

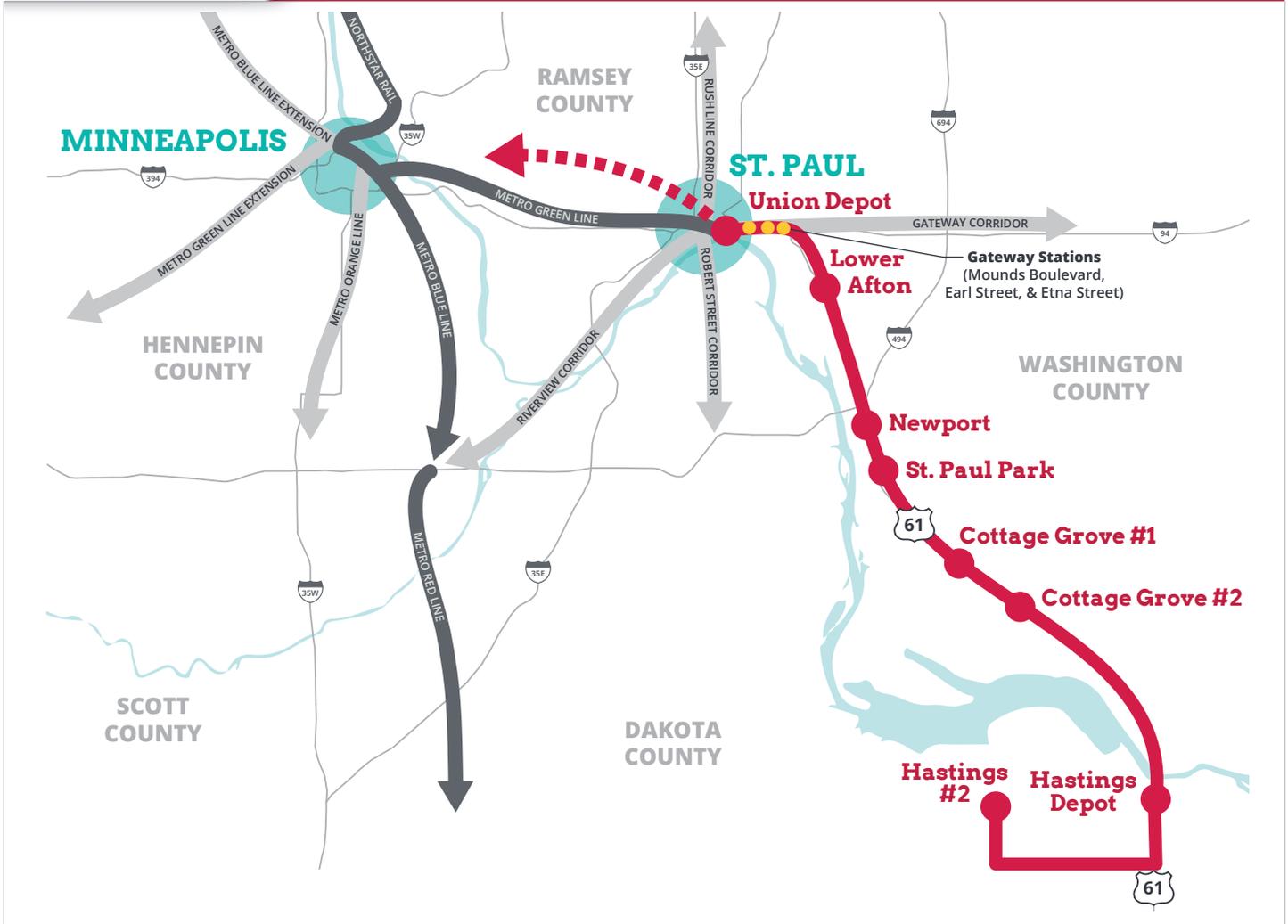


Red Rock Corridor Commission Agenda 4:30 p.m. Thursday, January 30, 2020

Newport City Hall
596 7th Avenue
Newport, MN 55055

	<u>Action Requested</u> Information
1. Introductions	
2. Election of Officers	Election
3. Approval of Agenda	Approval
4. Red Rock Corridor Overview*	Information
5. Recognition of Outgoing Members*	Approval
6. Consent Items*	Approval
a. Minutes from October Meeting	
7. Draft 2020 Work Plan and Budget*	Approval
8. Network Next Engagement Efforts	Information
9. Cottage Grove Circulator	Information
10. Communications and Legislative Update*	Information
11. Other	Information
a. Commissioner Reports	
b. Next Meeting	
12. Adjourn	Approval

**Enclosures*



What is the Red Rock Corridor?

The Red Rock Corridor is a proposed 20-mile transitway, connecting the Twin Cities’ southeastern suburbs with St. Paul and the regional transit system.

What is the timeline for the project?

The Implementation Plan was completed in fall 2016 and includes near-term recommendations to build ridership in the corridor and long-term goals for full BRT implementation.

What is Bus Rapid Transit?

BUS RAPID TRANSIT (BRT) IS AN ALL-DAY TRANSIT SERVICE THAT:



Goes in **BOTH** Directions



Works with the **EXISTING** express bus system



Arrives every **10 TO 15** MINUTES



Provides **consistent** **TECHNICAL** service between stations



BRT Vehicle Features:

- All door entry and exit
- On-board announcements and display
- Low floors for easy boarding
- Improved seat configuration
- Specialized branding

RESOLUTION THANKING COUNCILMEMBER MILLS FOR HER YEARS OF SERVICE, ADVOCACY, AND LEADERSHIP ON THE RED ROCK CORRIDOR COMMISSION

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

WHEREAS, Councilmember Mills was able to effectively represent the needs of Cottage Grove and the broader Red Rock Corridor; and

WHEREAS, the contributions of Councilmember Mills have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Councilmember Mills for her years of service, advocacy and leadership, on the Red Rock Corridor Commission.

