



**City of Newport
City Council Workshop Meeting Minutes
November 21, 2013**

1. ROLL CALL -

Council Present – Tim Geraghty, Tom Ingemann, Steven Gallagher, Tracy Rahm

Council Absent – Bill Sumner,

Staff Present – Deb Hill, City Administrator; Bruce Hanson, Superintendent of Public Works; Curt Montgomery, Police Chief; Mark Mailand, Fire Chief; Renee Helm, Executive Analyst; Fritz Knaak, City Attorney;

Staff Absent - John Stewart, City Engineer;

2. PRESENTATION FROM WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY REGARDING THE TRANSIT STATION

Lyssa Leitner, Washington County, presented on this item as attached.

Mayor Geraghty - Do you know the affordability of the various systems for the consumer?

Ms. Leitner - The fare is determined by Metro Transit. The commuter rail may be more expensive, it's based on the distance that you travel.

Councilman Gallagher - Do you need anything from us?

Ms. Leitner - If there is any conversation that you would like to share or have follow-up questions, staff is more than willing to meet with you to discuss them. We want everyone to have all of the information necessary.

Councilman Gallagher - I understood it better tonight than at the Commission meeting. Can you explain why, 3 or 4 years ago, the previous study had commuter rail out on top, and the study today is different? All of the other studies I have seen, development is increased with rail because it's permanent.

Ms. Leitner - That's light rail, not commuter rail.

Councilman Gallagher - I understand that but at the same time we're looking out to 2030 for the numbers but we don't know what the demand will be in 2030. There could be a demand for all-day service. If the idea is to have BRT to show the numbers for the demand that could lead us into the rail traffic than I would be happy with that.

Ms. Leitner - Part of it is that BRT is brand new to the Twin Cities and the Nation. It hasn't been implemented nationally. This has been a region-wide policy that the Met Council just started talking about. That, in my opinion, is a huge part of that. This will be implemented 5 to 7 times cheaper than commuter rail. We also had our consultants look at when and if a bus rapid transit system is ever converted onto another system. If bus rapid transit was converted to a commuter rail you would be moving from an all-day system to a commuter system. It could be done, it depends on how growth happens.

Councilman Gallagher - We're now going to tear down and rebuild. Is the Station going to be built for BRT? I don't think that was in the original plans.

Ms. Leitner - The platforms will not be built elevated right away because the current buses don't have elevated platforms. There is a way to just tack on those inches or extend the platforms. There was a city out west that just transformed their curbs to the higher platform.

3. DISCUSSION REGARDING THE SURVEY RESULTS FOR THE LOCAL PERFORMANCE MEASUREMENT PROGRAM

Executive Analyst Helm presented on this item as outlined in the November 21, 2013 City Council Workshop packet.

Admin. Hill - There were a number of comments throughout the surveys, some of them went to the vile part of life. It's not really stuff that I think we need to put out there in print.

Councilman Ingemann - Publish the numbers but not the comments.

Councilman Rahm - Yes.

Councilman Gallagher - Can you forward us the comments?

Councilman Ingemann - I don't think they need to go out the door.

Mayor Geraghty - I wouldn't send them through an email.

Councilman Gallagher - Put them in a folder for me. 51 people is not a big response.

Mayor Geraghty - What if we don't submit a report?

Executive Analyst Helm - We wouldn't receive the benefits, which was extra LGA and no levy limit for 2015.

Mayor Geraghty - We might as well submit the numbers.

Councilman Rahm - I don't think it would hurt to submit the numbers.

Executive Analyst Helm - Ok.

Admin. Hill - If we do another survey, I think we need to do it totally different. Usually when people are angry about something they are the ones that are going to submit so you don't really have a good feel about what the general public's view is.

Councilman Ingemann - How about if you send letters to random people throughout the City?

Mayor Geraghty - How did we get this one out?

Executive Analyst Helm - It was an online survey. There was an article in the last newsletter about it. The League had a component where an IP address could only submit one survey.

Councilman Ingemann - If you mail out the survey you know that they're going to Newport residents.

Councilman Rahm - This is a first attempt. I wouldn't have a problem giving them the data. We can only get better.

Admin. Hill - I'll have a paper copy in my office for you to come take a look at.

