

**AGENDA**  
**MAPLEWOOD CITY COUNCIL**  
**MANAGER WORKSHOP**

5:30 P.M. Monday, June 28, 2021

Held Remotely Via Conference Call

Dial 1-312-626-6799 or 1-888-788-0099

When Prompted Enter Meeting ID: 993 7832 7878#

No Participant ID, Enter # When Prompted

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. APPROVAL OF AGENDA**
- D. UNFINISHED BUSINESS**  
None
- E. NEW BUSINESS**
  - 1. 2022-2026 Capital Improvement Plan Review
  - 2. Highway 36 Transit Feasibility Study
- F. ADJOURNMENT**

**RULES OF CIVILITY FOR THE CITY COUNCIL, BOARDS, COMMISSIONS AND OUR COMMUNITY**

Following are rules of civility the City of Maplewood expects of everyone appearing at Council Meetings - elected officials, staff and citizens. It is hoped that by following these simple rules, everyone's opinions can be heard and understood in a reasonable manner. We appreciate the fact that when appearing at Council meetings, it is understood that everyone will follow these principles:

Speak only for yourself, not for other council members or citizens - unless specifically tasked by your colleagues to speak for the group or for citizens in the form of a petition.

Show respect during comments and/or discussions, listen actively and do not interrupt or talk amongst each other.

Be respectful of the process, keeping order and decorum. Do not be critical of council members, staff or others in public.

Be respectful of each other's time keeping remarks brief, to the point and non-repetitive.

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**CITY COUNCIL WORKSHOP STAFF REPORT**  
Meeting Date June 28, 2021

**REPORT TO:** Melinda Coleman

**REPORT FROM:** Ellen Paulseth, Finance Director

**PRESENTER:** Ellen Paulseth, Finance Director

**AGENDA ITEM:** 2022-2026 Capital Improvement Plan Review

**Action Requested:** ☐ Motion ☒ Discussion ☐ Public Hearing

**Form of Action:** ☐ Resolution ☐ Ordinance ☐ Contract/Agreement ☐ Proclamation

**Policy Issue:**

The annual Capital Improvement Plan (CIP) coordinates the planning, financing and timing of major equipment purchases and construction projects. The Council will consider the adoption of the CIP with the 2022 budget in December. Adopting the CIP does not constitute appropriation of the projects. The CIP is available on the City's transparency portal and we will preview that tonight.

**Recommended Action:**

No action required. This item is for discussion. Council members should consider how they wish to prioritize planned projects and determine which projects to appropriate for the 2022 budget year. All projects are included in the attached project listing.

**Fiscal Impact:**

Is There a Fiscal Impact? ☒ No ☐ Yes, the true or estimated cost is N/A

Financing source(s): ☐ Adopted Budget ☐ Budget Modification ☐ New Revenue Source  
☐ Use of Reserves ☐ Other: N/A

**Strategic Plan Relevance:**

☒ Financial Sustainability ☒ Integrated Communication ☒ Targeted Redevelopment  
☒ Operational Effectiveness ☒ Community Inclusiveness ☒ Infrastructure & Asset Mgmt.

An analysis of projected debt is included in the attachment, indicating the City's ability to accomplish the recommended projects within the framework of the City's existing debt policy.

**Background**

The Planning Commission will review the plan and hold a public hearing at the Planning Commission meeting on July 20 at 7:00 PM. The CIP will be available on the City's webpage.

