

### INTRODUCTION

The results of the Alternatives Analysis (AA) study indicate that expanding bus service, increasing bus frequency and providing additional park and ride facilities, are the first steps toward building a stronger transit base in the Corridor. This stronger base is a key component in the phasing of Corridor improvements prior to the construction of commuter rail.

This recommendation reflects a phased approach to building the transit services in the Red Rock Corridor. The findings and recommendations presented in the AA were approved by the Red Rock Corridor Commission at their November 2007 meeting (Resolution 2007-01). The process that led to this conclusion is detailed in this AA.

### **Purpose of Report**

The purpose of the AA Study is to evaluate transit alternatives that cost-effectively address the transportation problems in the Red Rock Corridor.

Overall, the intent of the AA process is to refine the project purpose and need statement (initially developed during the feasibility study phase) and identify feasible solutions. The outcome of the AA process is a range of alternatives defined in sufficient detail to provide a general idea of service-level standards, and options that can be measured in terms of cost, ridership potential, financial feasibility, stakeholder/public acceptance, environmental impacts, and the benefits provided versus the cost.

Several studies led to this AA, beginning with the *Twin Cities Metropolitan Commuter Rail Study* in September 1997, followed by the Mn/DOT Commuter Rail System Plan. This Plan identifies the Red Rock Corridor as a high commuter rail priority, and the second commuter rail corridor implemented following the Northstar Corridor. The Plan also establishes the framework for *The Red Rock Corridor Commuter Rail Feasibility Study* (July 2001). This study concluded that the Red Rock Corridor Commuter Rail project is a viable transportation option, and that it should be advanced to the next phase in the project development process; specifically the AA and Scoping stage.

The AA-Scoping Study was initiated in June 2004. Roughly seven months into the study, work on the project was put on hold while work on the Twin Cities Regional Model was completed and received approval from the FTA. In September 2006, the AA-Scoping Study resumed, following FTA approval of the model. Based on changes to the FTA New Starts evaluation process, funding constraints, initial ridership forecasts, and regional system advancement and issues, it was concluded that the Red Rock AA-Scoping Study would not specifically follow the FTA AA process, particularly related to review and approval of the defined baseline alternatives and the use of a tightly controlled ridership model. Additionally, based on the recommended definition of the "project action", it was determined that it would not be prudent to enter into the federal National Environmental Policy Act (NEPA) Scoping Process at this stage in the project development process.

The Alternatives Analysis (AA) Study evaluates transit options that cost-effectively address the transportation problems in the Corridor, including building commuter rail, expanding bus service, and increasing the frequency of bus service.

### STUDY AREA BACKGROUND

The Red Rock Corridor study area runs from the Twin Cities of Minneapolis-St. Paul southeast to the City of Hastings in Dakota County, just across the Mississippi River (**Figures 1 and 2**). The study area is approximately 30 miles in length—11 miles from downtown Minneapolis to downtown St. Paul and 19 miles from St. Paul to Hastings. The Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. It also includes Trunk Highway (TH) 61, a principal arterial and part of the National Highway and National Scenic Byway systems.

Several cities in the study area adopted land use and/or comprehensive plans supportive of transit improvements prior to the initiation of the AA Study. A number of the plans are specifically aimed at increasing densities near potential transit stops or stations in order to promote increased ridership both on the existing express bus system and a future transitway system, should a system be implemented. There are eight proposed station areas under evaluation in the AA. Throughout the AA process, the Red Rock team has worked closely with the Corridor communities regarding proposed station site locations that are consistent with each of their respective visions for future development on or near the proposed stations.

Population growth in the study area has been increasing and is projected to continue to increase at a rate higher than the core of both Minneapolis and St. Paul. In the southeastern portion of the study area, beyond I-494, population growth rates range from two times higher than the study area average for Hastings to three times higher for Cottage Grove. Although the highest employment densities in the study area are in the downtowns of both St. Paul and Minneapolis, the highest employment growth, in terms of overall percent of change, is projected for the other corridor communities. Despite the growth in some of the outlying areas, 94 percent of the jobs in the study area are within Minneapolis and St. Paul, and the primary commute pattern is to these downtowns. This pattern is expected to continue into 2030.