Executive Analyst Helm - I'll make a formal presentation at one of upcoming meetings.

4. DISCUSSION REGARDING THE 2014 DRAFT BUDGETS

Mayor Geraghty - I don't think we need to discuss the budget tonight because I don't think the levy amount will change but I do have some questions about tying the numbers back to the budget as we present it.

Admin. Hill - Why don't you come into my office and we can take a look at it. Any other issues?

Mayor Geraghty - No.

5. ADJOURNMENT

Signed: _____
Tim Geraghty, Mayor

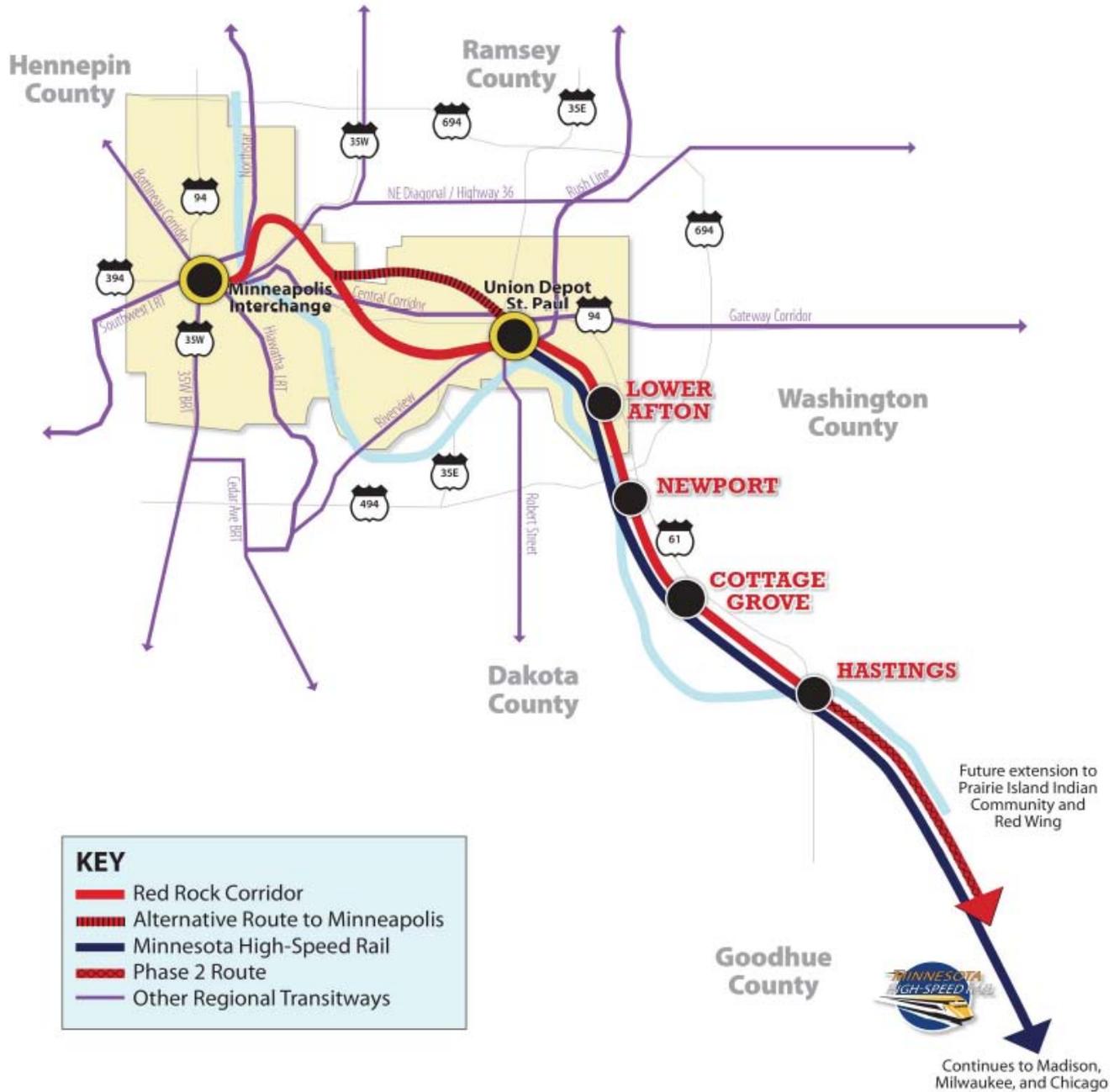
Respectfully Submitted,

Renee Helm
Executive Analyst



Red Rock Corridor Alternatives Analysis Update

November 21, 2013



ALTERNATIVES



Express Bus

- * Commuter service, minimal no mid-day service
- * Connect park & rides to downtowns
- * Currently operates in the corridor



