



RUSH LINE CORRIDOR PRE-PROJECT DEVELOPMENT STUDY
LOCALLY PREFERRED ALTERNATIVE SELECTION REPORT

APPENDIX C: LPA RESOLUTIONS OF SUPPORT

JUNE 2017

DRAFT

PREPARED BY:

AECOM



The Honorable Nora Slawik
Mayor of Maplewood
Chair of Rush Line Policy Advisory Committee
1830 County Road B E
Maplewood, MN 55109

September 8, 2016

Dear Mayor Slawik and Committee Members,

I am writing on behalf of the East Side Area Business Association Board of Directors to urge you to continue consideration of Rush Line options along East 7th Street and especially for mixed traffic transit options along East 7th. Our members have been investing in the East Side for a quarter of a century, and the cumulative impact of many partners' work is apparent. The East 7th Street community is responding to strategic investments, and the time is right to take the next step, through the added stimulus of the Rush Line. Some of the reasons cited at our Board Meeting include the following.

The Rush Line on East 7th Street would build cohesive community. The East 7th Street route offers a number of independent growth and development trends that are combining to attract commerce, housing, density, and investment. The East 7th Street area, with events, restaurants, and local history, is steadily becoming a destination in its own right and a natural part of other destinations, such as CHS Field, Lowertown art and music venues, and new City bikeways, not to mention access to downtown employment. These factors would help leverage the public investment in the Rush Line, and enhance return on investment, in ways that other routing options would be unlikely to do. Siting Rush Line along East 7th Street, especially with a mixed traffic option that would minimize property and parking impacts, would put major transit investment where people already are, whereas the Phalen corridor does not have this walkable, place-making potential.

The Rush Line project has the potential to generate development of high density housing, which East 7th can accommodate. East 7th is zoned appropriately and has sites ready for development now and in the future, and much of the line will be located next to opportunities for high density development that will be on grade. Along Phalen there are few sites that are possible for housing development on grade with this transit project, zoning is not favorable for housing development, and displacing single family detached units may be necessary to add housing density.

Rush Line has the opportunity on East 7th to build on vital previous investment and new community-building assets. Mississippi Market and Metropolitan State University are examples

of members who are located on East 7th. By attracting commercial investment and high density housing, we will contribute to the health of those who are already anchoring this corridor and Rush Line rider numbers will benefit as well. Metropolitan State has opened (in January 2016) a state-of-the-art science education center, a unique asset that is not available at their 30 other instructional sites. Science-based programs and careers are in high demand, and students are travelling to the Dayton's Bluff campus from farther distances around the region to attend classes and labs in this building. Current ridership numbers don't take into account these new assets that suggest the Rush Line on East 7th Street will encounter greater demand.

Further, the East 7th Street route would serve many residents for whom access to higher education and better jobs is a realistic next step. Other central routing options pass through areas of high poverty, but would not necessarily be serving residents positioned to step into higher learning and the skilled workforce. Because of the kind of crossroads that the East 7th Street/Arcade/Payne sector is, many prospective adult learners and job seekers could gain access to opportunities that are currently out of reach.

Finally, the East 7th route is the fastest to Union Depot and there is a risk that other, less direct routes to downtown would add so much travel time that they would weaken incentives for commuters to the north to use the Rush Line service. Once a trip from Forest Lake or White Bear Lake has gotten within 2 miles of Union Depot, the most direct route, with high-use stops, seems like the strategic option to maximize ridership scores for the proposal, and effectiveness for the final project. That shortest route along East 7th Street should continue to be considered in this process.

Sincerely,



Paris Dunning
Interim Executive Director

Received via email: January 4, 2016

Dear Mr. Rogers,

Thank you for the opportunity to comment on the Rush Line. Friends of the Parks and Trails of Saint Paul and Ramsey County is a non-profit organization that has been promoting park-friendly policies, participating in parks and trails planning, and preserving open spaces since 1985. As such, we speak to protect and increase the shared open space aspects of the transit project. In particular, we want to make sure that this corridor will continue to have a trail for bike and pedestrian use after transit is added, and that the natural character of the corridor is protected and enhanced. Since acquisition by the Ramsey County Regional Rail Authority, bicycle and pedestrian users and infrastructure planners have come to rely on this corridor as a vital community asset. It supports property values by providing green space and commuting options. It is included in city and county plans and the Regional Bicycle Transportation Network. It encourages community health by supporting recreation, active transportation and an urban forest canopy for many communities. Friends of the Parks and Trails of Saint Paul and Ramsey County supports transit to increase access and livability for residents. We value transit for its role in reducing emissions of particulate matter and greenhouse gases, which benefits recreation and helps reduce negative effects of our changing climate. But as transit modes and alignments are considered and added, Friends recommends that special care be taken to preserve and enhance the multiple benefits of the existing corridor.

* We laud the recent decision to remove Swede Hollow from the routing options at the southern end of the corridor. * We encourage careful corridor selection and design to retain the trail function and increase the natural character of the route when adding new transit modes. * In areas where the trail exists today, we encourage retaining as much natural vegetation and character as possible, and creating additional connections to surrounding neighborhoods. * North of the existing trail, where the land uses tend toward commercial and light industrial, we recommend selecting a route where transit, trail and vegetation can create a new identity for the area by weaving transit, trails and vegetation together in the public corridor.

Thank you for the opportunity to comment on this important public project.

On behalf of the Board of Directors, Dan Marckel and Richard Arey.



April 5, 2017

Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

Dear Mr. Rogers:

The Saint Paul Area Chamber of Commerce (SPACC) would like to emphasize our continued support for the Rush Line Corridor project connecting downtown St. Paul via Union Depot to White Bear Lake. The Rush Line is a vital element to connecting people working and living in the east metro.