**Attachments**

1. Project list
2. PowerPoint

CAPITAL IMPROVEMENT PLAN 2022-2026  
PROJECTS BY CATEGORY

Department	Category	Item	Funding Source	Project #	2022	2023	2024	2025	2026	Total
<b>Buildings</b>										
Public Works	Buildings	Municipal Facility Upgrades	Building Fund	MT16.01				200,000	200,000	400,000
Public Works	Buildings	1902 A/C Replacement	Building Fund	MT18.02	65,000					65,000
Public Works	Buildings	LED Lighting	Building Fund	MT21.01	95,500					95,500
Public Works	Buildings	Emergency Generator Replacement	MCC Capital Fund	MT21.03	85,000					85,000
Public Works	Buildings	Public Works Site Paving	Building Fund	MT21.04		120,000				120,000
Public Works	Buildings	Park Maintenance Roof Replacement	Building Fund	PW22.05			160,000			160,000
Public Works	Buildings	1830 Sanitary Sewer Lift Station Upgrades	Building Fund	PW22.06	32,000					32,000
<b>Total Buildings</b>					<b>277,500</b>	<b>120,000</b>	<b>160,000</b>	<b>200,000</b>	<b>200,000</b>	<b>957,500</b>
<b>Community Development</b>										
Community Dev	Economic Dev	Housing Program	EDA Fund	CD02.01	100,000		100,000			200,000
Community Dev	Economic Dev	Gladstone Redevelopment	G.O. Bonds Tax Inc	CD15.01		1,000,000		1,000,000		2,000,000
<b>Total Community Development</b>					<b>100,000</b>	<b>1,000,000</b>	<b>100,000</b>	<b>1,000,000</b>	<b>-</b>	<b>2,200,000</b>
<b>Equipment</b>										
Fire	Equipment	Cardiac Monitors Replacement	Ambulance Fund	FD19.010		214,000				214,000
Fire	Equipment	Ambulance Replacement	Ambulance Fund	FD21.011	271,000		282,000	287,000		840,000
Fire	Equipment	Public Safety 800 Mhz Radios	CIP Fund	FD21.07	90,000	90,000	90,000	90,000	90,000	450,000
Fire	Equipment	Firefighter Turn Out Gear	Public Safety Equip Fund	FD21.01		96,000				96,000
Fire	Equipment	Fire Engine/Tanker Replacement	Public Safety Equip Fund	FD21.010			825,000			825,000
Fire	Equipment	Ladder Truck Replacement	Public Safety Equip Fund	FD21.03	1,250,000					1,250,000
Public Works	Equipment	Two Park Maintenance Machines	Fleet Fund	PR18.22	80,000					80,000
Public Works	Equipment	U# 653 and U# 545 Park Maint Machines	Fleet Fund	PR21.02		84,000				84,000
Public Works	Equipment	U# 654 Park Maintenance Machine	Fleet Fund	PR21.03			42,000			42,000
Public Works	Equipment	Front End Loader	Fleet Fund	PW18.23				300,000		300,000
Public Works	Equipment	Street Sweeper	Fleet Fund	PW18.31					244,000	244,000
Public Works	Equipment	T650 Skid Steer	Fleet Fund	PW19.04	55,000					55,000
Public Works	Equipment	Unit 730 Toolcat Work Machine	Fleet Fund	PW21.01	45,000					45,000
Public Works	Equipment	Front End Loader	Fleet Fund	PW22.07	300,000					300,000
<b>Total Equipment</b>					<b>2,091,000</b>	<b>484,000</b>	<b>1,239,000</b>	<b>677,000</b>	<b>334,000</b>	<b>4,825,000</b>
<b>Park Improvements</b>										
Parks	Park Improvements	Park Upgrades to Existing Parks	CIP Fund	PM07.010	120,000	130,000	130,000	130,000	130,000	640,000
Parks	Park Improvements	Goodrich Park	G.O. Bonds Tax Abate	PM11.020		1,000,000				1,000,000
Parks	Park Improvements	Park Reinvestment	G.O. Bonds Tax Abate	PM16.001				1,000,000		1,000,000
Parks	Park Improvements	Open Space Improvements	Park Fund	PM08.060	25,000	250,000	25,000	25,000	25,000	350,000
Parks	Park Improvements	Goodrich Park	Park Fund	PM11.020	500,000					500,000
Parks	Park Improvements	Harvest Park	Park Fund	PM14.020	300,000					300,000
Parks	Park Improvements	Fish Creek Open Space	Park Fund	PM16.005				150,000		150,000
Parks	Park Improvements	Nature Center Improvements	Park Fund	PM18.01	200,000			100,000		300,000
Parks	Park Improvements	Picnic Shelters	Park Fund	PM18.03	250,000		250,000			500,000
Parks	Park Improvements	Hazelwood Park	Park Fund	PM19.01		50,000				50,000
Parks	Park Improvements	Fish Creek Open Space	Ramsey County	PM16.005				150,000		150,000
Parks	Park Improvements	Hazelwood Park	Watershed	PM19.01			500,000			500,000
<b>Total Park Improvements</b>					<b>1,395,000</b>	<b>1,430,000</b>	<b>905,000</b>	<b>1,555,000</b>	<b>155,000</b>	<b>5,440,000</b>
<b>Street Improvements</b>										
Public Works	Street Improvements	Cope Ave Street Improvements	EUF Fund	PW22.01	3,750,000					3,750,000
Public Works	Street Improvements	County Road C Area Improvements	EUF Fund	PW22.03					8,480,000	8,480,000
Public Works	Street Improvements	County Road D Street Improvements	Municipal State Aid	PW21.20			176,300			176,300