Approved:

Chairperson

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 30th day of January 2020 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
DINGLE	_____	_____	_____	_____
INGEMANN	_____	_____	_____	_____
JOHNSON	_____	_____	_____	_____
MCDONOUGH	_____	_____	_____	_____
THIEDE	_____	_____	_____	_____
PRINCE	_____	_____	_____	_____
VAUGHAN	_____	_____	_____	_____

RESOLUTION THANKING COMMISSIONER MATASCASTILLO FOR HER SERVICE, ADVOCACY, AND LEADERSHIP ON THE RED ROCK CORRIDOR COMMISSION

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

WHEREAS, Commissioner MatasCastillo was able to effectively represent the needs of Ramsey County and the broader Red Rock Corridor; and

WHEREAS, the contributions of Commissioner MatasCastillo have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Commissioner MatasCastillo for her service, advocacy, and leadership on the Red Rock Corridor Commission.

Approved:

Chairperson

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 30th day of January 2020 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
DINGLE	_____	_____	_____	_____
INGEMANN	_____	_____	_____	_____
JOHNSON	_____	_____	_____	_____
MCDONOUGH	_____	_____	_____	_____
THIEDE	_____	_____	_____	_____
PRINCE	_____	_____	_____	_____
VAUGHAN	_____	_____	_____	_____



Meeting Minutes

October 24th, 2019, 4:00 p.m.

Newport City Hall
 596 7th Avenue
 Newport, MN 55055

Commission Members	Agency	Present
Wayne Johnson	Washington County RRA	X
La Rae Mills	City of Cottage Grove	X
Jim McDonough	Ramsey County RRA	
Trista MatasCastillo	Ramsey County RRA	X
Myron Bailey	City of Cottage Grove	
Jane Prince	City of St. Paul	X
Sandi Dingle	City of St. Paul Park	X
Mark Vaughan	City of Hastings	X
Tom Ingemann	City of Newport	

Staff	Agency	Present
Emily Jorgensen	Washington County RRA	X
Joe Ayers-Johnson	Washington County RRA	X
Sara Allen	Washington County RRA	X
Kevin Roggenbuck	Ramsey County RRA	X
Joe Morneau	Dakota County RRA	

Other Attendees	Agency	Present
Bill Sumner	City of Newport	X

Agenda Item #1: Introduction

Commissioner Wayne Johnson called the meeting to order, and introductions were made.

Quorum was met.

Agenda Item #2: Approval of Agenda

Councilmember Mills made a motion to approve the agenda. Mayor Dingle seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #3: Consent Items

Mayor Dingle made a motion to approve the item on consent. Councilmember Vaughan seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #4: Liability Coverage Insurance

Emily Jorgensen, Washington County Planner and Red Rock Corridor Project Manager, provided information about changes to the annual renewal process for the Red Rock Corridor Commission's liability coverage insurance. Washington County staff recommends making a short-term extension to the liability insurance so that the renewal date will change from fall to spring. Shifting the timing of the renewal date will help reduce timing issues between the time of insurance renewal and the first Commissioner meeting of the year.

Washington County staff also recommends enrolling in automatic renewal for the insurance policy. Automatic renewal will not change the substance of the policy and will automatically renew the policy unless the premium changes more than ten percent. In the event that the premium does change more than ten percent, it will be brought to the Commission for approval. This change will help staff complete routine administrative functions in a more timely manner.

Chair Johnson opened the floor to comments and questions. Chair Johnson commented that enrolling in automatic renewal will help save money by avoiding attorney's fees.

Councilmember Mills made a motion to approve the changes to the liability coverage insurance. Commissioner MatasCastillo seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #5: Draft 2020 Work Plan and Budget

Ms. Jorgensen introduced the Draft 2020 Work Plan and Budget for 2020. Changes to the work plan and budget from previous years are minimal. Most of the work plan continues to be geared towards administrative functions, generating awareness of the Red Rock Corridor, and coordinating temporary bus service between transit facilities in Cottage Grove and Newport and the State Fair to maintain visibility of the Red Rock Corridor. Washington County staff is considering whether or not it will seek more funding for Route 363 as a demonstration route.

The 2020 budget is approximately \$17,000 which is all covered by the existing fund balance. This amount is less than previous years due to communications now being handled in-house by Washington County staff rather than a communications consultant.

Chair Johnson opened the floor to comments and questions.

Mayor Dingle asked for the reason why funding for Route 363 bus service may not be pursued in 2020. Ms. Jorgensen responded that Washington County is still considering a funding request

pending Route 363's ability to compete within the updated criteria for the Metropolitan Council's Regional Solicitation grant program.

Chair Johnson asked if State funding is being pursued for Route 363. Ms. Jorgensen responded that State funding is being pursued as one of Washington County's legislative asks.

Agenda Item #6: 2020 Proposed Meeting Schedule

Joe Ayers-Johnson, Washington County Planner, introduced himself and then presented the proposed meeting schedule for 2020. Meetings are proposed to be held on January 30th, April 30th, July 30th, and October 29th. These dates fall on the fifth Thursday of each month. Additionally, the meeting time is proposed to be changed from 4:00 pm to 4:30 pm.

Chair Johnson opened the floor to comments and questions.

Councilmember Mills asked if, in the event that funding for Route 363 is pursued, it would make sense to have a meeting after January and well before the April meeting so that the Commission could be more informed and able to assist with the process of applying for funding. Ms. Jorgensen responded that this would make sense and that it should be known whether funding will be pursued before the January meeting. At that time, additional meetings could be added to the schedule before the funding application is due in April. Depending on the success of the potential application, more additional meetings may be necessary throughout 2020 and 2021. Staff will communicate future developments regarding the pursuit of funding to the Commission to coordinate potential changes to the proposed 2020 meeting schedule.

Chair Johnson commented that he appreciates shifting the meeting start time from 4:00 pm to 4:30 pm to accommodate Commission participants who also work full-time.

Agenda Item #7: Presentation on METRO Gold Line Station Area Planning

Sara Allen, Washington County Planner, introduced herself and presented on the Gold Line BRT Station Area Plans. The presentation included a summary of the timeline for the Gold Line project and the various goals that guide the station area planning process. The presentation can be found in the 10/24 meeting packet.

Chair Johnson opened the floor to comments and questions.