The Rush Line will provide a much needed connection for the East Metro, facilitating increased growth opportunities for businesses and their employees. Currently, there is a need for connectivity between the north-end suburbs and Saint Paul and the Rush Line will provide that connection. Transit has also become essential for businesses to attract new employees and the Rush Line will facilitate access to good jobs in a reliable, consistent matter.

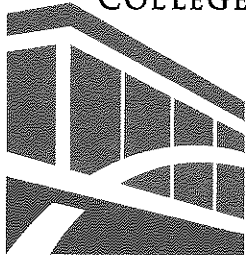
High quality transit in a dedicated guideway will create value for employers, employees, clients, customers, and residents along the corridor.

The Rush Line will provide transportation choices for a growing and diverse community. The Saint Paul Area Chamber of Commerce strongly supports the creation of a transit line that provides reliable and consistent access so that the businesses and residents of the area can benefit from our shared success.

Sincerely,

Mindee Kastelic
Interim President and CEO





March 14, 2017

Ramsey County Regional Railroad Authority
Union Depot
214 Fourth Street East, Suite 200
Saint Paul, MN 55101

Re: Rush Line Routing Option

To Andrew Gitzlaff:

Century College has reviewed the routing options for the Rush Line Corridor into downtown St. Paul. We believe that students and employees in our surrounding communities would benefit most from Alternative 1 (option 1) since this would provide the timeliest access to the college.

Century College serves over 10,000 students per semester, with the vast majority of them coming from the area supported by this transit route.

We also wish to emphasize our opinion that the proposed Maplewood Mall Circulator is a critical addition to the project. Without the circulator, students may encounter extended transit times and delays much as they do now, and this has proven to be a significant barrier to college access and student success. Under the proposed plan that includes the Maplewood Mall Circulator, students coming from areas of Saint Paul and Maplewood could see their one-way transit times decrease by up to 45 minutes. For many people in these communities, this could be the difference between earning a degree or never attending college.

Bus service currently runs up Century Ave. every 30 minutes from the Maplewood Mall. Students could be better served by service running every 15 minutes between the hours of 7:30AM – 9:30AM and 2:00PM – 4:00PM Monday through Thursday.

Based upon our priorities, we would rank the routes as:

1. Option 1
2. Option 8
3. Option 2

Sincerely,

Pat Opatz
Interim President



October 17, 2016

Ramsey County Regional Railroad Authority
Rush Line Corridor Task Force Policy Advisory Committee
214 4th St. E
Saint Paul, MN 55101

Dear Rush Line Corridor Task Force Policy Advisory Committee Members:

Gillette Children's Specialty Healthcare ("Gillette") extends our support for the Rush Line project. We believe that the proposed line provides new public transportation options for people with disabilities to travel to work, school, social activities and healthcare appointments. This supports increased independence and community participation; helping to support Minnesota's Olmstead Plan goal of ensuring that "People with disabilities have access to reliable, affordable, and accessible transportation choices that support their work, housing, education, and social connections."

At our 60 bed hospital in St. Paul and clinics located in the metro area and other locations across the state, we specialize in high acuity services such as trauma, inpatient rehabilitation, and other treatments for short-term and long-term disabilities. We treat children, teens and adults who have complex, lifelong medical conditions such as cerebral palsy, spina bifida, brain and spinal cord injuries, epilepsy, hydrocephalus, scoliosis, muscular dystrophy and craniofacial deformities.

Gillette operates two outpatient clinics located at 435 Phalen Boulevard in St. Paul; Gillette Lifetime Specialty Healthcare for adult patients, and Gillette Children's Specialty Healthcare Phalen Clinic. This location is not currently well served by public transportation. Our St. Paul Campus (Hospital and Clinics) at 200 University Avenue East offers both comprehensive outpatient services and inpatient care. While we support the Rush Line project overall, we are extremely supportive of the improved transit opportunities that Options 8 and 1 would provide.

Route Options 8 and 1 offer many options for our patients and employees, as well as those of Regions Hospital / HealthPartners. The proposed station at Cayuga with both Options 8 and 1, the station at Regions' (adjacent to Gillette and thus convenient for Gillette's patients) with Option 8, and the station at University and Jackson with Option 1 would all increase transit access for patients and families living along or near the Rush Line Corridor to our clinics at Phalen and our St. Paul Campus. Route 8 has the additional advantage of connecting with the Green line.

For patients who do not drive, increased public transportation options may make Gillette more accessible or reduce the cost of using taxis to get to an appointment. It also simplifies transportation between our clinics on Phalen and our St. Paul Campus and could allow patients who have appointments at both locations during the same day to park at one location and use public transportation to travel back and forth. As parking at both locations is already challenging, this could remove a source of potential stress for patients and families.

Clinic locations:

Brainerd Lakes
Burnsville
Duluth
Mankato
Maple Grove
Minnetonka
Phalen
St. Paul
Willmar

These same new public transportation options would also be available to Gillette employees and student interns, including those who travel back and forth between our clinics on Phalen and our St. Paul Campus during the course of the day. Many of our employees and student interns already use public transportation to get to Gillette, which we encourage by providing a free Metropass to any employee willing to take public transportation. For those who drive, parking is limited at both our University Avenue and Phalen Boulevard locations.

While we support the Rush Line project overall, we strongly support Options 8 and 1 and are excited about the new opportunity to use public transportation that Option 8 or 1 could provide to our patients, families, employees and student interns. We look forward to the progression of this project and are available as a resource or for further feedback if needed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Joers', with a large, stylized flourish extending from the end of the signature.

Barbara Joers
Chief Executive Officer
Gillette Children's Specialty Healthcare

Corridor Conversations: Gillette Children's Specialty Healthcare Phalen Clinic

Read on to learn what Marnie Falk, Gillette Children's Specialty Healthcare's Director of Government Relations and Advocacy, has to say.