Metro Transit operates peak-period service on Routes 361, and 365 between Cottage Grove and the downtowns of St. Paul and Minneapolis. Human Services, Inc. (HSI), a non-profit corporation contracting with the Metropolitan Council, provides transit service in the rural areas of the county, operating midday service on South County Circulator Route 320, serving Newport, St. Paul Park, and parts of Cottage Grove. Route 364 with peak period service from Cottage Grove, St. Paul Park and Newport to downtown St. Paul is also operated by HSI. Park-and-ride lots in Cottage Grove and Hastings are currently served by transit in the study area.

Commuter rail in the Red Rock Corridor is proposed for operation over the mainline tracks of the Canadian Pacific (CP) railway and the BNSF Railway Company (BNSF), both major freight facilities that also accommodate daily long distance Amtrak service. Union Pacific Railroad (UP) also uses the Corridor. The track is Class 4, consisting primarily of continuously welded rail. The line is primarily double-track.

Preliminary evaluation of the study area resulted in the identification of the following resources in the study corridor:

- Wetlands and floodplains
- Threatened and endangered species and rare plant communities
- Properties that are historically significant
- Parks and recreation lands
- Suspect land uses located in an industrial and railroad context that, upon further investigation, may be brownfield/polluted sites within or immediately adjacent to the Red Rock Corridor
- Potential noise impacts associated with increasing railroad capacity and/or increasing rail activity

The conceptual-level study of environmental issues is appropriate for the decision at hand in the Red Rock Corridor. As specific actions are further defined in the Red Rock Corridor (e.g. station area development or redevelopment) the appropriate level of environmental review will be conducted in compliance with the Minnesota Environmental Policy Act (MEPA) for locally funded projects, and NEPA for projects receiving federal funds.

### REGIONAL SYSTEM

The Metropolitan Council's 2030 Regional Transportation Plan identifies the goals for the 2030 regional transit system for the Twin Cities Metropolitan Area as:

- Double current transit ridership by 2030
- Develop a network of transitways

There are several transportation projects which have taken place within and in vicinity of the Red Rock Corridor over the past ten years. In addition, various regional transit lines have been studied in the region, and have implications to the service and functionality of Red Rock Corridor. These projects and studies include:

- Minnesota Union Depot
- Central Corridor Light Rail Transit
- Northstar Commuter Rail
- Midwest Regional Rail System
- Wakota Bridge Project
- Hastings Bridge Study

Transit within the Red Rock Corridor would provide connectivity to the Hiawatha Light Rail, Central Corridor Light Rail, and the Northstar Commuter Rail project. By connecting with the three rail lines the services complement each other by extending transit between the airport, both downtowns, and locations both northwest and southeast of the Twin Cities.

### PURPOSE AND NEED FOR THE PROJECT

The project is needed to provide travelers with a choice and a means to avoid congestion and reduce travel time in the corridor, as well as to provide more modal options and increase mobility for peak-hour travel to employment in the study area.

Highway 61 is the principal arterial serving the study area. The Metropolitan Council projections for 2030 show the entire length of Highway 61 in the study area as a congested corridor. With the projected traffic growth and no planned improvements, all key locations on Highway 61, including ramps and intersections, are forecast to operate at Level of Service (LOS) F during both peak periods in year 2030. The existing bus service is equally affected by congestion on Highway 61 and I-94. No transit alternative is currently available from Hastings to downtown St. Paul or downtown Minneapolis.

As population and employment increase, demand for transportation also increases. Because of job growth in Minneapolis and St. Paul, increased mobility and greater access to employment is needed for both downtowns. The project would also provide system connectivity to increase transit destinations for persons using existing and planned transit systems in the Twin Cities area. In addition, providing access and transit connections to study area universities is also important.