Councilmember MatasCastillo asked about connections for people in the community of Landfall, their access points, and whether there are major roads to cross. Ms. Allen responded that bicycle and pedestrian trails are included in the station area plan to help address conversations about speed and safety that arose through community engagement conversations. The Gold Line Project Office has been doing a great deal of work related to traffic calming measures, dividers, and pedestrian islands to help clarify where the crossing space is located and how users of the surrounding transportation system can safely interact.

Chair Johnson commented that he appreciates the economic development component of transit projects like Gold Line and recognizes the value of transit in not only meeting transportation needs, but also attracting and retaining employers and stimulating real estate development around station areas.

Agenda Item #8: Communications Update

A. State Fair

Mr. Ayers-Johnson provided a summary of how temporary service between the State Fair and Red Rock Corridor transit facilities went this year. The Cottage Grove Park and Ride offered daily service while the Newport Transit Station offered service on weekends and Labor Day only. Ridership at the Newport Transit Station was consistent with last year, whereas the Cottage Grove Park and Ride showed an increase of 4,000 rides.

B. Facebook

Mr. Ayers-Johnson provided an update on the Red Rock Corridor Commission's Facebook page. The page has 367 likes and has had 115 new views since the last meeting. No comments have been required to be removed.

Chair Johnson opened the floor to comments and questions.

Councilmember Vaughan asked how the connection between Washington County transit facilities and the State Fair was established and how the City of Hastings might be able to arrange something similar. Mr. Ayers-Johnson responded that there is a new contract that gets negotiated every year. Ms. Jorgensen elaborated that driver shortages were the reason for the Newport Transit Station's service being reduced to weekend and Labor Day service only. Service to the Newport Transit Station was nearly eliminated entirely since Metro Transit is reluctant to serve park and ride lots outside the 494/694 ring, but every March there is a board action to work through the arrangement with Metro Transit in order to provide service.

Councilmember Mills asked if there has been any discussion regarding how to address increase of ridership at the Cottage Grove Park and Ride next year since this year exceptions needed to be made to allow people to park in grassy areas in order to accommodate demand. Ms. Jorgensen responded that this represents a great opportunity for the Red Rock Corridor Commission, and that if bus driver shortages persist, it may be advisable to change the Cottage Grove Park and Ride to weekend and Labor Day service and have the Newport Transit Station host daily service to give it more exposure. Councilmember Mills commented that she is supportive of this idea since regular express bus commuters were frustrated by a sudden shortage of parking at the Cottage Grove Park and Ride and she likes the idea of promoting the Newport Transit Station.

Chair Johnson commented that he has been involved in conversations with the Metropolitan Council and Senator Bigham in which it was suggested that the Newport Transit Station would be overwhelmed by the kind of demand that the Cottage Grove Park and Ride has experienced in the past. Ms. Jorgensen responded that every year Newport Transit Station fences, stripes, and utilizes an adjacent grassy lot, which helps Newport Transit Station surpass the Cottage Grove Park and Ride in terms of capacity. Washington County staff will work through this with agency partners since there may be capacity constraints that staff is not aware of. Chair Johnson expressed his approval of this course of action.

Mayor Dingle commented in reference to Councilmember Mills' point about conflicts between temporary State Fair service and regular express bus service at the Cottage Grove Park and Ride, stating that conflicts should be minimal since the last express bus departs before the first State Fair bus arrives. She agrees with the idea of swapping service hours between Cottage Grove and Newport may very well be more convenient for people who don't know about it. Mayor Dingle rode the bus to the State Fair this year and was amazed at how many people were doing the same.

Councilmember Vaughan asked how much fare was. Dingle responded that it was five dollars, which is not bad considering many State Fair lots charge around twenty dollars.

Chair Johnson commented that Commissioners should contact their senator if they are interested in continuing temporary State Fair service.

Chair Johnson also commented that Facebook page should continue to be maintained and that it is good there have been no negative comments.

Agenda Item #9: Other

A.

Chair Johnson asked if any Commissioners have any Red Rock Corridor-related news to share. No news was shared.

B.

Chair Johnson confirmed the next meeting will be held on January 30th from 4:30 – 6:00 pm at Newport City Hall.

Agenda Item #10: Adjourn

Councilmember Vaughan made a motion to adjourn. Councilmember Dingle and Mills both seconded. All were in favor. **Approved.** Motion Carried.



DATE: January 30, 2020
TO: Red Rock Corridor Commission
FROM: Staff
RE: 2020 Work Plan and Budget

Overview

The proposed 2020 work plan and budget is attached for review. The work plan focuses on commission administration, and public involvement. The key items are also listed below:

- Inform state and federal legislators of the need for improved transit service in the Red Rock Corridor.
- Offer guidance, monitor progress, and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
- Continue communication efforts through the use of social media and updating the website to coincide with the next steps in the corridor implementation.

The proposed 2020 budget is \$17,000. The budget will be covered 100% by fund balance.

Staff will provide an overview of the draft work plan and budget at the meeting and will seek approval from the commission. This is the final reading of the budget and work plan.

Action

Approval

Red Rock Corridor Commission

2020 Work Plan

1. Management, Policy, and Administrative Activities

Commission activities will include:

1. Prepare and adopt the annual Work Plan and Budget
2. Prepare the annual financial report
3. Review insurance needs and procure appropriate insurance
4. Provide commission and staff administration
5. Manage commission expenses
6. Manage the consultant selected for each of the various work tasks undertaken by the commission

2. General Activities

The Red Rock Corridor Commission (RRCC) will work with corridor municipalities, chambers of commerce and other business groups, community members, the Metropolitan Council, Metro Transit, the Minnesota Department of Transportation (MnDOT), and other stakeholders as needed to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Inform state and federal legislators of the need for improved transit service in the Red Rock Corridor.
2. Offer guidance, monitor progress, and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor.
3. Work with state and local agencies to identify regional priorities for all transportation modes in the corridor.

3. Public Involvement

The commission's public involvement activities will build on communication efforts from the Implementation Plan. The commission's activities will include:

1. Distribution of newsletters and project updates at various public events including fairs and community festivals.
2. Media recognition of commission meetings and events through print, radio, and public access television.
3. Coordination of updates to the project website to coincide with the multiple studies being undertaken.
4. Host a website and manage content and utilize social media.