Department	Category	Item	Funding Source	Project #	2022	2023	2024	2025	2026	Total
Public Works	Street Improvements	East Shore Drive Area Improvements	EUF Fund	PW20.08			6,950,000			6,950,000
Public Works	Street Improvements	Gervais Area Pavement	EUF Fund	PW18.02	4,230,000					4,230,000
Public Works	Street Improvements	Maplewood Dr/Cypress Area Pavement	EUF Fund	PW18.07			1,930,000			1,930,000
Public Works	Street Improvements	McKnight Traffic Signal Replacement	SRF Fund	PW21.10	321,650	323,921				645,571
Public Works	Street Improvements	McMenemy Street Improvements	EUF Fund	PW18.01	4,410,000					4,410,000
Public Works	Street Improvements	Myrtle/Sterling Improvements	EUF Fund	PW22.02		3,940,000				3,940,000
Public Works	Street Improvements	Prosperity Road Street Improvements	EUF Fund	PW19.09				5,970,000		5,970,000
Public Works	Street Improvements	Rice Street	Municipal State Aid	PW16.06				470,000		470,000
Public Works	Street Improvements	South Leg Pavement Rehabilitation	EUF Fund	PW22.04					2,480,000	2,480,000
Public Works	Street Improvements	Walter/Beam Area Pavement	EUF Fund	PW18.09				1,890,000		1,890,000
Public Works	Street Improvements	White Bear Ave/Larpenteur Ave Imp	Municipal State Aid	PW21.21				602,500		602,500
Public Works	Street Improvements	Woodlynn/Southlawn Area Pavement	EUF Fund	PW18.05		3,640,350				3,640,350
<b>Total Street Improvements</b>					<b>12,711,650</b>	<b>7,904,271</b>	<b>9,056,300</b>	<b>8,932,500</b>	<b>10,960,000</b>	<b>49,564,721</b>
<b>Utilities</b>										
Public Works	Utilities	Pond Cleaning/Dredging	EUF Fund	PW14.01	109,500		110,000		110,000	329,500
Public Works	Utilities	Lift Station Upgrades	Sewer Fund	PW03.21	20,000	20,000	20,000	20,000	20,000	100,000
<b>Total Utilities</b>					<b>129,500</b>	<b>20,000</b>	<b>130,000</b>	<b>20,000</b>	<b>130,000</b>	<b>429,500</b>
<b>Vehicles</b>										
Fire	Vehicles	Grass Truck Replacement	Public Safety Equip Fund	FD21.06		85,000				85,000
Police	Vehicles	Squad Replacement	Public Safety Equip Fund	PD21.010	275,000	275,000	275,000	275,000	275,000	1,375,000
Public Works	Vehicles	Single Axle Plow Truck	Fleet Fund	PW17.04		230,000				230,000
Public Works	Vehicles	Three-Quarter Ton Truck	Fleet Fund	PW18.13		45,000				45,000
Public Works	Vehicles	Half-Ton Truck	Fleet Fund	PW18.14		26,000				26,000
Public Works	Vehicles	Single Axle Plow Truck	Fleet Fund	PW18.15			240,000			240,000
Public Works	Vehicles	One-Ton Utility Sign Truck	Fleet Fund	PW18.16	55,000					55,000
Public Works	Vehicles	Three-Quarter Ton Van	Fleet Fund	PW18.17			25,000			25,000
Public Works	Vehicles	Half-Ton Truck	Fleet Fund	PW18.18	90,000					90,000
Public Works	Vehicles	10,000 Lb Capacity Trailer	Fleet Fund	PW18.19		15,000				15,000
Public Works	Vehicles	Single Axle Plow Truck	Fleet Fund	PW18.21			245,000			245,000
Public Works	Vehicles	CCTV Truck	Fleet Fund	PW18.24				160,000		160,000
Public Works	Vehicles	One and One-Half Ton Truck	Fleet Fund	PW18.25					93,000	93,000
Public Works	Vehicles	Single Axle Plow Truck	Fleet Fund	PW18.29					250,000	250,000
Public Works	Vehicles	One and One-Half Ton Truck	Fleet Fund	PW18.30		70,000				70,000
Public Works	Vehicles	One and One-Half Ton Dump Truck	Fleet Fund	PW19.02		80,000				80,000
Public Works	Vehicles	Half-Ton Truck	Fleet Fund	PW19.03		25,000				25,000
Public Works	Vehicles	U# 611 and U#531 Half-Ton Trucks	Fleet Fund	PW21.04				54,000		54,000
<b>Total Vehicles</b>					<b>420,000</b>	<b>851,000</b>	<b>785,000</b>	<b>489,000</b>	<b>618,000</b>	<b>3,163,000</b>
<b>TOTAL CAPITAL IMPROVEMENT PLAN</b>					<b>17,124,650</b>	<b>11,809,271</b>	<b>12,375,300</b>	<b>12,873,500</b>	<b>12,397,000</b>	<b>66,579,721</b>