Commuter Rail

- * Commuter service, minimal or no mid-day service
- * Connect park & rides to downtowns
- * Operates on existing freight rail tracks
- * Can carry a lot of people - more than buses



Bus Rapid Transit

- * Commuter service and mid-day service
- * Designed to function like light rail transit - enhanced stations, pay before boarding, runs in bus only lanes, faster and more reliable than regular bus service
- * Suited for mid-day, reverse trips and trips in-between stations

NO BUILD

361 364 365

EXPRESS BUS

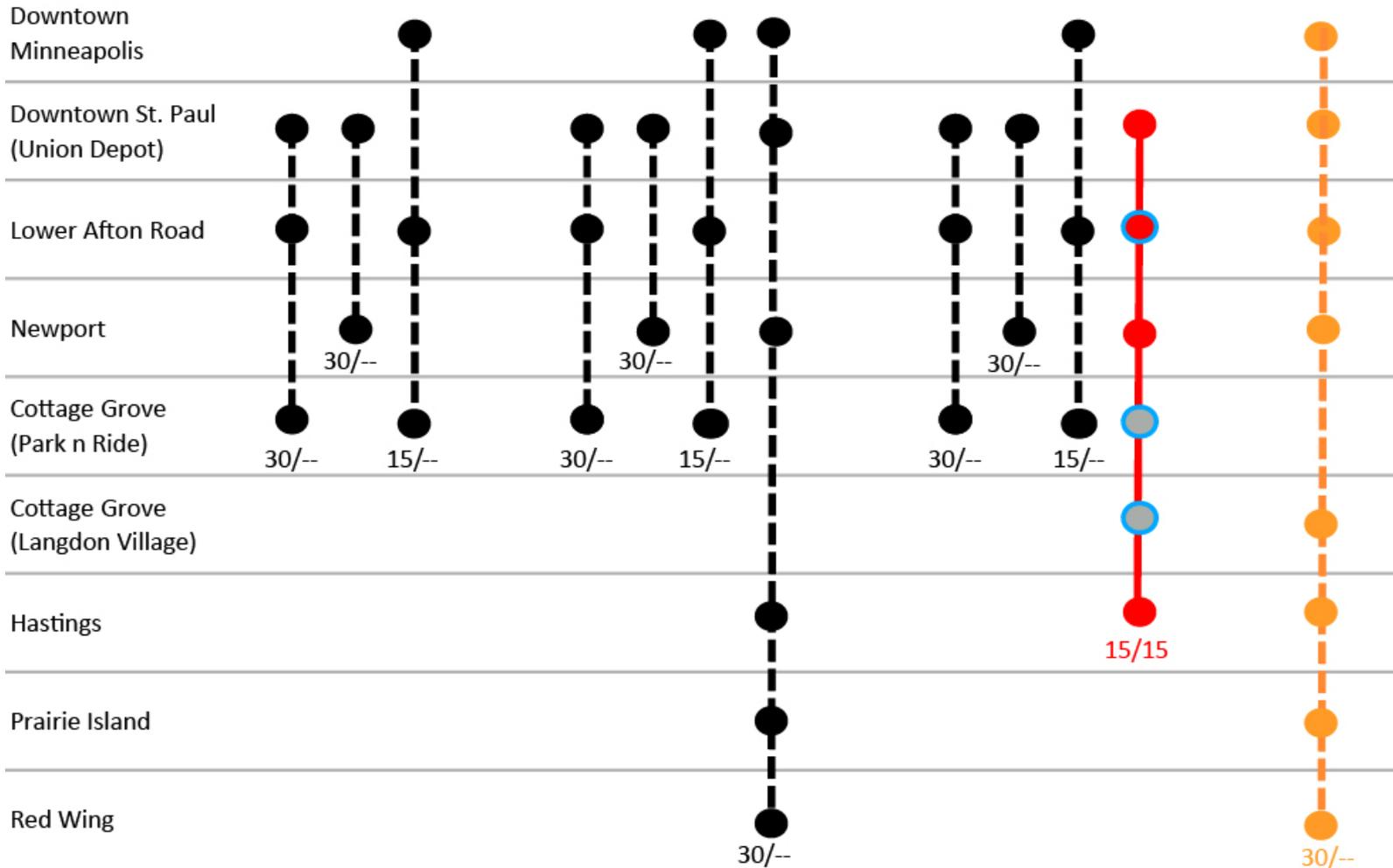
361 364 365 Overlay

BRT

361 364 365 BRT

COMMUTER RAIL

RAIL



Stations/Stops
 Potential Station/Stop
 Stations/Stops with Highway Access Enhancements
 Peak Period Only Route
 Route with Midday Service
15/30 Peak/Midday Headways