Based on the needs of the corridor, the goals for the project are to:

- Cost effectively address transportation problems in the corridor
- Provide mode choice to people in the corridor
- Stimulate community and economic development
- Enhance regional transit system performance
- Improve quality of natural and manufactured environment
- Provide financially feasible options

### **ALTERNATIVES EVALUATION PROCESS**

The purpose of the screening process is to reduce the list of *all* possible alternatives to those that initially seem reasonable or feasible for the specific study area. The screening process is necessary to identify and screen alternatives and assure that the goals and objectives of the project are met.

There are two parts to the evaluation methodology at this stage of the evaluation: technology and alignment options. In this first level of screening, various alignments and technologies were evaluated for fatal flaws on a qualitative basis rather than quantitative basis. As the screening process progressed into the next stage, more detailed information was developed and more analytical measures applied (e.g. ridership forecasts, capital and operating cost estimates).

The following sections detail the Red Rock Corridor alignment and technology screening processes. This analysis applies limited measures of evaluation to all alignments and technologies to eliminate unfeasible options from further consideration. In addition, alternatives that offered little or no opportunity to meet the goals and objectives of the study were eliminated.

The technology screening process involved the application of criteria to a universe of possible technology options. The qualitative criteria included proven technology, financial feasibility, compatibility with existing infrastructure, and compatibility with travel demand patterns. The initial project screening process conducted in 2004 for the Red Rock Corridor project resulted in the recommendation to carry the following technologies/modes forward into the next stage of the screening process.

- Commuter Rail
- Light Rail Transit
- Bus Rapid Transit
- Commuter (Express) Bus
- Local Bus

Criteria developed for the initial screening of alignment alternatives included access, reliability and availability of right-of-way. The following alignment alternatives were recommended to move into the more detailed alternatives evaluation phase:

- Railroad (both BNSF and CP)
- Trunk Highway 61 continuing onto I-94

Combinations of the technologies and alignment carried forward were formed to develop detailed alternatives for more intense quantitative analysis. During the evaluation process, BRT and LRT were screened from further analysis, on the basis of cost-effectiveness. To maximize transit ridership, while

managing the investment to efficiently operate shoulder running buses in the corridor, the decision was made to define express bus service as an alternative for further consideration. Therefore the commuter rail, commuter (express) bus, and local bus alternative were carried forward, and preliminary station locations were identified.

### **DESCRIPTION OF ALTERNATIVES EVALUATED**

Based on the initial screening analyses, the technology and alignment alternatives identified for further evaluation were combined into several build alternatives. These build alternatives were subjected to more detailed quantitative analysis (ridership, capital costs and operational costs). For purposes of comparison, a No-Build Alternative was also developed. Each of the alternatives is summarized below.

### **No-Build Alternative**

The No-Build Alternative is based on the Metropolitan Council's 2020 Plan. It consists of existing bus routes and also includes Northstar Commuter Rail, Central Corridor LRT, and Southwest Corridor LRT.

The No-Build Alternative has further been "enhanced" to include express bus service (Routes 361 and 365) that is proposed to be extended down to Hastings (currently service ends in Cottage Grove).

### **Build Alternatives – Express Bus**

### **Express Bus Option 1**

Option 1 includes all the elements of the No-Build Alternative with 15 minute peak headways on Routes 361 and 365.

### **Express Bus Option 2**

Option 2 includes all the elements of Option 1 with shoulder running on TH 61 extended from Lower Afton Road to Hastings.

### **Enhanced Bus Option 3**

Option 3 includes all the elements of Option 2 with approximately a 20 percent corridor wide bus travel time improvement as a result of transportation improvements on TH 61.