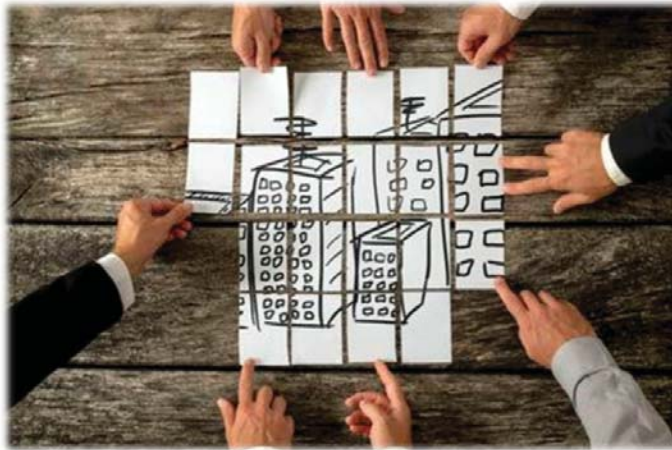


## Capital Improvement Plan Workshop

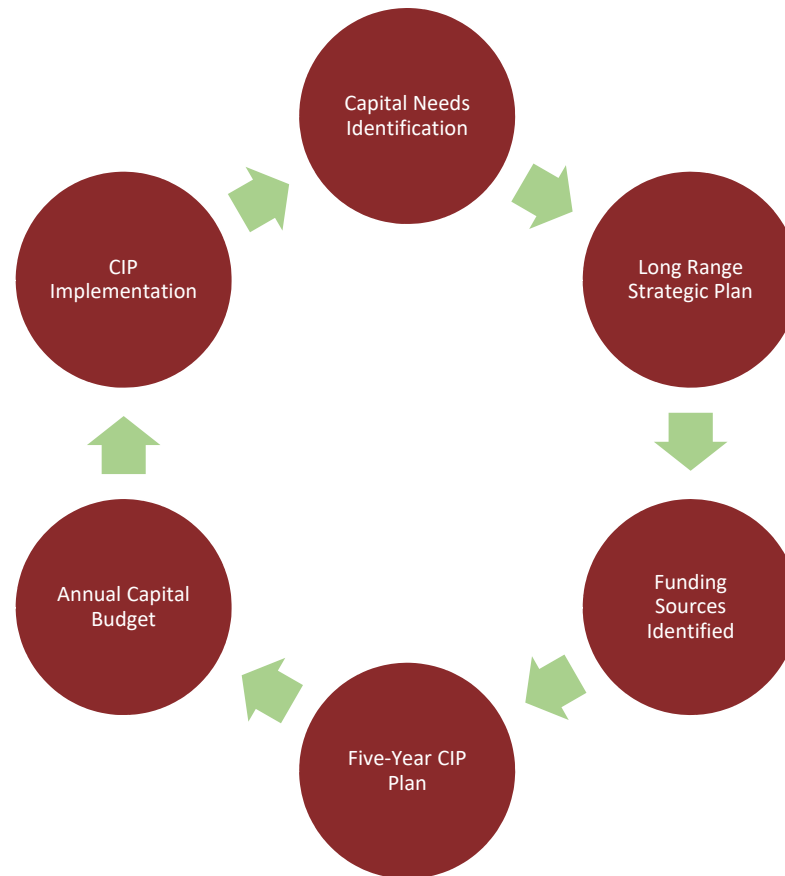
June 28, 2021

# Capital Improvement Plan Workshop Objectives

- Prioritization of Projects
- Affirm 2022 Projects



# Capital Improvement Plan Process







# Capital Improvement Plan Financing

## Vehicles and Equipment

- ☐ Pay-as-you-go (PAYG)
- ☐ Tax exempt lease

## Building Improvements

- ☐ Building Funds
- ☐ Debt

## Streets and Infrastructure

- ☐ Debt