2020 Budget

2020 Expenditures

Operating Expenditure Category	Amount
Corridor Administration/General Activities ⁽¹⁾	
- Corridor Insurance	\$2,000
- Materials/Postage/Printing/Memberships	\$1,000
- Events/Tours/Advertising	\$1,000
Subtotal	\$4,000
Public Involvement	
- Website Hosting	\$2,000
- Communication Services (incl. possible contract services)	\$6,000
Subtotal	\$8,000
Contingency	\$5,000
TOTAL	\$17,000

Notes:

1. The county regional railroad authorities typical cover administrative functions including mailings. However, such items are eligible for reimbursement as approved by the commission.

2020 Revenue

Revenue Source	% Due	Amount Due	Fund Balance	Total Revenue
Red Rock Corridor Commission Fund Balance	100%	\$0	\$17,000	\$17,000
REVENUE TOTAL		\$0	\$17,000⁽¹⁾	\$17,000

Notes:

1. \$17,000 of the commission's 2019 end of year fund balance (\$88,596 as of year end) will be used to cover RRCC financial members' 2020 budget contributions.

Network Next Engagement Efforts

Red Rock Corridor Commission
January 30, 2020



Presentation Overview

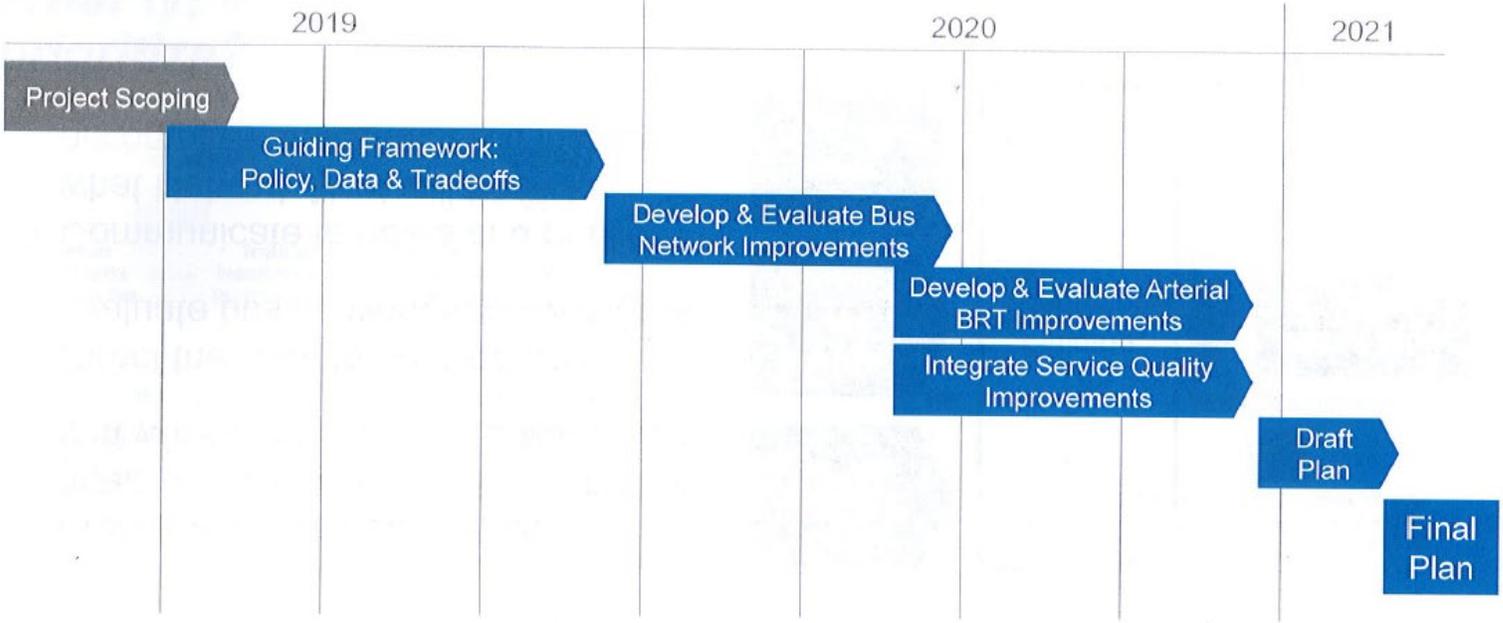
1. What is Network Next?
2. Timeline
3. Metro Transit Engagement
4. Washington County Engagement
5. What did we hear?
6. What is next?

What is Network Next?

- Metro Transit's vision for the bus network of 2040
 - Replacing Service Improvement Plan (SIP)
- Includes:
 - Local routes
 - Express routes
 - Arterial BRT (A Line, C Line, etc.)
- DOES NOT include:
 - Transitways (LRT, Highway or Dedicated BRT)