### **Build Alternative – Commuter Rail**

Five commuter rail options were evaluated. From Hastings to St. Paul, each alignment would travel on CP rail alignment through Cottage Grove, then travel on joint BNSF/CP rail from Cottage Grove to the Union Depot. The St. Paul to Minneapolis portion would travel on CP or BNSF railway, depending on the option chosen. The reconfigured Route 364 remains in the build options to provide local service, however routes 361 and 365 in the peak periods would not be continued, as they would provide duplicative service as the commuter rail (assuming full system from Hastings to Minneapolis). The commuter rail options evaluated are summarized in **Table 1.0.** 

Central Corridor LRT is anticipated to be operational by 2014. Based on the ridership forecasts and capital cost estimates developed for commuter rail options 1 through 4, it is most cost effective to define the first phase of commuter rail (minimum operating segment) from Hastings to the Minnesota Union Depot in downtown St. Paul (commuter rail option 5), with ultimate service to downtown Minneapolis in a subsequent phase. Red Rock users could continue service through to Minneapolis and other areas by transferring to Central Corridor LRT or I-94 express buses at the Minnesota Union Depot.

Table 1.0 - Commuter Rail Stations and Alignments for Each Build Option

Proposed Station Location	Option 1 (Midway Sub - BNSF)- Limited Stations	Option 2 (Midway Sub - BNSF)	Option 3 (Merriam Park- CP)- Limited Stations	Option 4 (Merriam Park)- CP	Option 5 – St. Paul only
Hastings	✓	✓	✓	✓	✓
Cottage Grove	✓	✓	✓	✓	✓
Newport	✓	✓	✓	✓	✓
Lower Afton Road	✓	✓	✓	✓	✓
St. Paul	✓	✓	✓	✓	✓
Snelling (BNSF)		✓			
Snelling (CP)				✓	
University		✓		✓	
Minneapolis	✓	✓	✓	✓	

### PROJECT RIDERSHIP AND TRAVEL TIME ANALYSIS

Travel demand is an integral part in analyzing ridership and travel times. The Metropolitan Council model, with minor adjustments, was used to develop average weekday 2030 forecasts for the No-Build, express bus, and commuter rail alternatives. Each commuter rail alternative assumed five trains in the morning and evening peak periods except for the Rail Option 5 sensitivity test run, which assumed a 15-minute peak headway. The reconfigured Route 364 remained in the build options to provide local service. For this analysis, Hastings, Cottage Grove, Newport, and Lower Afton Road are assumed to be park-and-ride facilities with unconstrained parking.

Since the proposed bus alternatives and commuter rail alternatives would only operate in the AM and PM peaks, forecast results are presented only for the peak period. The modeled running times for each of the bus alternatives and commuter rail alternatives were improved over the Enhance No-Build Alternative.

### Ridership

Average weekday 2030 forecast results were prepared for the each of the bus and commuter rail alternatives.

### **Bus Alternatives**

**Table 2.0** summarizes the 2030 average weekday benefits of each bus option over the Enhanced No-Build alternative. Change in corridor boardings, new riders, and travel time savings per rider are presented. Bus Option 3 shows the most improvement over the No-Build alternative in all four categories.

### Table 2.0 – Year 2030 Average Weekday Bus Option Impacts over Enhanced No-Build

	Bus Option 1 vs. No Build	Bus Option 2 vs. No-Build	Bus Option 3 vs. No-Build	
Change in Corridor Boardings	1,280	2,040	2,350	
Change in Transit Linked Trips (New Riders)	370	750	930	
Travel time savings (hours)	308	635	786	
Travel time savings per boarding	8.5	13.0	14.6	
(minutes)				

### Commuter Rail Alternatives

**Table 3.0** summarizes the 2030 average weekday benefits of each commuter rail build option over the Enhanced No-Build alternative. Change in Corridor boardings, new riders, travel time savings, and travel time savings per rider are presented. As presented in the table, the average weekday ridership would increase by approximately 935 riders under the commuter rail segment from Hastings to St. Paul (Option 5), and by approximately 1,000 riders for the full system from Hastings to Minneapolis (Options 1-4). An average travel time savings of approximately 17 minutes per rider is predicted for the commuter rail build options over the Enhanced No-Build.