EVALUATION

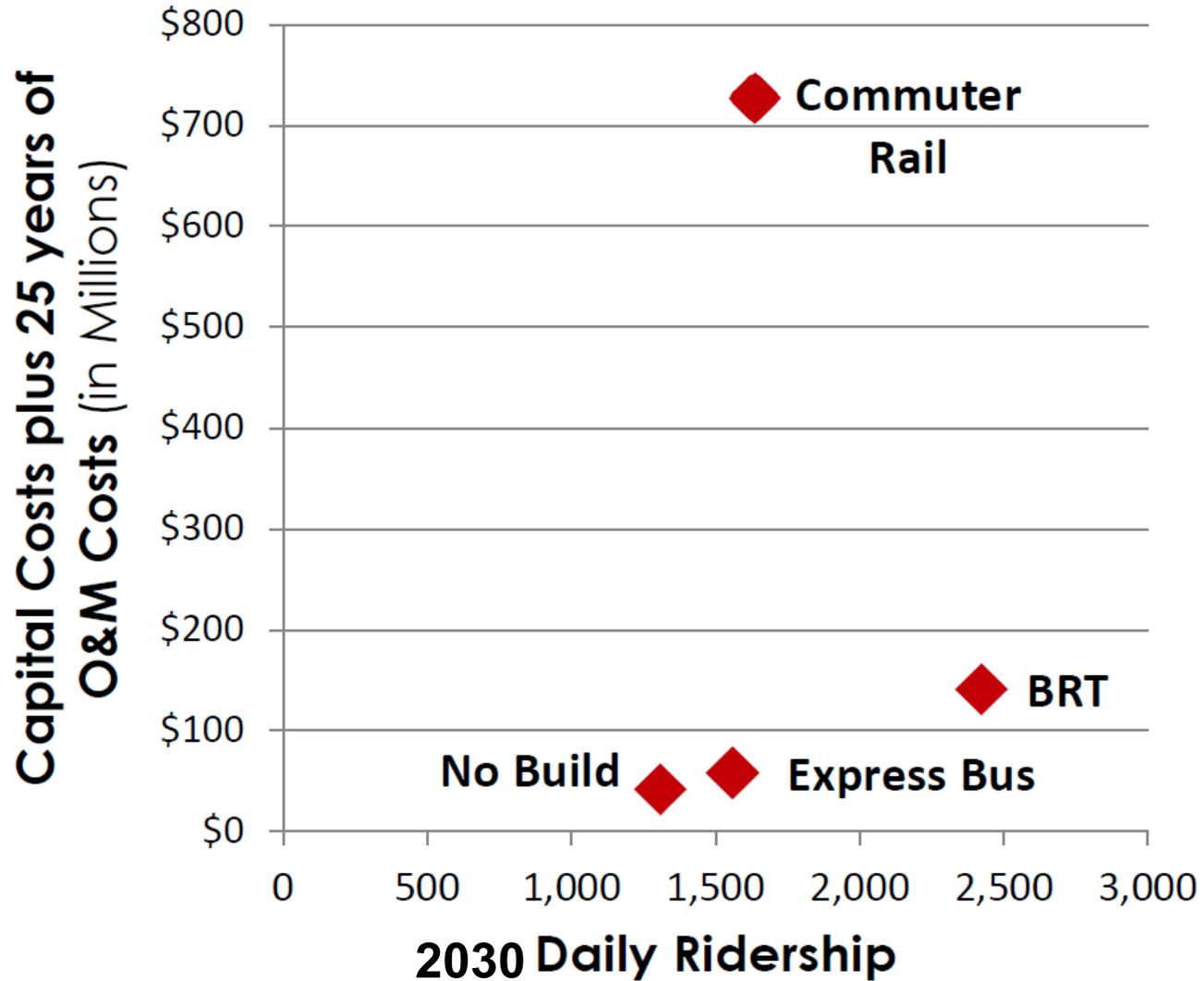


Evaluation Measures

Need to consider multiple factors

- Ridership comparison to costs over 25 years (both capital and operating costs)
- Goals and objectives evaluation

Cost vs. Ridership



Cost vs. Ridership Comparison

	Capital Cost	Daily Ridership
Red Rock Commuter Rail	(2013) \$580m	(2030) 1,600
Northstar Commuter Rail	(2009) \$320m	(2013) 2,800 (2030) 5,900
Red Rock BRT	(2013) \$37m	(2030) 2,400
Red Line BRT	(2012) \$112m	(2013) 830 (2017) 1,600

Goals & Objectives

1. MOBILITY:

Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

Objectives

- Time competitive with autos
- Reliable
- All day service
- Maximize ridership
- Connected regionally



Goals & Objectives

2. COST

Cost Effectively Address Transportation Problems in the Corridor

Objectives

- Comparable operating costs
- Comparable capital costs
- Coordinated with other transit projects, but not dependent on them



Goals & Objectives

3. DEVELOPMENT

Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

- Support TOD
- Support businesses by increasing access
- Increase connectivity to employment centers



Goals & Objectives

4. ENVIRONMENT

Improve Quality of Natural and Built Environment

Objectives

- Limit adverse impacts
- Reduce emissions
- Equitably distribute impacts across population groups
- Address safety issues



Evaluation Summary Composite

		Mobility	Cost	Development	Environment	TOTAL with 40/40/10/10 weighting
	Current Conditions					
Express Bus (Peak Only)						
	Bus Rapid Transit (BRT)					
Commuter Rail (Peak Only)						

The column on the far right is a weighted composite of the four goals and indicates overall performance.



Key Findings

Express Bus

- Corridor will continue to have strong peak period ridership
- Ridership south of Hastings is not strong