Network Next Timeline

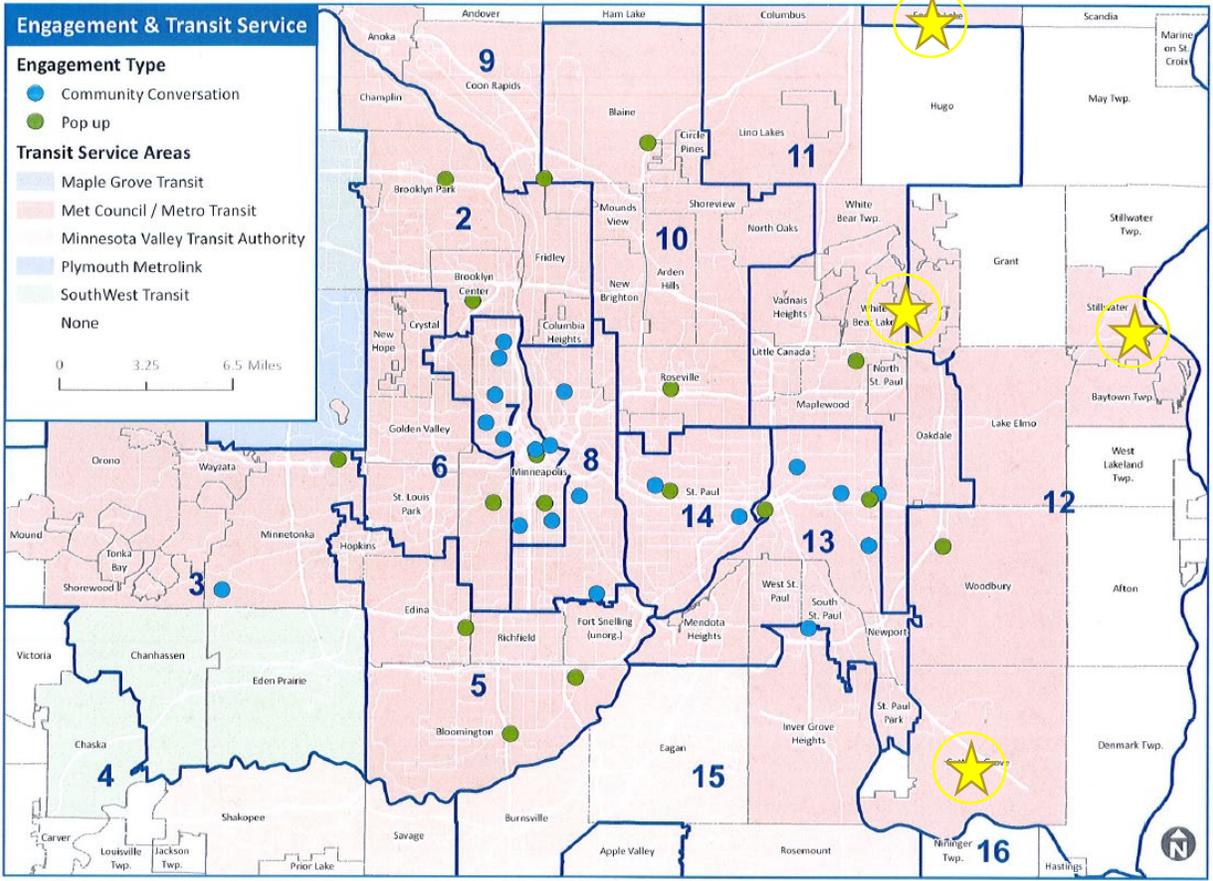
Project timeline



5

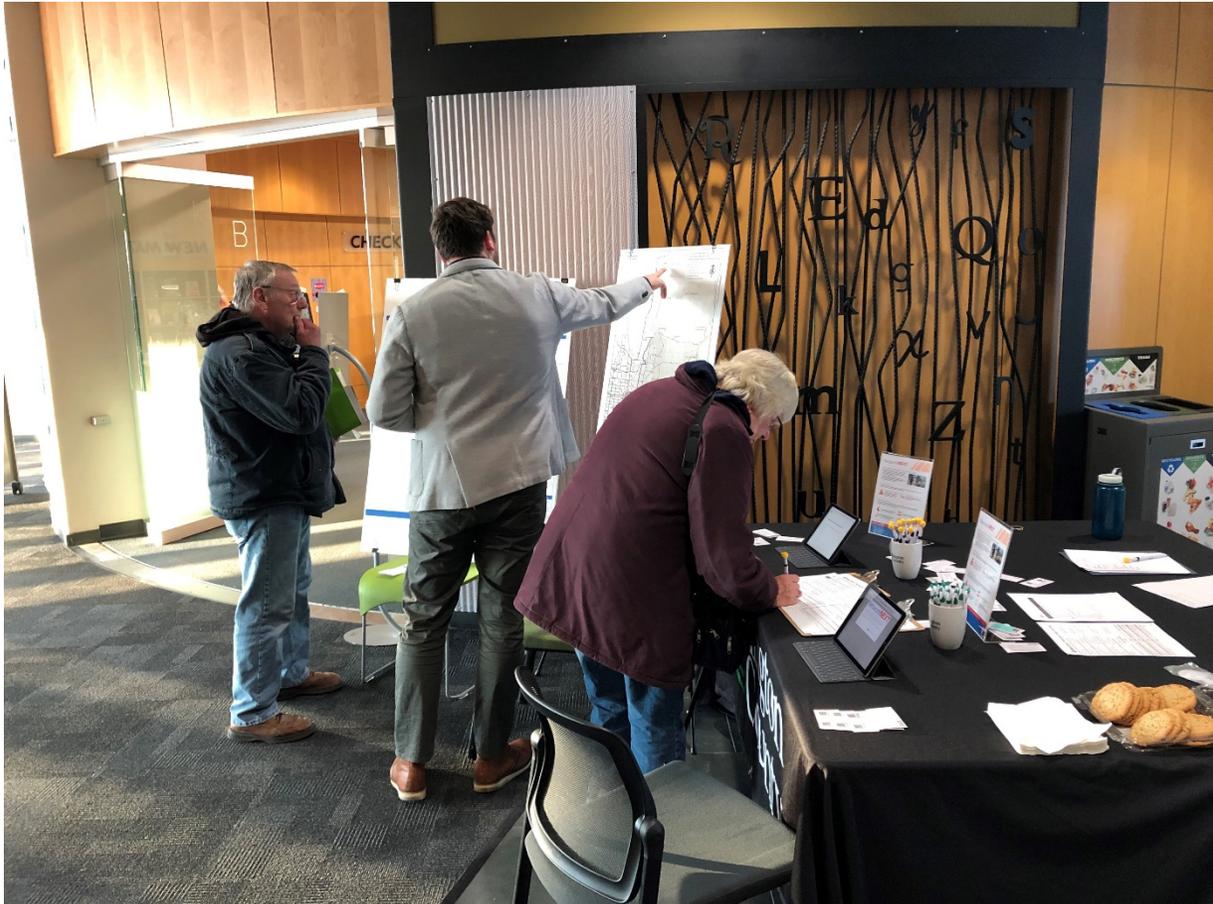
Network**NEXT**

Washington County Engagement



Metro Transit NetworkNEXT Community Engagement Locations 30/24/2019

- Additional pop-ups
 - Forest Lake
 - Hardwood Creek Library & Forest Lake Transit Center
 - Stillwater
 - Washington County Government Center
 - White Bear Lake & Mahtomedi
 - Century College
 - Cottage Grove
 - Cottage Grove Park-and-Ride
- Conversations with major employers



What did we hear?