Table 3.0 - Year 2030 Average Weekday Commuter Rail Option Impacts Over Enhanced No-Build

	Option 1	Option 2	Option 3	Option 3 Test	Option 4	Option 5	Option 5 Test
Change in Corridor Boardings	955	1,000	1,010	1,205	1,000	935	2,205
Change in Transit-Linked Trips (New Riders)	595	610	625	725	610	590	1,330
Travel Time Savings Estimate (hours)	441	456	464	566	456	434	994
Travel Time Savings per Rider (minutes)	16.8	17.0	17.1	18.4	17.0	16.8	20.4

Note: The Option 3 test reflects an approximate 20 mile per hour travel time improvement assumption from St. Paul to Minneapolis. The Option 5 test reflects a 15-minute commuter rail frequency test during the peak periods.

### **ESTIMATED CAPITAL COSTS**

Two different technical memorandums were used for reference in preparing the capital cost estimate for the commuter rail alternative. Both memorandums were prepared as part of the *Red Rock Corridor Commuter Rail Feasibility Study* prepared in 2001. Technical Memorandum #3, *Railroad Capacity Modeling and Proposed Infrastructure Improvements*, identified the capacity upgrades that would be required in order to maintain equal or somewhat better freight capacity and operating performance capabilities by the operating railroad. Technical Memorandum #4, *Estimate of Engineering and Capital Costs*, included preliminary cost estimates that were prepared for the project during the feasibility study. Both of these memorandums, as well as current information from the Northstar Commuter Rail project were used in developing commuter rail capital costs. The capital cost estimates are organized into the following categories:

- Maintenance/Operations Facility
- Capacity Upgrades
- Hoffman Junction/Minnesota Union Depot
- Rolling Stock
- Storage Track Improvements
- Commuter Rail Stations

As the capacity improvements required to operate commuter rail service in the existing railroad rights-of-way are key elements in the overall capital cost estimates, representatives of the Red Rock project team met with the CP Railroad and the BNSF on September 26 and October 16, 2007, respectively. Capital cost estimates will ultimately depend on final railroad real estate costs and other facilities coordination with the railroads, which will continue to take place as the project advances into future phases. Estimated total capital costs for the commuter rail alternatives are as follows:

- Hastings to St. Paul \$347,760,000 to \$366,160,000
- St. Paul to Minneapolis (BNSF Midway) \$195,000,000 to \$256,000,000
- St. Paul to Minneapolis (CP Merriam) \$171,000,000 \$224,000,000

For the bus alternatives, preliminary construction cost estimates (excluding right-of-way costs) were developed for Express Bus Options 2 and 3 to reflect the roadway improvements required to accommodate shoulder running buses from Lower Afton Road to Hastings, and improving the travel time of the shoulder running buses by approximately 20 percent. The cost estimates for shoulder running buses (Option 2) totals approximately \$18 million (2007 dollars) and \$75 million (2007 dollars) for Option 3 (shoulder running buses to Hastings and 20 percent travel time improvements) between Hastings and St. Paul. Capital cost estimates associated with additional bus fleet requirements were not developed at this stage in the analysis, as it is undetermined at this time how many additional buses would be required to accommodate the proposed express bus service in the corridor.

### ESTIMATED OPERATING COSTS

### **Commuter Rail Operating Costs**

Calculation of the commuter rail operating costs was based on cost assumptions developed and approved by the FTA for the Northstar Commuter Rail Project. The commuter rail operating costs were developed for the Minimal Operable Segment (MOS) of the corridor, defined as Hastings to downtown St. Paul. Metro Transit is assumed to function as the operation and maintenance agency for commuter rail service in the Red Rock Corridor. Actual train operations and track maintenance will be contracted to the applicable railroads (BNSF or CP). Based on these assumptions, the overall estimated annual O&M cost for Red Rock Commuter Rail operations is \$6.7 million.