- ☐ Franchise Fees
- ☐ Local Government Aid
- ☐ Municipal State Aid

## Park Improvements

- ☐ Park Dedication Fees
- ☐ Debt

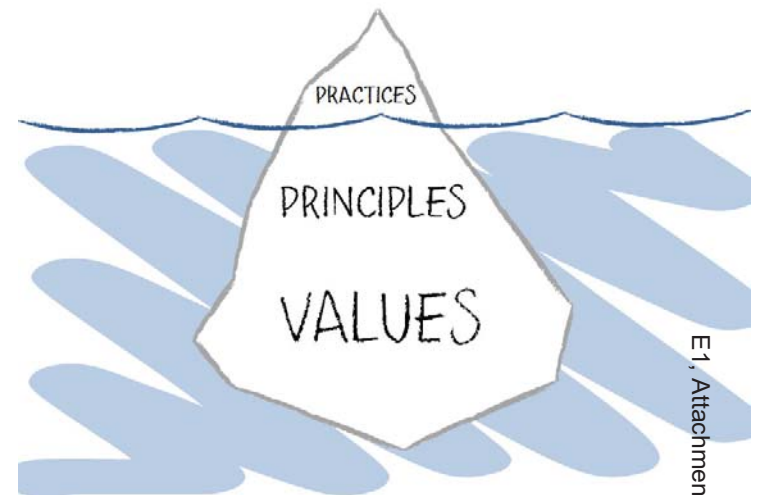
## Redevelopment

- ☐ Tax Increment Financing



# Capital Improvement Plan Guiding Principles

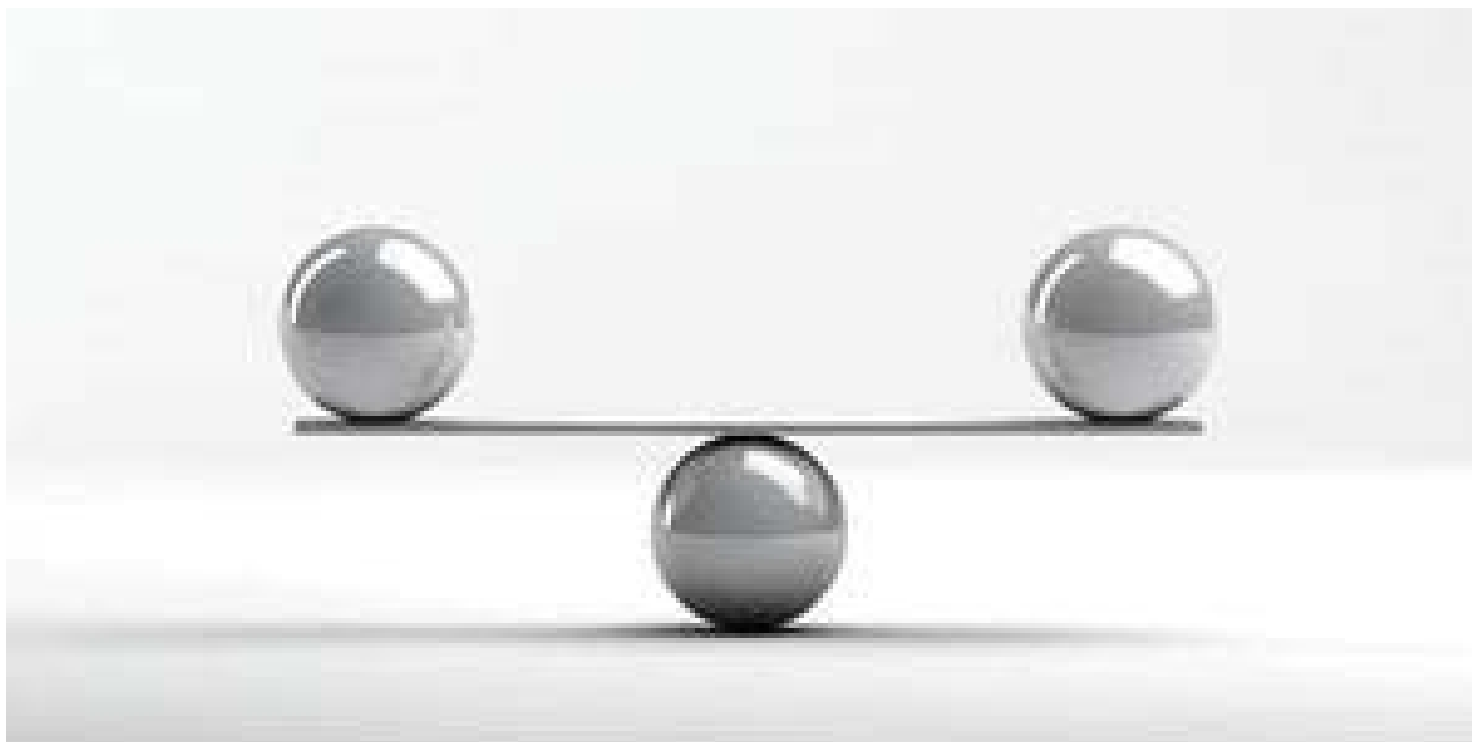
- Council Priorities
- Debt Reduction
- Street Improvements
- Local Government Aid (LGA)
- Pay-As-You-Go
- Sustainability
- Economic Development
- Balance