- Appreciation for existing service
- Common themes
 - Appetite for access to transit
 - Long ride times, inconvenient transfers
 - Lack of flexibility - narrow service windows, no midday service
- Specific to Red Rock Corridor
 - Utilize Newport Transit Station
 - Increased frequency, midday service
 - Connection to regional transitways, airport

What is next?



- Letter to Metro Transit
 - Summary of community engagement
 - Requests for improvements
- Requests specific to Red Rock Corridor
 - Increase service through Newport Transit Station
 - Increase frequency, add midday service between Cottage Grove and downtown STP, downtown MPLS
 - Incorporate improvements from *2017 SIP*
 - Route 363
 - 30 minute weekday midday and early evening express service between Cottage Grove P & R and downtown STP, downtown MPLS
 - Route 367
 - 30 minute weekday peak period express service between Hastings and downtown MPLS

Thank You!



Joe Ayers-Johnson
joseph.ayers-johnson@co.washington.mn.us
651-430-4332

Questions?



Cottage Grove Bus LOOP – Senior Bus Circulator



www.cottagegrovemn.gov



Background

- In 2017 the City of Cottage Grove conducted its first Business Retention and Expansion (BR&E) Program.
- One of the key initiatives that came out of the BR&E was the development of transportation options within the community.
- Further research pointed to a need for senior transportation within our community to access retail, health, and senior programming services.
- DARTS was contacted about the professional services they provide regarding transportation among senior citizens.



Discussion

- The Cottage Grove Bus LOOP is focused towards senior citizens in our community and giving them opportunities to access medical offices, pharmacies, retail and restaurants.
- The objectives of the bus circulator are as follows:
 - Provide a reliable and affordable transportation for residents of Cottage Grove. The primary demographic for the service is older adult residents and the secondary demographic is people with disabilities and low income.
 - Increase foot traffic in our shopping districts.
 - Encourage community interactions.
 - Decrease caregiver burden through enhanced mobility options



Advisory Committee

- In order to provide guidance on forming the route an advisory committee was formed of local senior living facilities and transportation experts.
 - Janet Hix – DARTS Program Manager Transportation & Home Repair
 - Sheila Holbrook-White – Washington County Mobility Coordinator
 - Ben Van Vooren – Norris Square Campus Administrator
 - Bailey Christenson – The Legends of Cottage Grove Community Manager
 - Barbara Dacy – Washington County CDA Executive Director
 - Jane Goers – School District 833 District Program Senior Center Manager
 - Sally Anderson – Community Thread Executive Director
 - Chris Hetland – City of Cottage Grove Management Assistant



Survey Results

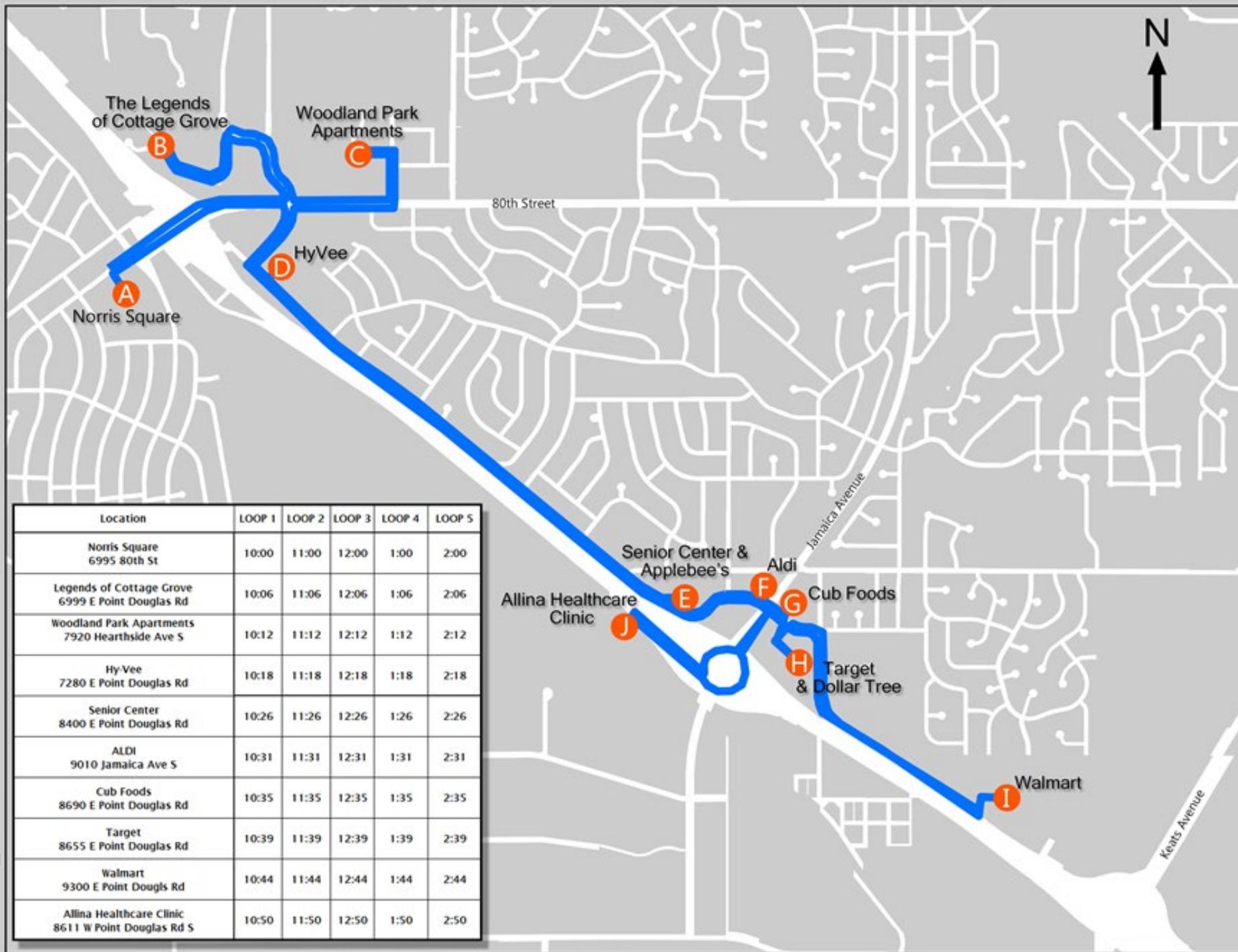
- 99 respondents across Norris Square, Legends of Cottage Grove and Woodland Apartments
- 76% stated they were interested in using the service
- Where should the bus stop: 79% - Shopping Destinations, 62% - Medical Offices, & 49% - Restaurants/Coffee Shops
- Where do you do most of your shopping: 60% - HyVee, 59% - Walmart, & 56% - Cub Foods
- How much would you be willing to pay:
Average: \$3.79, Range: \$2 - \$10



Route, Stops and Schedule

- Set to start on October 15 if approved
- Route will be every Tuesday from 10 am – 3 pm (five 1-hour loops)
- Cost will be \$3 for an all-day pass (youth ride for free)
- There are 10 dedicated stops along the route
- Additionally riders can request stops on-demand within .5 miles of the route
- This includes all East and West Point Douglas, 80th Street, and Jamaica Avenue Corridors





Costs and Sponsors

- Darts charges an annual fee of \$25,000 to run the once a week loop for the year
- The fee varies from community to community but generally it is done through a combination of public and private sponsors
- Currently both Allina and Andersen Corporation Community Foundation have agreed to be a sponsor
- Additionally, staff is still in discussions with multiple local organizations on the potential for being sponsors.



Sponsors

- Current estimates is \$10,000 to \$15,000 to finance the circulator in 2020 from the City of Cottage Grove
- These funds are a part of the proposed 2020 budget that would come from the Economic Development Trust Fund.

	<u>City Contribution</u>
Edina	\$100,000
Lakeville	\$25,000
West St. Paul	\$15,000
Cottage Grove	\$10,000-\$15,000
Hastings	\$10,000
Stillwater	\$5,000
Oak Park Heights	\$2,500
South St. Paul	\$0



Questions





DATE: January 30, 2020
TO: Red Rock Corridor Commission
FROM: Staff
RE: Communications & Legislative Update

Communications Update

Facebook

The Red Rock Corridor Facebook page has 366 likes and a total of 382 people follow the page. Staff tries to keep the page active with posts every one or two weeks with transit-related news from across the region. There have been no instances where comments needed to be removed from the Facebook page in accordance with the commission's Facebook use policy.

Press

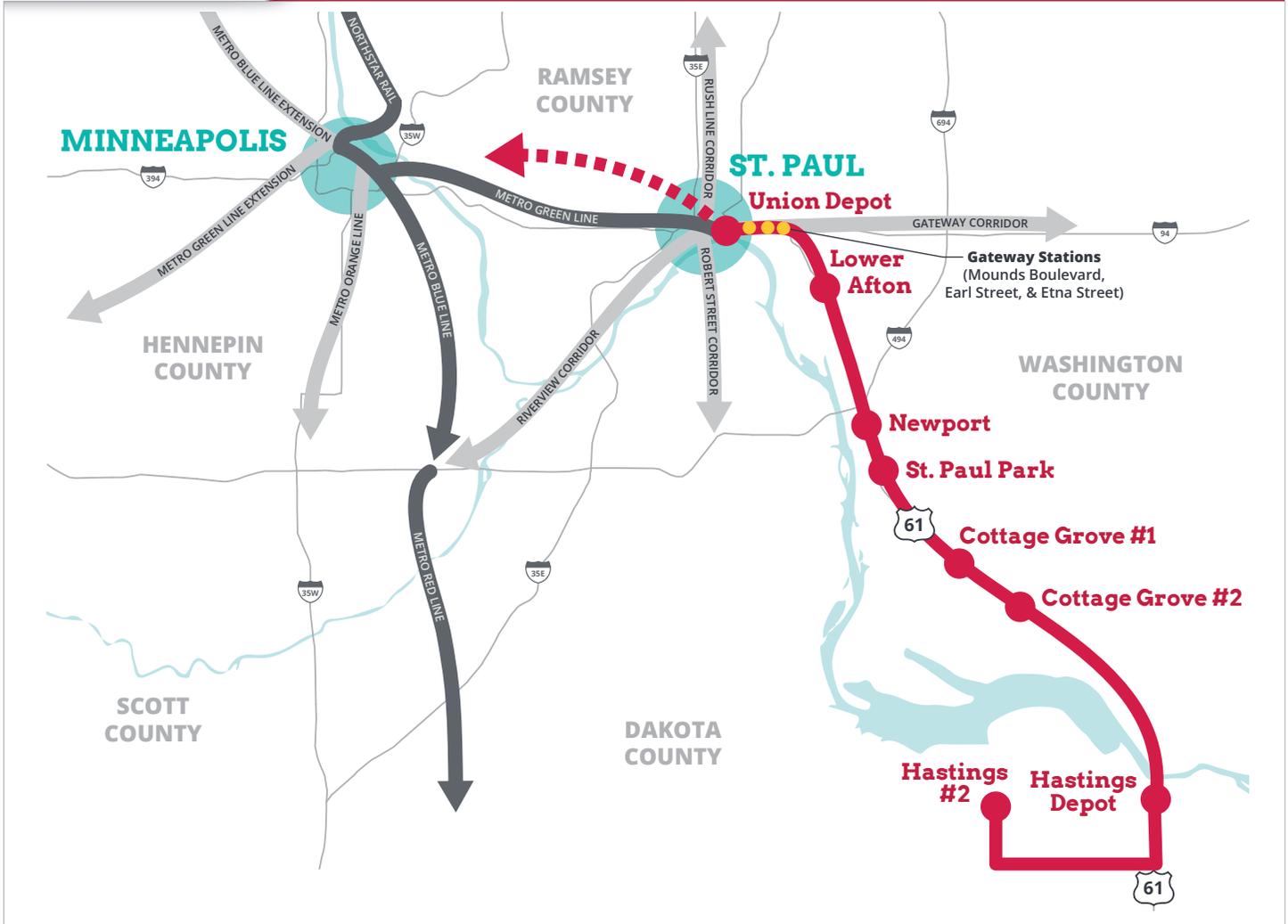
None

Legislative Update

Route 363 was included in Washington County's 2020 Legislative Priorities. The Washington County Regional Railroad Authority (WCRRA) supports funds for a two-year demonstration of a new bus route (Route 363) that would provide all-day, bi-directional bus service between Saint Paul and Cottage Grove. The detailed explanation and fact sheet are included in the packet.

Action:

Information



What is the Red Rock Corridor?

The Red Rock Corridor is a proposed 20-mile transitway, connecting the Twin Cities' southeastern suburbs with St. Paul and the regional transit system.

What is the timeline for the project?

The Implementation Plan was completed in fall 2016 and includes near-term recommendations to build ridership in the corridor and long-term goals for full BRT implementation.

What is Bus Rapid Transit?

BUS RAPID TRANSIT (BRT) IS AN ALL-DAY TRANSIT SERVICE THAT:



Goes in **BOTH** Directions



Works with the **EXISTING** express bus system



Arrives every **10 TO 15** MINUTES



Provides **consistent** **TECHNICAL** service between stations



BRT Vehicle Features:

- All door entry and exit
- On-board announcements and display
- Low floors for easy boarding
- Improved seat configuration
- Specialized branding



Projected Traffic Growth / 2015-2030

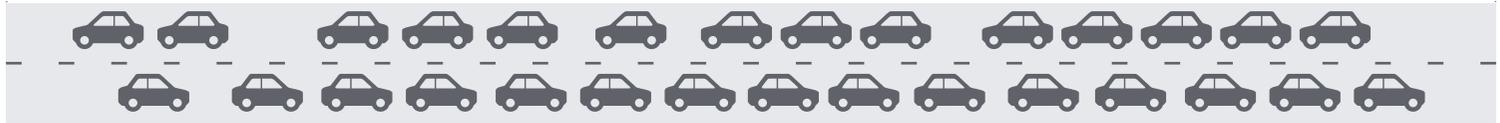
With the projected traffic growth and no planned improvements, all key locations on Highway 61, including ramps and intersections, are forecast to be gridlocked during both peak periods by year 2030.

2015



2030

By 2030, the corridor is projected to serve up to 2,500 riders per day.



Funding Request for Route 363



\$5.6 Million (2-Year Demonstration)

The Washington County Regional Railroad Authority (WCRRRA) supports funds for the purchase of four buses and operations costs for a two-year demonstration of a new bus route (Route 363) that would provide all-day, bi-directional bus service every 30 minutes between Saint Paul and Cottage Grove. Improved local bus service is an important first step in building ridership to support the future build-out of BRT service in the southeast metro.

Next Steps

The Red Rock Implementation Plan completed in 2016 identified near-term strategies to build transit ridership in the corridor. Strategies include increasing local and express bus service, such as Routes 363. Route 363 would provide local bus service every 30 minutes between Saint Paul and Cottage Grove. Another near-term recommendation is to work with corridor cities to update their comprehensive plans to increase the number of people living and working in the station areas.

GET INVOLVED!

- www.redrockcorridor.com
- facebook.com/RedRockCorridor

CONTACT: Jan Lucke
Planning Division Director
redrockcorridor@gmail.com
(651) 430-4300
Washington County Public Works
11660 Myeron Road North
Stillwater, MN 55082

**NEW BUS ROUTE 363
(RED ROCK CORRIDOR PHASE I IMPLEMENTATION)**

Position:

The Washington County Regional Railroad Authority (WCRRA) supports funds for a two-year demonstration of a new bus route (Route 363) that would provide all-day, bi-directional bus service between Saint Paul and Cottage Grove.

Issue:

The existing transit service in the Red Rock corridor is peak period express service designed for downtown workers with 9 am – 5 pm work schedules. New Route 363 would provide all-day service every 30 minutes in both directions between Saint Paul and Cottage Grove, expanding multimodal travel options in the Highway 61 corridor. Stops will include the Newport Transit Station, owned by Washington County.

All day local service will allow people whose travel needs are not met with peak-period, peak direction express service to complete trips on transit. Examples include workers within the corridor during traditional and non-traditional work shift times, reverse-commuters, and people making school, human service, social, and recreational trips. Local stops within the corridor will also increase access for people currently unable to use the park-and-ride based commuter-express service, including those with limited access to an automobile.

A two-year demonstration of Route 363 is estimated to cost \$5,600,000.

Support and Opposition:

Support comes from the Red Rock Corridor Commission, Metro Transit, local communities along the corridor, East Metro Strong, and those who support buses over other public transit options.

Opposition may come from those opposed to expansion of transit in the region.

Previous Consideration:

Through the Red Rock Corridor Implementation Plan completed in 2016, county and city partners have conducted a thorough investigation of transit needs in the corridor. The plan is a phased approach with a near-term need for new local bus service and a long-term need for bus rapid transit that includes high-frequency service, robust stations and enhanced parking facilities.

Washington County collaborated with Metro Transit to submit a Regional Solicitation Transit Expansion application in July 2016 to fund the purchase of four buses and operate new, local bus service in Red Rock Corridor between Saint Paul and Cottage Grove in the amount of \$7,382,834. This application was not funded.

Washington County also submitted a request for demonstration funds in the 2017, 2018, and 2019 legislative funds. This request was not funded.

No Action:

Without action the transit needs of the southeastern Twin Cities region will not be met and there will be no all-day, bi-directional bus service in the Red Rock Corridor.

Financial Implications:

Sustainable revenue sources need to be identified to extend the life of the project beyond demonstration.

The financial implications depend on the source of funding and the plan developed.

Contact Person:

Jan Lucke, Planning Division Director

Washington County Public Works

651-430-4316

Jan.Lucke@co.washington.mn.us