### **Bus Operating Costs**

The estimated bus operating costs were developed using Metro Transit's three point cost model, defined as: \$208 flat cost for operating peak period bus, \$52.37 per peak hour of bus operation, and \$2.08 per bus mile traveled.

Based on the three point cost model, the daily operating cost for existing Routes 361 and 365 in the corridor is \$5,500. The express bus service plan developed for the AA study reflects a plan that maximizes ridership potential. In other words, the bus operations assumes a one seat/one stop ride from the respective corridor station into either downtown St. Paul (Route 361) or downtown Minneapolis (Route 365). Hence, detailed operating costs were not developed at this stage in the evaluation. Based on Metro Transit's experience on similar routes in the region, it is anticipated that under the various bus options, operating costs would at a minimum double compared to existing operating costs. More detailed operating analysis will be conducted in subsequent phases.

### PUBLIC INVOLVEMENT

The Red Rock Corridor Commission recognizes that public involvement and outreach is a key element in the development of a transit project in the Corridor. The public involvement activities in the AA built upon the Commuter Rail Feasibility Study public involvement program and sought to reach the stakeholders along the entire 30-mile corridor. Although some public involvement and communication activities took place throughout the project period, the public involvement work centered around two key points in the project: at project kick-off in 2004 and prior to the adoption of the AA Study in 2007.

A variety of methods were utilized to inform and engage the public, including newsletters, a website, press releases and other media relations, presentations to local community staff, fact sheets, paid advertising, specific outreach to ethnic communities, and a booth at the 2007 Minnesota State Fair. Two public open house meetings were held in 2004, and four public open house meetings were held in 2007.

### SUMMARY OF RESULTS AND RECOMMENDATIONS

The results of the AA study indicate that expanding bus service, increasing bus frequency and providing additional park and ride facilities, are the first steps toward building a stronger transit base in the Corridor. This stronger base is a key component in the phasing of Corridor improvements prior to the construction of commuter rail.

A phased approach has been identified and approved by the RRCC (November 2007) to lay the groundwork for eventual commuter and high speed rail in the Red Rock Corridor. This approach has been split into immediate (0-5 year), near-term (6-10 year) and long-term (10-20 year) strategies. A summary of the strategies is presented below and illustrated in **Figure 3**:

### Short Term Strategies

- Conduct a bus feasibility study to evaluate the costs and benefits of additional bus service in the Red Rock Corridor. There is a need to continue to expand efficient and reliable transit service in the Corridor, particularly during the peak commute periods. The express bus ridership forecasts indicated that as peak period frequency is increased, the ridership increases by over two-fold. Additionally, to better serve the proposed express bus routes from Hastings to the two downtowns, local feeder bus networks should be studied and developed. By increasing transit service and commuting options within the Corridor, it will serve to build the transit base towards commuter rail service.
- Work with municipalities in the corridor so that land use planning accommodates future transit improvements. Each of the corridor communities are currently in the process of updating their comprehensive plans, as mandated by the Metropolitan Council. Through this process, there is a great opportunity to provide the planning foundation for transit-oriented development in the corridor.
- Pursue additional park-and-ride facilities. The expansion, siting, and acquisition of additional
  right-of-way for new (or expansion of existing facilities) park-and-ride facilities in the Corridor
  would benefit both the express bus and future commuter rail service in the Corridor. The development
  of park-and-ride facilities to first serve express/commuter buses, followed by commuter rail service,
  is a successful model used in the Northstar Corridor.

- Evaluate extending the Corridor to Red Wing and the Prairie Island Indian Community.