Where are you located, and what type of service does your organization provide?

Gillette Children's Specialty Healthcare ("Gillette") specializes in services for children, teens and adults, such as trauma, inpatient rehabilitation, and other treatments for short-term and long-term disabilities, including lifelong medical conditions.

We operate two outpatient clinics located at 435 Phalen Boulevard in St. Paul: Gillette Lifetime Specialty Healthcare for adult patients, and Gillette Children's Specialty Healthcare Phalen Clinic. Our St. Paul Campus (Hospital and Clinics) at 200 University Avenue East offers both comprehensive outpatient services and inpatient care.

What value would a regional transit system bring to your organization?

We believe the proposed Rush Line Corridor provides new public transportation options for people with disabilities to travel to work, school, social activities and healthcare appointments. This supports increased independence and community participation for our younger clients as they grow into adulthood. We support Minnesota's Olmstead Plan goal of ensuring that "People with disabilities have access to reliable, affordable, and accessible transportation choices that support their work, housing, education, and social connections."

How will patients or employees benefit from having access to improved transit options?

For patients who don't drive, increased public transportation options may make Gillette more accessible, or reduce the cost of using taxis to get to an appointment. This is especially true for patients coming to our clinic on Phalen Boulevard, which is not currently well served by public transportation.

The proposed Rush Line also simplifies transportation between our clinics on Phalen and our St. Paul Campus, and could allow patients who have appointments at both locations during the same day to park at one place and use public transportation to travel back and forth. As parking at both locations is already challenging, this could remove a source of potential stress for patients and families.

Our employees come to us from different parts of the region, and we offer internships to students, primarily in clinical fields, as part of a college or professional program. We currently encourage taking public transportation by providing a free Metropass to employees. Creating an option for employees to take the bus or train to work means they not only save money on parking, it reduces the stress of driving to work. Increasing the availability of public transportation to our sites would help us to attract employees and students who might otherwise not be able to come to Gillette.

What makes you proud about being located in the east metro?

Gillette has a long history in the east metro. We were founded nearly 120 years ago by a Saint Paul physician, and in 1910 opened a hospital on Lake Phalen. We moved to our current hospital location over 30 years ago.

We are deeply invested in the future and well-being of the east metro community. The majority of Gillette's employees work in the east metro, and it is home for many of our patients and employees, which is why we are excited about the opportunities that new public transportation options could provide.

April 6, 2017

Andy Gitzlaff
Ramsey County Regional Rail Authority
214 4th Street East
Saint Paul, MN 55101

Dear Mr. Gitzlaff:

St. John's Hospital is committed to providing superior health care to our growing community. Our 184-bed facility offers a wide variety of diagnostic and therapeutic services. Creating the best patient experience is a priority at St. John's.

The St. John's Hospital campus continues to thrive in Maplewood and we look forward to the completion of the Hazelwood Medical Office Building adjacent to our main facility at Beam Avenue and Hazelwood Street later this year which is comprised of 140,000 square feet of new medical office space.

With these state of the art health care facilities it is most important that we are connecting people to our services. The proposed Rush Line route will bring patients to our door for services ranging from preventative care services to lifesaving treatments.

It is important that patients have suitable access to health care services. The proposed Rush Line route and strategically placed stations will provide transportation options for our clients to connect with our state of the art health care services.

Thank you for the opportunity to provide this input for the Public Hearing to be held on April 27th. We support this project and look forward to working with the city of Maplewood and your staff on the details of the station near our facility as the project moves forward.

Sincerely,



Laura Keithahn, MBA
Site Operations Executive
HealthEast St. John's Hospital Administration

733 East Seventh Street
Saint Paul, Minnesota 55106

www.lowerphalencreek.org



April 27, 2017

Ramsey County Regional Railroad Authority
Attn: Rush Line Corridor comments
214 E. 4th Street, Suite 200
Saint Paul, MN 55101

Dear Rush Line Public Advisory Committee:

Lower Phalen Creek Project (LPCP) submits this letter to the Rush Line Public Advisory Committee (PAC) to express concerns about the draft locally preferred alternative and what LPCP sees as opportunities in light of those concerns. LPCP requests that the PAC recommend that the Task Force commit to specific mitigating actions.

LPCP's mission is to strengthen the East Side and Lowertown communities of St. Paul through developing and maximizing the value of local parks and trails, ecological and cultural resources, and by rebuilding connections to the Mississippi River. LPCP has over 650 subscribers to its newsletter and effectively engages hundreds of diverse community members in its parks and trails projects.

As an initial matter, LPCP appreciates that the PAC listened well to public comments and did not recommend a route that transects Swede Hollow Park. As stated in its subsequent letter dated December 30, 2016, however, LPCP opposed any transit alternative that removes green space along the Bruce Vento Regional Trail. Although LPCP is disappointed that such a route has been selected as the draft alternative, there are opportunities for mitigation and trail improvements that could offset the green space loss and provide improved ecological and health benefits.

The draft locally preferred alternative will convert permeable surface to impermeable surface, thereby increasing storm runoff and reducing water quality. To mitigate this impact, the remaining green space along the trail should be strategically planted with rain gardens and biofiltering flora. This will not only help to mitigate the reduction in water quality, but will also add beauty and increase ecological health along the trail. The additional strategic use of pollinator species, native plants, and wildlife enhancing flora to attract animals like bats, for example, will improve local ecology and enrich the trail experience. Moreover, if combined with a landscaping plan to minimize maintenance, such plantings could in fact reduce municipal costs.

Engaging the community and especially the neighborhoods nearest to the bus rapid transit stations is vital to strategically creating an ecologically rich trail and station experience. Such engagement will foster community ownership of the stations and trail. Engagement should be conducted deliberately and meaningfully. To that end, for example, LPCP employs a community-led engagement process. For engagement related to the bus rapid transit line between

Lowertown and Lake Phalen, it would likely cost between \$8,000 and \$12,000 in labor and costs. The PAC and Task Force should plan and budget for such an investment, to ensure that the community is heard and involved.

