

The Red Rock Station Area Master Plan is the City of Newport's adopted policy for mixed-use redevelopment and is focused on developing a transit-oriented environment in the station area. This plan includes parcels that connect the river and other key parts of Newport.

An updated market study for the area surrounding the Newport Transit Station was completed in 2016. The study cites demand for industrial development in the Highway 61 corridor near the transit station. Office and retail development is unlikely at this time due to lower market demand. The study also highlights a strong demand in the station area for some types of multifamily rentals, including affordable housing, senior housing, and independent senior living, as well as for-sale townhome units.

The study summarizes assets of the Newport Transit Station site in catalyzing station area development including high-visibility, easy access, sites ready for development, large parcel sizes, appropriate zoning, and expansion potential. Challenges of this station area include nearby industrial uses and the existing railroad corridor.

Recommended Opening Day Site Improvements

In addition to the existing station and park-and-ride, this plan proposes the addition of the following improvements by opening day operations of BRT:

BRT IMPROVEMENTS

- One station platform, signage, and real-time transit information
- Two smaller-scale ticket vending machines
- One Go-To Card validator
- 40 additional parking stalls
- Minor pedestrian improvements (ADA ramps at platforms to connect to existing sidewalks, etc.)

Figure 12: The current Newport Transit Station

CITY IMPROVEMENTS

Depending on what land development occurs outside of the BRT station, there is civil infrastructure work that will be needed above and beyond the BRT Improvements listed previously. These improvements are not assumed as a project cost, so they will need to be financed by either the City or the developer. While these improvements can be generalized into the following five items, the scope of each will vary greatly according to the specific development use and design:

- Utilities: major utility reconfiguration associated with adjacent or concurrent land development would need to be financed and constructed by the City or developer; coordination with station construction may be possible
- Land acquisition: Land outside of the station platform for any new development would need to be acquired by the City or developer if it is not already publicly owned.
- Roadway configurations: Concurrent roadway improvements outside of the station area would need to be financed and constructed by the City or developer; coordination with station construction may be possible
- Right of way reallocation: Restriping of new lanes or movements as requested to accommodate demand outside of transit ridership will need to be led by the City
- Crossings: Adding sidewalk crossings and markings outside of the station platform were not included in the project improvements

Long-Term Station Area Recommendations

This plan proposes a long-term land use plan at the Newport Transit Station in conjunction with BRT serving the station (see **Figure 13**). The proposed land use plan is consistent with guidance from the Red Rock Station Area Master Plan. Mixed-use, commercial, and residential uses are proposed around the station and north of 21st Street.

The proposed BRT offers a new opportunity for transit access and service and may support redevelopment around the transit station. The City of Newport, along with the Washington County CDA, has been proactive in creating a vision for TOD in the station area. The City has approved policies and regulations that support TOD and mixed-use investments. The CDA has been a key partner in shaping the long-term redevelopment of the station area through land assembly, active marketing, financial investment, and other incentives and strategies**.** To build off what has already been accomplished, the following actions should be taken to facilitate long-term development at the station area in conjunction with BRT:

Figure 13: Long-term land use plan for Newport Transit Station

- Update the 2030 City of Newport Comprehensive Plan to identify the Newport Transit Station as serving future BRT
- Expand the designation in the 2030 City of Newport Comprehensive Plan of multi-family residential unit densities from 6-14 dwelling units per acre to 10-20 dwelling units per acre

Recommended Comprehensive Plan Wording Modifications

This report recommends incorporating the changes transcribed below in the City of Newport 2030 Comprehensive Plan (deletions are indicated by ~~strikethrough~~ and additions by <u>underline</u>). These text revisions reflect the changes to the Red Rock Corridor project since these documents were published. Document sections are indicated for reference; however, that does not mean the whole section is proposed for revision. Revisions are specific to the language included below.