  Goodhue County, the City of Red Wing, and the Prairie Island Indian Community continue to express a strong interest in extending commuter rail service to their communities to serve activity centers. The feasibility of this extension should be studied in greater detail during the next phase of analysis.
- Advocate for High Speed Rail service from Chicago to Twin Cities. It is acknowledged that the purpose of high-speed rail is to efficiently move patrons between metropolitan areas like the Twin Cities and Chicago with few stops. In contrast, commuter rail is intended to move commuters to and from the southeast suburbs to downtown St. Paul and Minneapolis. While the two do not serve the same transit purpose, they can share the same track. The implementation of high speed rail in and through the Red Rock Corridor could benefit commuter rail in the Corridor by reducing the capital costs. A key piece to making both high speed and commuter rail service a reality in the Red Rock Corridor is the continued partnership with the respective railroads and Amtrak.
- Continued Public Outreach. To build the transit base and incorporate the public's interest in the vision for the Corridor, the Commission should regularly communicate about the transit developments in the Corridor and engage the public in dialogue about the immediate, near term, and long-term implementation plans.

### Intermediate Strategies

- Reevaluate commuter rail ridership and cost data after the Northstar Commuter Rail is in operation. As noted in the previous section, once Northstar Commuter Rail is operational, the region will have actual transit ridership data to incorporate into the regional model. Similar to Hiawatha LRT's impact to Central LRT where ridership rose by almost 5,000, it is anticipated that incorporating Northstar ridership data into the regional model will increase Red Rock Commuter Rail ridership forecasts.
- Conduct appropriate environmental and engineering work for commuter rail service. Planning and engineering for a major transit project such as commuter rail service in the Red Rock Corridor typically takes several years to complete. The Commission recognizes that the FTA New Starts process is a competitive process, and one that is ever changing in terms of its requirements. Additionally, it is acknowledged that to enter into the federal environmental and engineering process, the proposed action must receive a favorable rating by the FTA. This rating is based on the Cost Effectiveness Rating (CEI) which takes into account ridership and costs. By continuing to build transit service in the Red Rock Corridor, planning for transit support land uses, and working with the stakeholders to manage costs; the Corridor will be well positioned to continue to move forward with the environmental and engineering work for commuter rail service.
- Complete the implementation of recommendations from the bus feasibility study. Again, the goal is to continue to build the transit base in the Corridor to better position its competitiveness for ultimate commuter rail service.

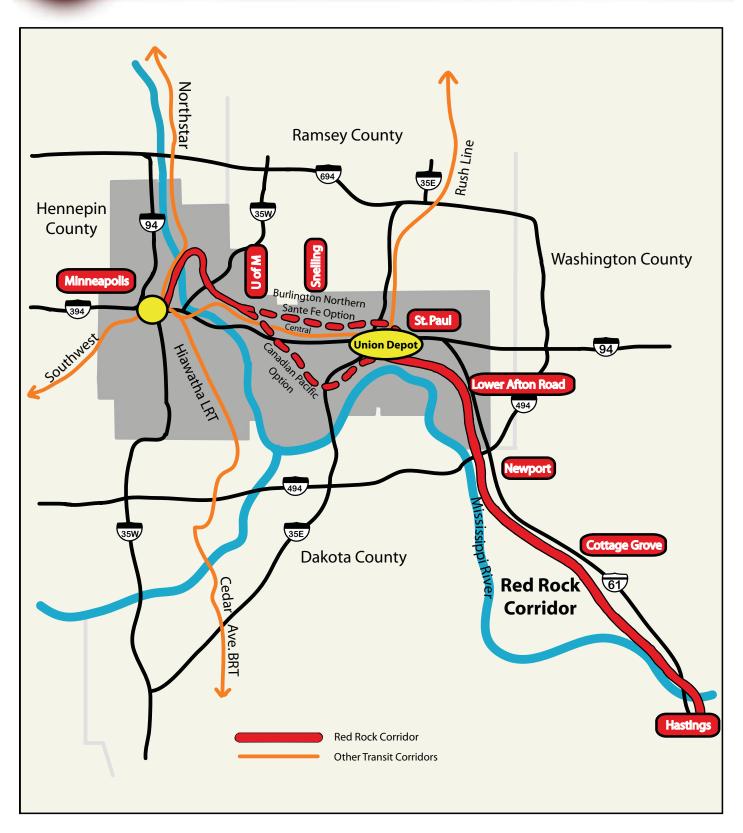
### Long Term Strategies

- Open Service for High Speed Rail.
- Construct Red Rock Corridor Commuter Rail. The implementation of Red Rock Commuter Rail service is part of the overall regional transit system network outlined in both the Mn/DOT and Metropolitan Council studies.