LPCP requests that the PAC recommend a commitment to establish diverse habitat, rain gardens, pollinators, native species, and biofiltering flora on a minimum of 50% of the remaining green space along the Bruce Vento Regional Trail, with a goal of achieving 100% coverage. Moreover, the PAC should recommend that the Task Force budget adequately for meaningful community engagement and that the trail be co-located to the maximum extent possible.

Thank you for your consideration and for your commitment to a stronger, healthier, well-connected community. If you have any questions, please contact me at mkleiss@lowerphalencreek.org or 612-581-8636.

Sincerely,

A handwritten signature in cursive script that reads "Melanie Kleiss".

Melanie Kleiss
Executive Director

April 6, 2017

Mr. Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street E
Saint Paul, Minnesota 55101

Dear Mr. Rogers:

Maplewood Mall is a top shopping destination located in Maplewood, Minnesota, serving those in the residing communities of the Twin Cities, St. Paul, Oakdale, Little Canada, Vadnais Heights and White Bear Lake.

Home to over 130 stores, Maplewood Mall includes departments stores Macy's, JCPenney and Sears, as well as specialty retailers like Victoria's Secret, Bath & Body Works, Kay Jewelers, and Express. Home of the double-decker Venetian carousel the Mall also includes many onsite dining options, like Adobo Grill, Charley's Grilled Subs or Panda Express.

The Mall prides itself on serving hundreds of thousands of people each year and supports the proposed bus rapid transit line from St. Paul to White Bear Lake. This will help connect Minnesotans to many destinations including a stop at the Park and Ride located adjacent to the mall.

We look forward to working with you and all stakeholders as this project progresses to make sure we maximize the ways this proposed bus line can connect people to jobs and services.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Lewis".

Jennifer Lewis
Manager, Maplewood Mall



White Bear Lake
Economic
Development
Corporation

April 24, 2017

Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

Dear Mr. Rogers:

The mission of the White Bear Lake Economic Development Corporation is to champion the economic development, stabilization, and transition to future trends for the community. Change is inevitable as infrastructure, demographics and development age in the White Bear Lake community. We are committed to ensuring area residents, businesses, employers and employees have access and the option to choose a more connected and reliable transportation system. The proposed alignment of the Rush Line dedicated bus rapid transit will connect White Bear Lake with the cities of Gem Lake, Vadnais Heights, Maplewood and Saint Paul and offers a financially sound public infrastructure investment. The Rush Line will connect residents along the corridor to jobs, education, shopping, recreation, arts and culture, and health care facilities and will enhance the vibrancy and livability within the communities served.

The White Bear Lake Economic Development Corporation understands the essential role good transportation plays in attracting and guiding redevelopment decisions. The proposed station locations in White Bear Lake along Highway 61 at Cedar Avenue, the Marina Triangle District and Downtown White Bear Lake will serve areas with recent investment and the potential for additional growth and future development. We request that further phases carefully consider the exact location of the future Downtown station location, with particular focus on impact on parking and convenient access to all amenities.

We appreciate the opportunity to submit comments into the record for the Public Hearing hosted by the Rush Line Corridor Policy Advisory Committee on April 27, 2017. The White Bear Lake Economic Development Corporation submits its support for the locally preferred alternative – we believe this offers a sensible solution and will contribute to the long-term health and vibrancy of White Bear Lake for generations to come.

Sincerely,

Carol McFarlane, President
White Bear Lake Economic Development Corporation



Payne-Phalen

DISTRICT FIVE PLANNING COUNCIL

506 Kenny Road, Ste 130, St. Paul MN 55130 www.paynephalen.org 651-774-5234 district5@paynephalen.org

February 14, 2017

Ramsey County Regional Railroad Authority
Union Depot
214 Fourth Street East, Suite 200
Saint Paul, MN 55101

Re: Rush Line routing option

To Andrew J. Gitzlaff:

On January 24th, the Payne-Phalen District Council took up discussion of the remaining four routing options for the RUSH Line into downtown St. Paul. The council unanimously voted to recommend Option 1: DBRT via Phalen, Pennsylvania, & Jackson.

Of the four remaining options, District 5 believes that our neighborhood would clearly benefit by having the route travel along Phalen Boulevard, with stops at Arcade, Payne, Cayuga, and Olive. These are four very important intersections in our neighborhood for current commercial activity and future development - both residential and commercial. A routing on East 7th Street (Option 3) would bring no direct benefit to the Payne-Phalen community and would duplicate transit service that already exists in that corridor.

Further, we prefer Option 1 because it provides a vital link to the Green Line LRT and serves the people of Mt. Airy. The connection to the Green Line is very important to our neighborhood because it is currently difficult to travel by transit to the western portion of St. Paul or Minneapolis. Options 2 & 3 would require residents of Payne-Phalen to still transfer in downtown St. Paul in order to take the Green Line west, adding a great deal of travel time.

While the homes of Mt. Airy are not in our neighborhood, we recognize that this is an area that could greatly benefit from improved transit to the east. It is worth adding a small amount of time to the ride in order to serve this population.

Based upon our priorities, we would rank the routes in this order:

1. Option 1
2. Option 8
3. Option 2
4. Option 3

Sincerely,

Eric Foster, Board President

SAINT PAUL



BICYCLE COALITION

April 30, 2017

To Whom It May Concern,

As the Locally Preferred Alternative for the Rush Line rapid transit project has become clear, we are writing in the hope that solutions can be found for potential conflicts.

We cautiously support the proposed co-location of rapid bus and trail within the Bruce Vento corridor north of Phalen Blvd, and we are encouraged that project engineers believe that a trail can be maintained within the former railroad right-of-way. As one of the best all-ages, all-abilities trails in the East Metro, it is essential that the bicycle facilities in this corridor not be shifted to a parallel but inferior on-street route. However, we urge the Rush Line project to prioritize retention and improvement of the trail's shade canopy, which greatly increases the comfort and safety of the trail.

For the segment that would run on Jackson St between Pennsylvania Ave and University Ave, we urge planners to explore creative solutions that will accommodate the needs of all users within this extremely limited right-of-way. Jackson is one of the most important bicycle corridors in the city of Saint Paul, with existing on-street lanes between Winter Ave (south of Pennsylvania) and Maryland Ave, and a new two-way protected bicycle facility under construction south of University Ave. The Saint Paul Bicycle Plan adopted in 2015 envisioned new on-street lanes to connect these two segments, which would complete the most natural bicycle route from downtown Saint Paul to the North End and much of suburban Ramsey County.

As the right-of-way south of Valley Ave is unusually narrow (56') and existing sidewalks are far from adequate for users with limited mobility, we urge planners to consider options that would either expand the street into adjacent city-owned property, or potentially that would combine the two inadequate sidewalks into a more generous multiuse trail on the western side of the street.

Thank you for your consideration,

Ethan Osten and Margot Higgins
Co-Chairs Saint Paul Bicycle Coalition
osten072@umn.edu
mhiggin1@macalester.edu



March 28, 2017

Mr. Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

RE: Rush Line Corridor Public Hearing

Dear Mr. Rogers:

Sherman Associates, Inc. is committed to the production of quality housing to serve local communities and appreciates the opportunity to provide comments into the record for the Public Hearing hosted by the Rush Line Corridor Policy Advisory Committee.

Sherman Associates recently completed the first of three phases in redeveloping the 5.5 acre former Maplewood Bowl site at the intersection of Frost Avenue and English Street in the city of Maplewood, providing 50 units of housing to families. Phase II of the proposed development will start in the summer of 2017. The proposed dedicated bus rapid transit would travel along the Bruce Vento Trail alignment near the redevelopment site and would provide travel options for both existing and future residents.

The second phase of Sherman's redevelopment is 107 units of market-rate active living units for individuals age 55+, with a commercial component as the third and final phase thereafter. Good transportation access is key in guiding redevelopment decisions, and the proposed bus rapid transit-way will present opportunity to connect Maplewood citizens to jobs, recreation, and hospitals such as St. John's and Regions.

As an interested stakeholder, Sherman Associates supports the proposed locally preferred alternative and believes it will better connect people to places while also fostering additional redevelopment opportunities in the Gladstone Redevelopment Area.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shane LaFave".

Shane LaFave
Director of Multifamily Development
Sherman Associates, Inc.



The VHEDC is a group of business leaders engaging with community stakeholders to enhance the economic vitality of our community.

June 7, 2017

Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

Dear Mr. Rogers,

The Vadnais Heights Economic Development Corporation (VHEDC) is keenly focused on enhancing economic vitality in the northeast metro area. To that end, we would like to express our support for the Rush Line Corridor project connecting downtown St. Paul via Union Depot to Vadnais Heights and the White Bear Lake area. This project will lead to increased growth opportunities for businesses and their employees. The proposed station at County Road E and Highway 61 will serve an intersection that has experienced significant recent development activity and has additional adjacent redevelopment opportunities.

At the current time, there is a gap in connectivity between the north-end suburbs and Saint Paul and the Rush Line will be a key opportunity to solve this problem. The ability to attract workers to suburban Ramsey County businesses in our area is a key concern for our business community. Transit has also become essential for businesses to attract new employees and the Rush Line will facilitate access area employment opportunities.

We support the locally preferred alternative as an important future transportation choice for our growing and diverse community. High quality transit in a dedicated guideway will create value for our businesses and community. The VHEDC strongly supports the creation of a transit line that provides reliable and consistent access so that the businesses and residents of the area can benefit.

Sincerely,

Ling Becker
VHEDC Executive Director

2017 Board of Directors

Becky Bjorgum, President
Innovize

Debby Gustafson, Vice President
Twin Cities Metro

Kevin Wheilan, Past President
Peoples Bank Midwest

Marguerite DeFore, Secretary
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Marty Welch
Children's Discovery Academy

Mike Enright, Advisor
Cities Credit Union

Gerry Urban, Advisor
Urban's Farm & Greenhouses

Nancy Zylla, Advisor
Impact

DISTRICT 2 COMMUNITY COUNCIL

1365 Prosperity Ave
Saint Paul, MN 55106-2108
Phone: (651) 774-2220
Fax: (651) 774-2135

June 28, 2017

Andy Gitzlaff
Ramsey County
Regional Railroad Authority
Union Depot, Suite 200
214 4th St. E
Saint Paul, MN 55101

Re: Rush Line

Dear Andy:

On behalf of the District 2 Community Council, the board of directors voted to support the plan for Bus Rapid Transit in District Two along the Vento Trail at the January 18th meeting. I have enclosed a copy of the minutes with this correspondence.

It is the strong hope of the Council Board, that in the future, improvements will be made to the line and re-develop into a rail line from Bus Rapid Transit. However, understanding the current needs and funding restrictions, support the proposed project with BRT.

Please let me know if you have any questions or concerns.

Sincerely,



Lisa Theis
Program Director

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the **26th day of June, 2017** at 7:08 p.m.

The following members were present:

Nora Slawik, Mayor	Present
Marylee Abrams, Councilmember	Present
Kathleen Juenemann, Councilmember	Present
Bryan Smith, Councilmember	Present
Tou Xiong, Councilmember	Present

Rush Line Corridor, Project 15-06

a. Public Hearing 7:00 p.m.

b. Consider Approval of Resolution of Support for the Locally Preferred Alternative (LPA)

Mayor Slawik moved to approve the Resolution of Support for the Locally Preferred Alternative.

Resolution 17-06-1473
Resolution of the City of Maplewood
Ramsey County, Minnesota

Resolution transmitting the City of Maplewood's support for the Locally Preferred Alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the City of Maplewood supports the selection of Alternative 1 as the locally preferred alternative, and the layout and design the Bruce Vento Trail co-location within the Ramsey County Regional Rail Authority right-of-way shall be made in such a manner that involves local community input and collaboration.

BE IT FURTHER RESOLVED, that the City of Maplewood commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design. This process shall also involve local community input and collaboration to ensure the station areas also reflect the needs of the local community.

BE IT FURTHER RESOLVED, that the City of Maplewood supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Maplewood be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

Seconded by Councilmember Abrams

Ayes– All

The motion passed.

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS
CITY OF MAPLEWOOD)

I, the undersigned, being the duly qualified and appointed City Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City Council of the City of Maplewood, held on the **26th day of June, 2017** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the Resolution of Support for the Locally Preferred Alternative (LPA).

WITNESS my hand and sealed this **30th day of June, 2017**.



Andrea Sindt, City Clerk
City of Maplewood, Minnesota

Resolution of the City of Gem Lake
Ramsey County, Minnesota
Resolution 2017 - 05

Resolution transmitting the City of Gem Lake support for the Locally Preferred Alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the City of Gem Lake supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of Gem Lake commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that the City of Gem Lake supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Gem Lake be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

WHEREUPON, the above resolution was adopted at the June 20th regular City Council Meeting for the City of Gem Lake, Ramsey County Minnesota, by a motion made by Council Member Lindner and seconded by Council Member Artig-Swomley, to pass Resolution No. 2017-05, all city council and Mayor voted yea. Motion passed.

ATTEST

I, William Short, the duly qualified City Clerk of the City of Gem Lake, County of Ramsey, State of Minnesota, do hereby certify that the foregoing resolution is a true and accurate representation of action taken by the City Council of the City of Gem Lake on the date first written.



William Short, City Clerk

6/29/17

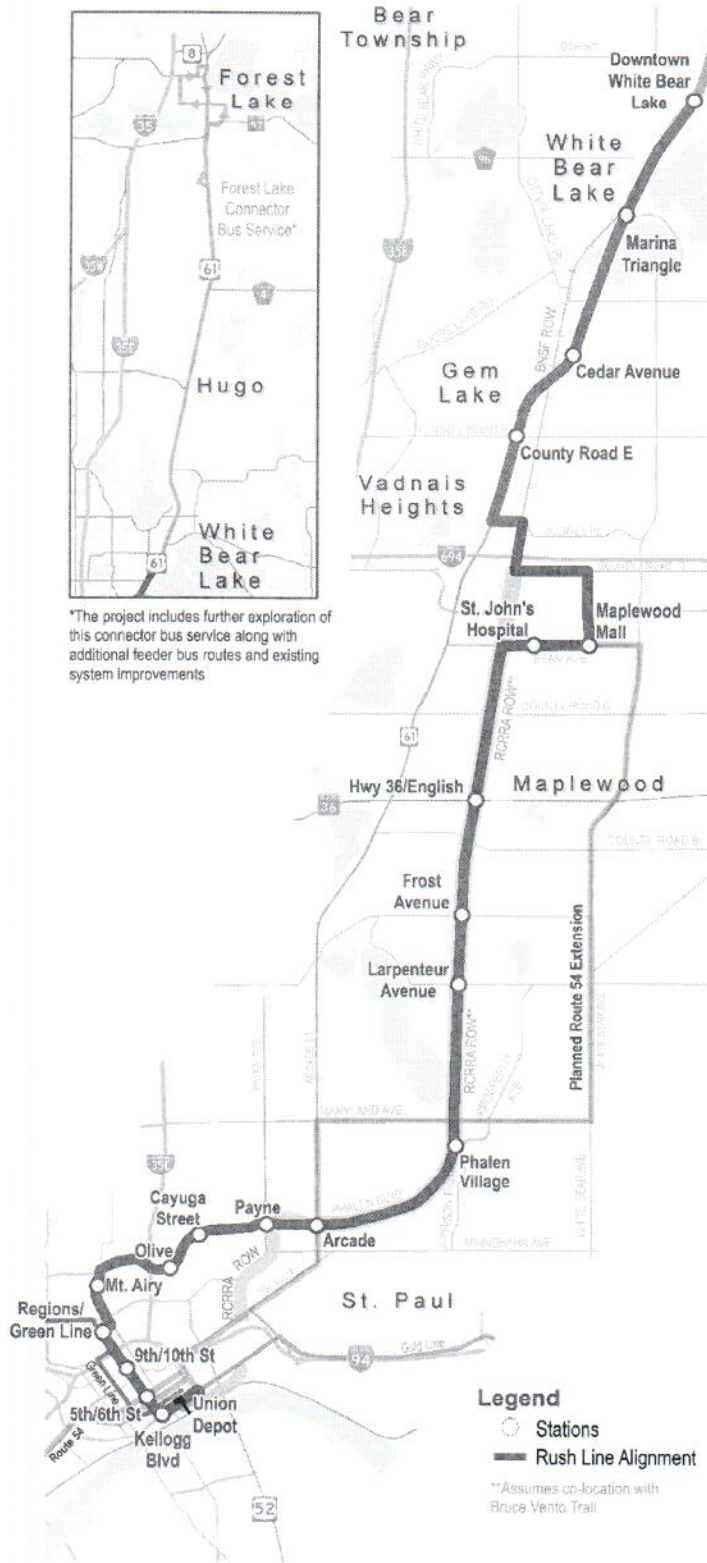
Date



LPA Figure



*The project includes further exploration of this connector bus service along with additional feeder bus routes and existing system improvements



Legend

- Stations
- Rush Line Alignment

**Assumes co-location with Bruce Vento Trail

RESOLUTION NO. 12061

RESOLUTION OF SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE RUSH LINE CORRIDOR TO THE RUSH LINE TASK FORCE, THE RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AND THE METROPOLITAN COUNCIL

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake, and White Bear Lake and White Bear Township (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the City of White Bear Lake supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of White Bear Lake commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of White Bear Lake be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.


The foregoing resolution, offered by Councilmember **Jones** and supported by Councilmember **Biehn**, was declared carried on the following vote:

Ayes: Biehn, Edberg, Jones
Nays: Engstran, Walsh
Passed: July 25, 2017



Jo Emerson, Mayor

ATTEST:



Kara Coustry, City Clerk

**CITY OF VADNAIS HEIGHTS
COUNTY OF RAMSEY
STATE OF MINNESOTA**

RESOLUTION NO. 17-07- 143

**RESOLUTION TRANSMITTING THE CITY OF VADNAIS HEIGHTS SUPPORT FOR
THE LOCALLY PREFERRED ALTERNATIVE FOR THE RUSH LINE CORRIDOR
TO THE RUSH LINE CORRIDOR TASK FORCE, THE RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY AND THE METROPOLITAN COUNCIL**

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study; Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and


NOW, THEREFORE BE IT RESOLVED that the City of Vadnais Heights supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of Vadnais Heights commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Vadnais Heights be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

This resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 19th day of July, 2017.

Attest:



Kevin Watson, City Administrator

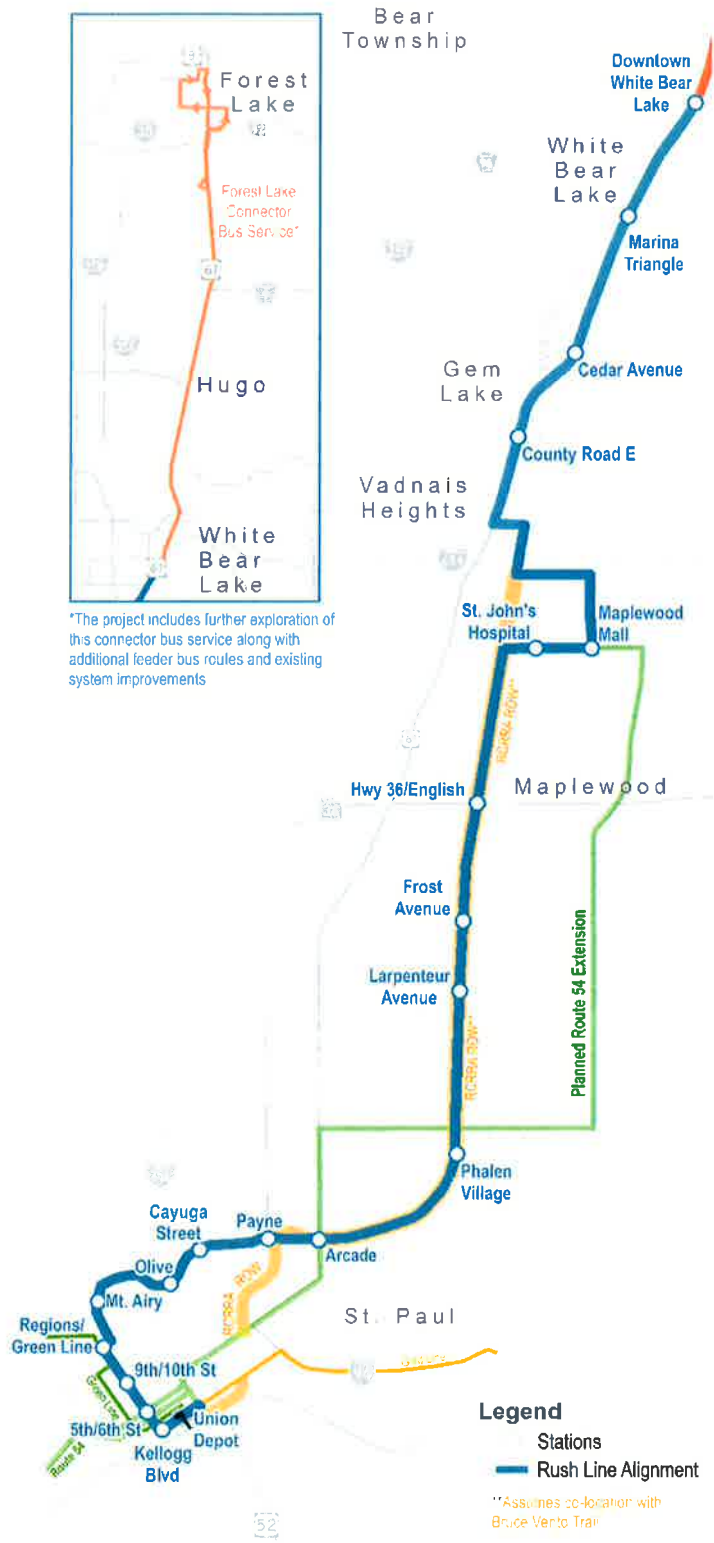


Bob Fletcher, Mayor

LPA Figure



*The project includes further exploration of this connector bus service along with additional feeder bus routes and existing system improvements





City of Saint Paul

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

Signature Copy

Resolution-Public Hearing: RES PH 17-204

File Number: RES PH 17-204

Transmitting the City of Saint Paul's support for the locally preferred alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority, and the Metropolitan Council.

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study, Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul, the Cities of Maplewood, Vadnais Heights, Gem Lake, and White Bear Lake and White Bear Township (see Attachment A); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

WHEREAS, the City of Saint Paul's Comprehensive Plan, in Figure T-C of the Transportation Chapter, identifies a generalized Rush Line Corridor heading northeast from Downtown Saint Paul as being a desired transitway within its Preferred Transit Network; and

WHEREAS, the City of Saint Paul's Planning Commission, upon receiving recommendation from its Transportation Committee, recommended support for the LPA on July 28, 2017.

NOW, THEREFORE BE IT RESOLVED that the City of Saint Paul supports the selection of Alternative 1 as the locally preferred alternative; and

BE IT FURTHER RESOLVED, that the City of Saint Paul commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design; and

BE IT FURTHER RESOLVED, that the City of Saint Paul supports the planned Route 54 extension and exploration of other transit improvements within the study area including, but not limited to, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system; and

BE IT FINALLY RESOLVED, that this resolution adopted by the City of Saint Paul be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

At a meeting of the City Council on 8/16/2017, this Resolution-Public Hearing was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, and Councilmember Prince

Nay: 0

Absent: 1 City Council President Stark

Vote Attested by 
Council Secretary _____
Trudy Moloney

Date 8/16/2017

Approved by the Mayor



Chris Coleman

Date

8/17/2017

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017 No.: R2017-24

WHEREAS, The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, A Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, The purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, The Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, After a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the Locally Preferred Alternative; and

WHEREAS, The Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017 No.: R2017-24

WHEREAS, The next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, The public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, A connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, The comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

WHEREAS, On August 22, 2017 the Ramsey County Regional Railroad Authority held a Public Hearing for the purpose of taking comments on the selection of the Locally Preferred Alternative for the Rush Line Corridor before considering a resolution of support; Now, Therefore Be It

RESOLVED The Ramsey County Regional Railroad Authority supports the selection of Alternative 1 as the Rush Line Corridor Locally Preferred Alternative; and Be It Further

RESOLVED, The County Manager will work collaboratively with St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township to undertake and develop station area plans for the proposed BRT station areas based on market conditions, community input, Metropolitan Council guidelines, and expectations for development density, level of activity and design; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along East 7th St to create a more comprehensive transit system; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017 No.: R2017-24

RESOLVED, The Ramsey County Regional Railroad Authority Chair will transmit this Resolution to the Metropolitan Council to be included in the next update to the region's 2040 Transportation Policy Plan.

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Toni Carter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blake Huffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim McDonough	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mary Jo McGuire	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Victoria Reinhardt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Janice Rettman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rafael Ortega	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Rafael E. Ortega, Chair

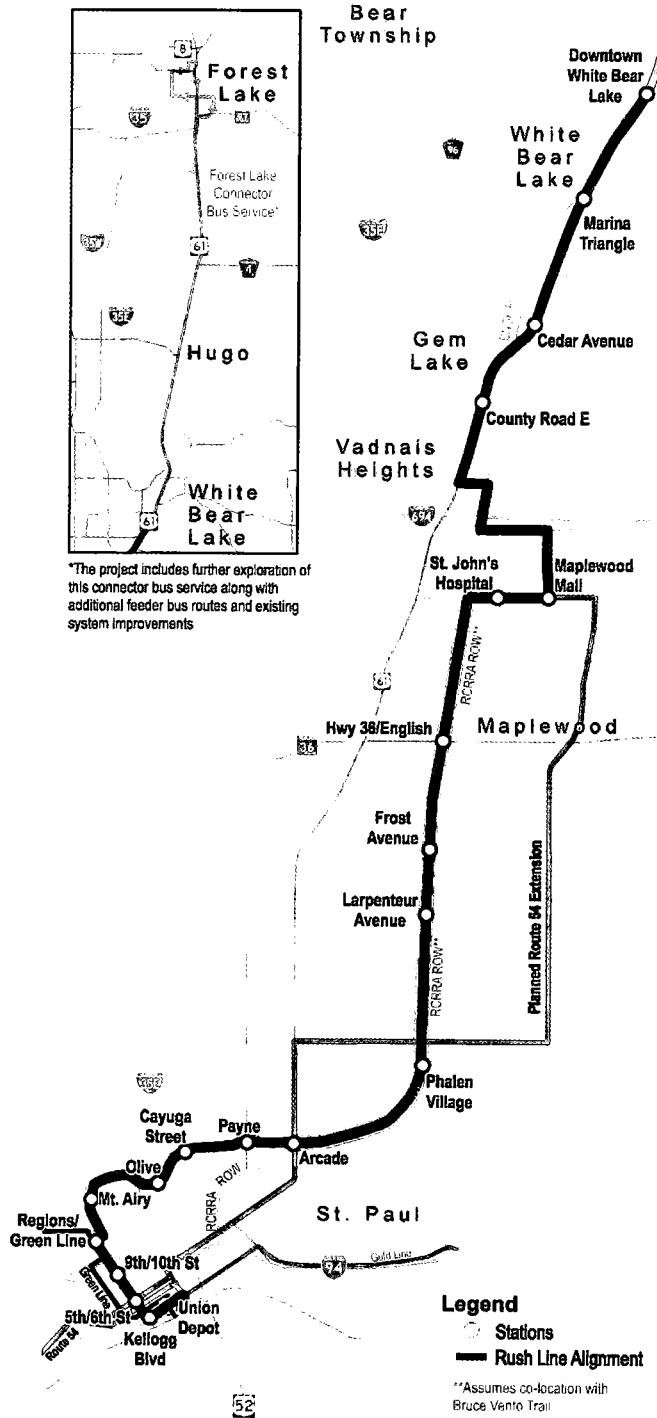
By: 
Blake Huffman, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017 No.: R2017-24

LPA Figure



*The project includes further exploration of this connector bus service along with additional feeder bus routes and existing system improvements