2. ASSUMPTIONS

The City has made the following assumptions regarding the forecasted growth:

f. ~~The development of the proposed Red Rock commuter rail corridor with a stop in Newport will be a magnet for development of housing, office, retail and commercial land uses.~~ <u>Transit-oriented development in the area surrounding the Newport Transit Station will provide an incentive for a mix of land uses.</u>

(reference page 25, 2030 Comprehensive Plan)

B. FUTURE LAND USE

~~c. Commuter Rail Station~~

~~• Encourage development of facilities for the Red Rock Commuter Rail. The City has identified three potential locations for a commuter rail stop within Newport. These are identified on the Future Land Use Map. The mixed use zone around these stops will allow for Page 33 development of commercial facilities, housing, and parking facilities in conjunction with the commuter rail facilities.~~

C. NEWPORT TRANSIT STATION

• Transit station facilities (shelter and parking) at the Newport Transit Station were completed in 2014 and the City has identified this as the station area for BRT. It is identified on the Future Land Use Map. The mixed-use district around the station will allow for development of commercial and multi-family housing development.

(reference page 32, 2030 Comprehensive Plan)

G. GENERAL LAND USE GOALS

The following list of goals is intended to provide a general direction for the community in planning its future land use.

(add):

Support policy and regulation related to the implementation of the Red Rock BRT corridor in order that transit service can be provided in a cost-effective and efficient manner for the City and throughout the corridor.

(reference page 34, 2030 Comprehensive Plan)

G. RED ROCK CORRIDOR

The Red Rock Corridor is a proposed transitway connecting Hastings and downtown Saint Paul. ~~The Metropolitan Council's Transportation Policy Plan identifies the Red Rock Corridor as a transitway on a dedicated right-of-way. Studies are underway to design the transit services that will be provided within the Corridor.~~ The Red Rock Corridor Commission completed a BRT Implementation Plan with a stop at the Newport Transit Station. ~~A feasibility study for Commuter Rail service along the corridor has been completed. A potential stop was identified within the City of Newport on the rail line. The City has identified three options for location of the stop within the City on the Future Lane Use Plan, Figure 4-3.~~ The land use goals and policies for the Newport Transit Station area support transit-oriented development and redevelopment of housing, retail, office and commercial land uses that will take advantage of the proposed transit service. The City supports development of the transit corridor and will continue to work with Washington County, the Washington County Community Development Agency, the Metropolitan Council, and Red Rock Corridor Commission as the corridor proceeds toward implementation.

(reference page 107, 2030 Comprehensive Plan)

B. LAND USE

• Encourage transit-oriented design principles (buildings close to street, mixed-use, pedestrian connections, visibility, etc.) for redevelopment areas, particularly at the Newport Transit Station area.

(reference page 114, 2030 Comprehensive Plan)

Housing development or redevelopment ~~could~~ will be incorporated around the Newport Transit Station ~~proposed Red Rock BRT Commuter~~ station.

(reference page 116, 2030 Comprehensive Plan)

DEPARTMENT OF TRANSPORTATION

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 20, 2018

Wayne Sandberg, P.E.
Washington County Engineer
Public Works Department
11660 Myeron Road N.
Stillwater, MN 55082

Re: Letter of Support for Washington County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the CSAH 38 Trail Project – TH 61 to 1st Av.

Dear Mr. Sandberg,

This letter documents MnDOT Metro District's support for Washington County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the CSAH 38 (TH 61 to 1st Av.) Trail project.

As proposed, this project would impact MnDOT right-of-way on TH 61. As the agency with jurisdiction over TH 61, MnDOT will support Washington County and will allow the improvements proposed in the application for the CSAH 38 (TH 61 to 1st Av.) Trail project. Details of a future maintenance agreement with Washington County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Washington County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Adam.Josephson@state.mn.us or 651-234-7719.

Sincerely,

Scott McBride
Metro District Engineer

CC: Adam Josephson, Metro District East Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer