Red Rock Corridor Commission Agenda
4:30 p.m. Thursday, April 29, 2021

		Action Requested
1.	Introductions	Information
2.	Election of Officers	Election
3.	Approval of Agenda	Approval
4.	Approval of Consent Items	Approval
	a. Minutes from January Meeting*	
5.	Recognition of Outgoing Members*	Approval
6.	Red Rock Corridor Overview* *Presenter: Joe Ayers-Johnson, Washington County*	Information
7.	Presentation - Rush Line BRT Update* *Presenters: Caroline Ketcham, Ramsey County* *Andy Gitzlaff, Ramsey County*	Information
8.	Communications Update*	Information
9.	Other	Information
	a. Commissioner Reports b. Next Meeting *July 29, 2021*	
10.	Adjourn	Approval

**Enclosures*

Meeting Minutes

October 29th, 2020, 4:30 p.m.

Virtual-Webex meeting

Commission Members	Agency	Present
Wayne Johnson	Washington County RRA	X
Jim McDonough	Ramsey County RRA	X
Nicole Frethem	Ramsey County RRA	
Dave Thiede	City of Cottage Grove	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	X

Staff	Agency	Present
Joe Ayers-Johnson	Washington County RRA	X
Kurt Howard	Washington County RRA	X
Kim Napoline	Washington County RRA	X
Kevin Roggenbuck	Ramsey County RRA	X

Other Attendees	Agency	Present
Lonnie Garland	SWCTC	X

Agenda Item #1: Introduction
Chair Wayne Johnson called the meeting to order by mentioning that due to COVID-19 pandemic, the meeting is virtual, and roll call was called.

Quorum was met.

Agenda Item #2: Approval of Agenda
Councilmember McDonough made a motion to approve the agenda. Councilmember Ingemann seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #3: Consent Items
Councilmember Vaughn made a motion to approve the consent items, including minutes from the October meeting. Councilmember Ingemann seconded. Councilmember Prince abstained. All other commission members were in favor. **Approved.** Motion Carried.

Agenda Item #4: Draft 2021 Work Plan and Budget
Mr. Ayers-Johnson presented the information for 2021 work plan and budget. The 2021 work plan is almost identical to that of last year. Washington County will continue to take on responsibilities that were formerly delegated to a communications consultant, as has been the case for the last few years. Funds have been set aside to bring a communications consultant on board in the event that Route 363 service begins. Ramsey County and Washington County are the Commission's only funding partners and the Commission has not been collecting dues for the last couple of years. The 2021 budget will be covered by the fund balance.

Commissioner McDonough made a motion to approve the 2021 Work Plan and Budget. Councilmember Thiede seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #5: 2021 Proposed Meeting Schedule
Mr. Ayers-Johnson explained the meeting times and that the meetings will most likely be virtual. Chair Johnson noted it is a different location than last year, questioned the reason for this change. Mr. Ayers-Johnson explained the location change was due to construction at Newport. Mayor Dingle made a motion to approve the 2021 Proposed Meeting Schedule. Councilmember Ingemann seconded. All were in favor. **Approved.** Motion Carried.

Agenda Item #6: Presentation COVID Impacts on Metro Transit, Network Next – Scott Thompson, Senior Transit Planner, Metro Transit
Mr. Thompson, Senior Transit Planner with Metro Transit presented the impacts of COVID on Metro Transit's operations. Mr. Thompson gave an overview of Metro Transit's COVID responses, such as requiring facemasks and cleaning protocols. Mr. Thompson explained the schedule adjustments made for routes due to a decrease in ridership of about 55-60% of pre-pandemic levels.. Express routes took the biggest hit in ridership percentage. Mr. Thompson further explained that Metro Transit is operating at 80% of its budget, some routes remained suspended but local bus routes have returned to pre-pandemic levels. While funding is down due to a decrease in farebox revenue, expenses were offset by CARES Act funding. Transit programs established pre-pandemic are largely being continued and future plans are centered around safety and public engagement efforts to collect information on what is most important to transit riders.