- No existing funding model to increase service in corridor, especially south of Cottage Grove
- Increasing express bus service between Hastings and St. Paul/Minneapolis could continue to be a good first step



Key Findings

Bus Rapid Transit

- BRT is emerging as a viable option based on the 2030 ridership numbers and established goals
- BRT could potentially be a Small Starts project – local funding share may need to be higher
- BRT has promising development potential because of the all-day service
- Newport Station and Cottage Grove are high ridership generators



Key Findings

Commuter Rail

- 2030 ridership numbers would not be competitive in the federal New Starts process
- Based on East Metro Rail Capacity Study, it is now understood that commuter rail's operating characteristics necessitate significant rail improvements
- Ridership south of Hastings is not strong



Red Rock Corridor Commission

Draft Recommendation

Based on the technical information, current land use and growth projections, and the goals/objectives evaluation:

- BRT is best aligned with Commission's Objectives
- Staged implementation plan is necessary

Approval Process

- **Oct 31** - RRCC approve draft recommendation for inclusion in implementation plan
- **Nov 25** - Draft implementation plan and report for PMT review
- **Dec RRCC** - Approve draft plan for public comment
- **Jan/Feb** - 30-45 day public comment period
- **Feb 27** - RRCC approve final plan

Further Resources

- **NorthStar Markey Analysis**

<http://www.corridorsofopportunity.org/resources/project-focused-resources>

- **Red Line Market Analysis**

http://www.corridorsofopportunity.org/sites/default/files/CoOBoard-Presentation-Red%20LineMktStdY_072413.pdf

Questions?

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