## **BUILD THE BASE**

- Increase transit service
- Add and expand park & rides

## PLAN FOR THE FUTURE

- Conduct Station Planning
- Conduct a Bus Feasibility Study Update Comprehensive Plans
  - Reevaluate the Corridor
- Evaluate Northstar Corridor's opening

# ADVOCATE FOR THE CORRIDOR

- Increase transit funding
   Collaborate with High Speed Rail
   Partner with Amtrak & freight railroads

STRATEGIES: SHORT TERM (0-5 YEARS)

HIGH SPEED RAIL ADVOCACY

Develop a Coalition:

### Identify/implement future projects Northstar Corridor commuter rail Complete short term projects PLAN FOR THE FUTURE opening (2009) Central Corridor light rail Reevaluate the Corridor opening (2014) New Starts changes

# ADVOCATE FOR THE CORRIDOR

- Increase transit funding
   Collaborate with High Speed Rail
   Partner with Amtrak & freight railroads

## **OPEN FOR SERVICE** HIGH SPEED RAIL INTERMEDIATE (5-10 YEARS)

- Expand the Coalition

- Build the Base: - Complete

- Cities and Counties - Mn/DOT & Metropolitan Council - Prairie Island Indian Community

Freight railroads, Amtrak,

& other stakeholders

Advocate for:

### - Advocate for State & Federal Funding HIGH SPEED RAIL ADVOCACY environmental work

to Chicago - Start service to Rochester

- Increase service

- Evaluate performance of similar corridors - Collaborate with Red Rock Corridor

- Amtrak & High Speed Rail Authorization - State & Federal Funding

Complete a passenger rail study from

Build the Base:

Minneapolis to Red Wing Fund environmental work

Collaborate with Red Rock

### **BUILD THE BASE**

**BUILD THE BASE** 

- Complete Intermediate projects Construct Commuter Rail

## PLAN FOR THE FUTURE

- Determine Corridor phasing/length - Update Comprehensive Plans

# ADVOCATE FOR THE CORRIDOR

- Increase transit funding
- Partner with Amtrak & freight railroads

### OPEN FOR SERVICE OF RO RO OPEN FOR SERVICE ORRIDO

LONG TERM





### Red Rock Corridor Commission Resolution 2007-01

### Resolution Approving and Adopting the Red Rock Corridor Alternatives Analysis

**WHEREAS**, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, an Alternatives Analysis report has been in preparation since 2004; and

WHEREAS, a complete range of alternatives were evaluated based on a systematic alignment and technology screening process; and

WHEREAS, bus alternatives and commuter rail alternatives were evaluated in terms of ridership, travel time, estimated capital costs, and estimated operating costs; and

**WHEREAS**, a series of public open houses were held along the Corridor and materials were made available to the public at multiple viewing locations resulting in no additional public comments that would affect the outcome of the Alternatives Analysis; and

**WHEREAS**, the Alternatives Analysis has been completed with the recommendation of a phased approach to building transit services in the Red Rock Corridor, and

**WHEREAS**, The Red Rock Corridor Technical Advisory Committee has reviewed the Alternatives Analysis and recommends its approval and adoption.

**NOW THEREFORE BE IT RESOLVED**, that the Red Rock Corridor Commission, acting in its capacity as the decision-making body for the Red Rock Corridor, does hereby approve and adopt the Red Rock Corridor Alternatives Analysis.

Approved:

Chairperson

11/29/07
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 29d day of 60v., 2007 as shown by the minutes of said meeting in my possession.