Chair Johnson asked about whether people are using the LRT as many local routes are unavailable. Mr. Thompson explained that it is common for people from the east metro to use

the Blue Line to access downtown Minneapolis and the LRT allows people to come and go all day as service is offered every ten minutes. Chair Johnson asked about the budget and what the start point number was used for the 2021 return to the office. Mr. Thompson explained that Metro Transit is following other agencies lead as to when employees will be able to return. Chair Johnson then asked if CARES Act funding will be needed next year. Mr. Thompson confirmed it will be.

Chair Johnson asked if bus drivers are responsible for policing how many people are allowed on the bus. Mr. Thompson explained that bus operators are responsible for this and that bus rides are limited to 10 people. Chair Johnson suggested that the limit of riders per bus could negatively impact people's schedule. Mr. Thompson explained that automated passenger counters are used to adjust capacities and mitigate schedule disruptions for riders.

Mayor Dingle asked if families are counted as one unit versus one person. Mr. Thompson replied that bus operators may use judgment on that situation.

Councilmember Thiede questioned why Red Rock Corridor was not represented in the aBRT corridors under consideration as part of Network Next. Mr. Thompson explained that the aBRT project is separate from regular route service planning of Network Next and that there may be opportunities to increase service in the Red Rock Corridor as part of regular route service planning. Mr. Ayers-Johnson added that the Red Rock Corridor project is considered a transitway in its early stages of planning, and would not necessarily be under consideration for aBRT service.

Mayor Dingle raised the point that there is uncertainty around what transit needs will be post-pandemic with many workers staying home and telecommuting. Chair Johnson agreed that it is difficult to determine what the future will look like given that the end of the pandemic is also a ways out.

Agenda Item #7: Communications

Kurt Howard, Washington County Planner, presented a communications update. Mr. Howard explained that communications predominantly take place on the Red Rock Corridor's Facebook page, which currently has 377 likes and 394 followers, which has increased slightly from January. Mr. Howard also explained that County staff has increased page posting per the commission's suggestion to do so at the last commission meeting. Mr. Howard opened the floor for questions. No questions or comments were offered.

Agenda Item #8: Other

A. **Commissioner Reports:** None of the councilmembers had an update.
B. **Next Meeting:** Chair Johnson noted the next meeting on January 21 will be virtual.

Agenda Item #9: Adjourn

Mayor Dingle made a motion to adjourn. Councilmember Thiede seconded. All were in favor. **Approved.** Motion Carried.

Red Rock Corridor Commission

Resolution 2021-01

RESOLUTION THANKING COUNCILMEMBER INGEMANN FOR HIS 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 Ingemann was able to effectively represent the needs of the City of Newport and the broader Red Rock Corridor; and

WHEREAS, the contributions of Councilmember Ingemann 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 Ingemann for his service, advocacy, and leadership on the Red Rock Corridor Commission.

Approved:

_____ _____

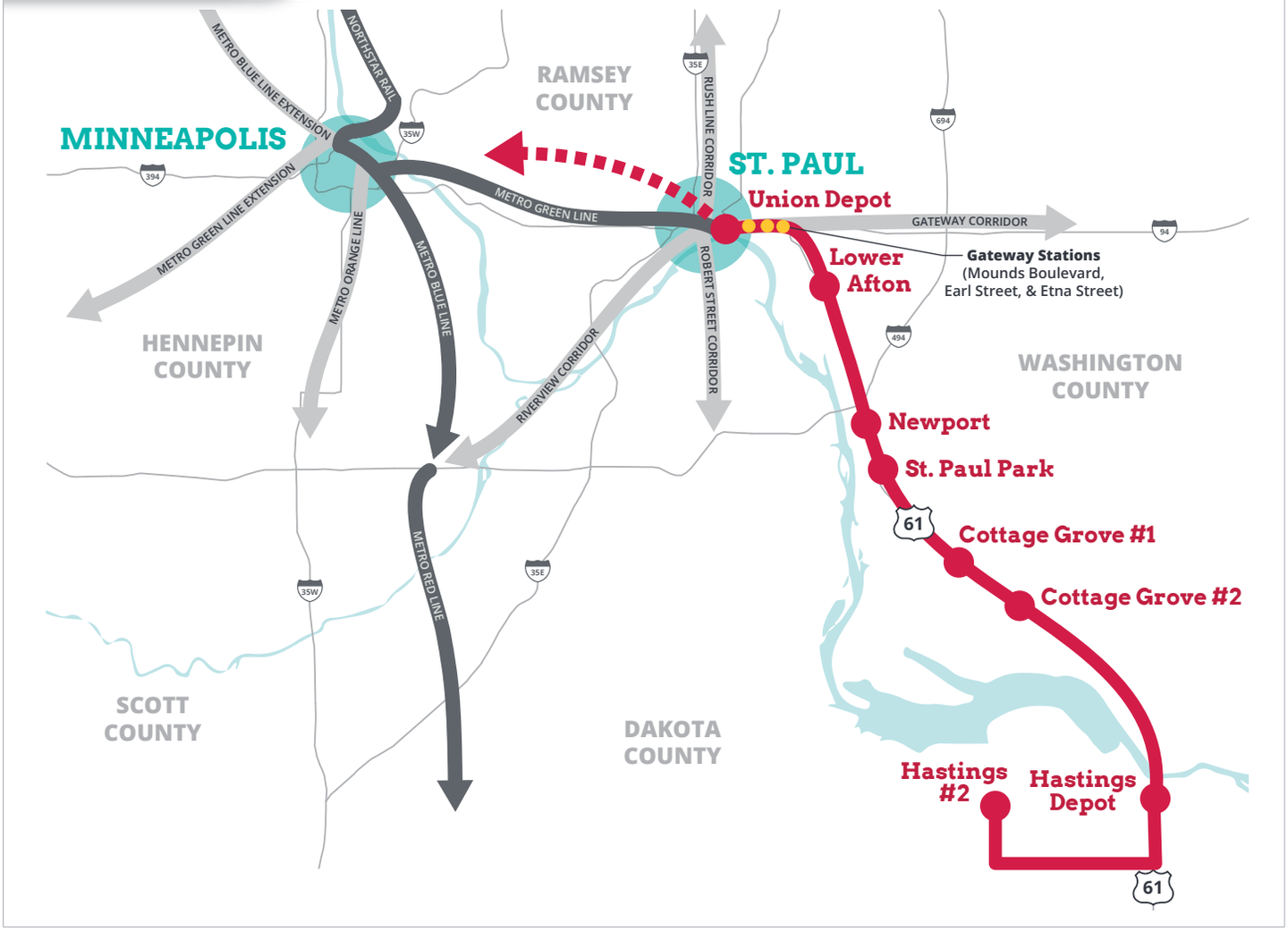
Chairperson Date Approved by Commission

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 29th day of April 2021 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
DINGLE				
TAYLOR				
JOHNSON				
MCDONOUGH				
THIEDE				
PRINCE				
VAUGHAN				

RED ROCK
SOUTHEAST CORRIDOR

RED ROCK CORRIDOR BUS RAPID TRANSIT



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 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

61 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 (WCRRA) 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

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Rush Line

B R T

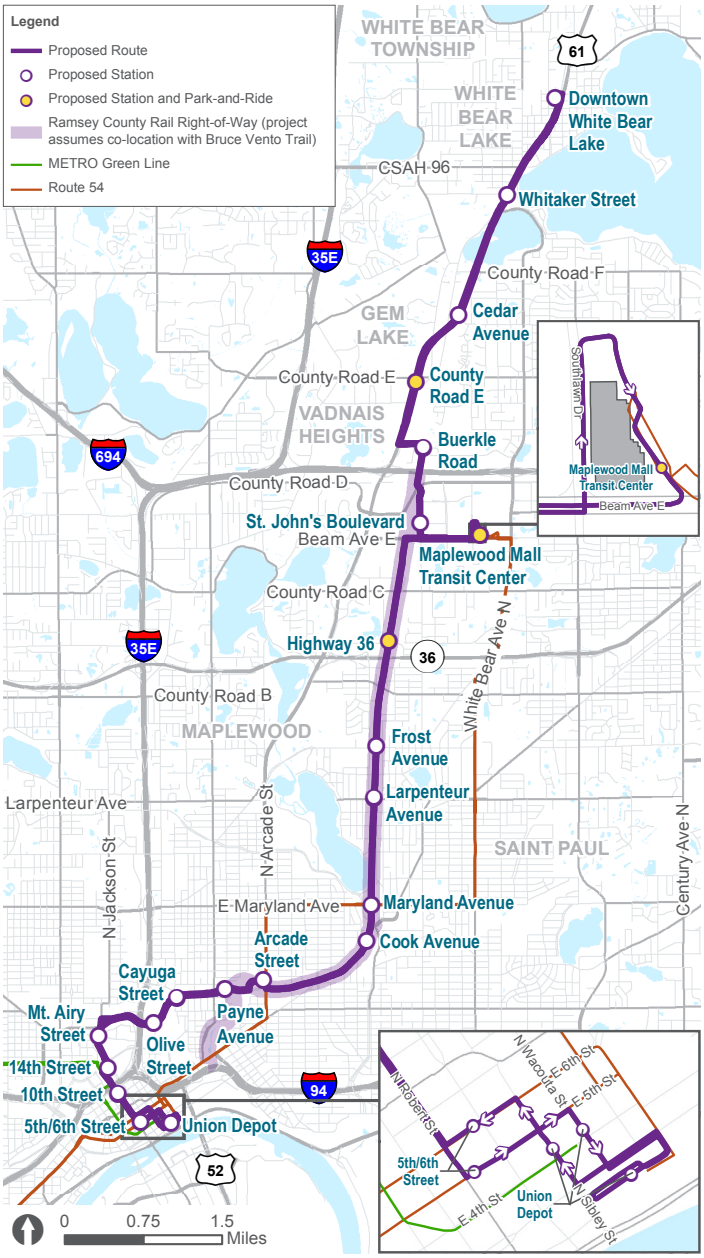
Rush Line Bus Rapid Transit

The Rush Line BRT Project is a proposed 15-mile transit route led by Ramsey County with stations between Union Depot in Saint Paul and downtown White Bear Lake. The Rush Line BRT will:

- Run seven days a week from early in the morning to late at night.
- Arrive every 10 minutes during rush hours and every 15 minutes other times.
- Provide fast and reliable transit service.
- Operate primarily in dedicated bus lanes.
- Have stations with amenities like shelter, light, heat, fare payment machines and real-time departure signs.
- Conveniently connect to METRO Green Line, local and intercity buses and Amtrak® service at Union Depot.
- Connect people to jobs, education, healthcare and recreation destinations.
- Support economic development.
- Serve more than 97,000 people who are diverse in income, race, ethnicity, age, ability and languages spoken. More than 18 percent of these households do not have access to a vehicle.
- Connect to 106,000 jobs within a ten-minute walk of the 21 planned stations.



Orange Line BRT, Los Angeles, CA



The Rush Line BRT Project includes further exploration of connector bus service north to Forest Lake, along with other transit system improvements.

Public Input

The Rush Line BRT Project seeks public input on:

- How are cultural, historic and natural resources maintained within the project area?
- How will communities along the route benefit from this investment?
- How will BRT operate alongside people walking, rolling, biking and driving?
- What kind of development and pedestrian, bicycle and transit connections do we want to see at and near stations?



Health Line BRT, Cleveland, OH

Environmental Analysis

The project is currently in the two-year environmental analysis phase (as shown below). This phase will advance the project's design while seeking to increase the potential benefits of the project and minimize potential social and environmental impacts along the route. Emphasis will be placed on increasing access to and from the BRT stations and thoughtfully planning for new development near stations.

The environmental analysis will follow state and federal processes and result in a document that explains why the project is needed, the alternatives that were considered, the project's impacts to the natural and built environments, and mitigation strategies for those impacts.



Health Line BRT, Cleveland, OH

FEDERAL TRANSIT ADMINISTRATION PROCESS



Sign up for email updates. Provide input. Ask questions. Learn more.

rushline.org | info@rushline.org | 651-266-2760 | facebook.com/rushline | @rushlinetransit

DATE: April 29, 2021

TO: Red Rock Corridor Commission

FROM: Staff

RE: Communications Update

Facebook
The Red Rock Corridor Facebook page has 378 likes and a total of 406 people follow the page, which is a slight increase since the October meeting. Staff aims to keep the page active by posting transit-related news from across the region 1-2 times per week. 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

Action:
Information