# Balance

## *Debt Reduction and Street Improvements*







# 2022-2026 Capital Improvement Plan Timeline

- June 28, 2021 CIP Workshop
- July 20, 2021 Planning Commission Hearing
- December 13, 2021 City Council Hearing
- December 13, 2021 Adoption with Final Budget



# Purpose of the Capital Improvement Plan

- Capital Improvement Planning Document for 5 Years
  - ✓ *Does not authorize expenditures*
  - ✓ *Council must authorize each item prior to spending*
- Adoption Required to Issue Debt to Finance the Projects, § M.S. 475.521

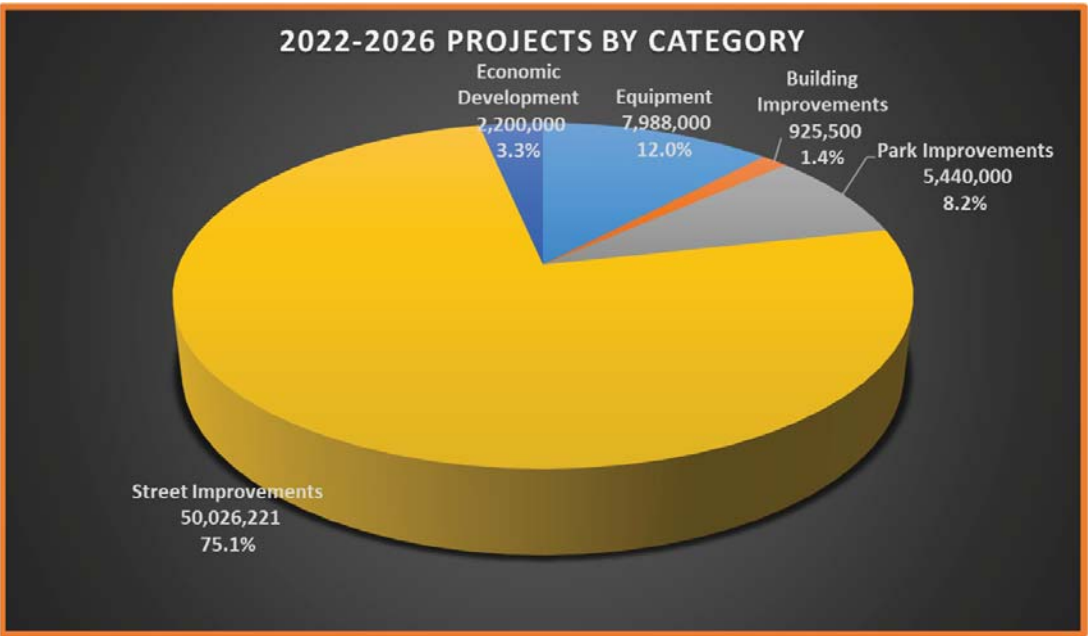




# 2022–2026 Capital Improvement Plan

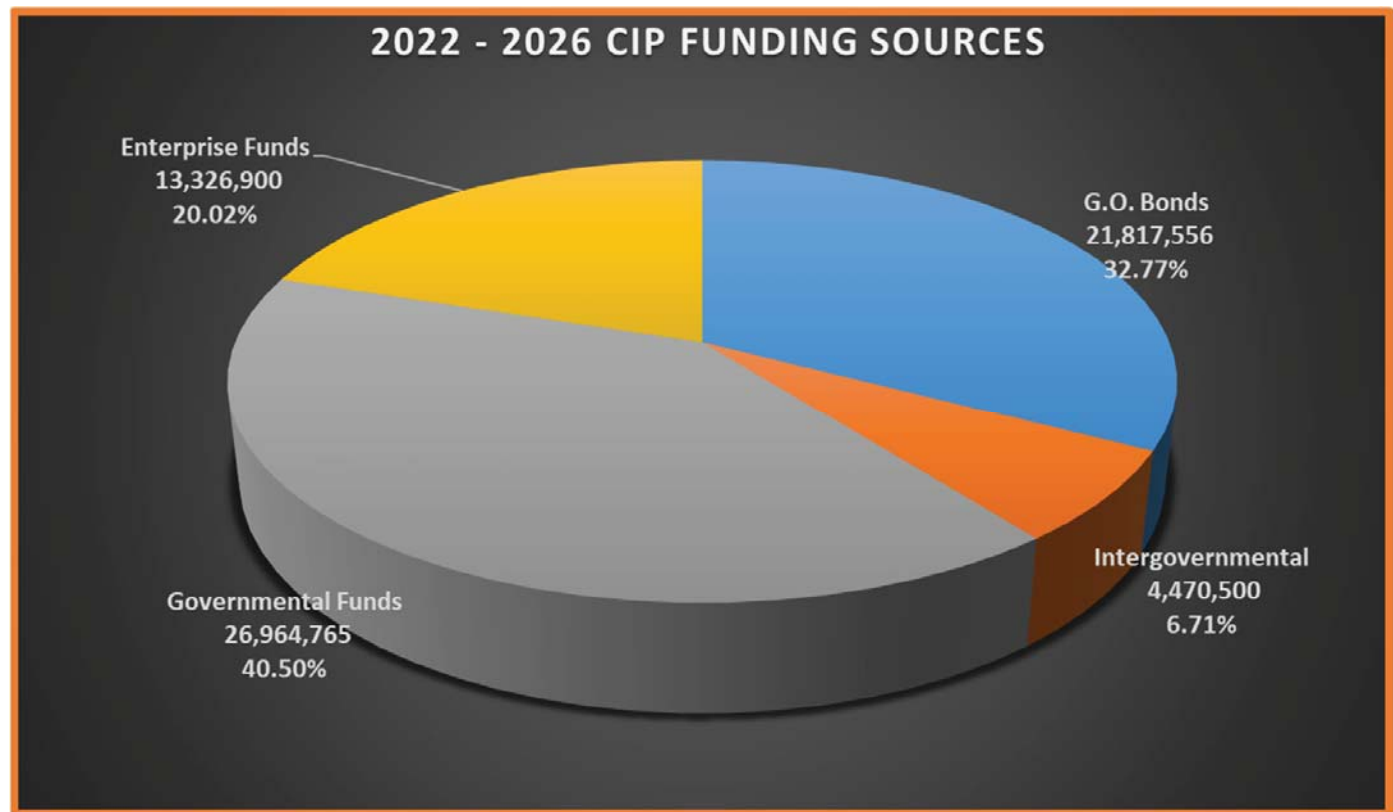
Summary of CIP Projects by Category

Category	2022	2023	2024	2025	2026	Total
Buildings	277,500	120,000	160,000	200,000	200,000	957,500
Equipment	2,511,000	1,335,000	2,024,000	1,166,000	952,000	7,988,000
Parks	1,395,000	1,430,000	905,000	1,555,000	155,000	5,440,000
Redevelopment	100,000	1,000,000	100,000	1,000,000	-	2,200,000
Streets	12,841,150	7,924,271	9,186,300	8,952,500	11,090,000	49,994,221
TOTAL	17,124,650	11,809,271	12,375,300	12,873,500	12,397,000	66,579,721





# 2022-2026 Capital Improvement Plan Funding Sources





# Debt Related to 2022-2026 Capital Improvement Plan

*\$21,817,556 Total New Debt*

<b>MAPLEWOOD PROJECTED DEBT TRANSACTIONS CURRENT YEAR AND NEXT FIVE YEARS</b>					
<b>Year</b>	<b>New Debt Issued</b>	<b>Debt Paid</b>	<b>Debt Outstanding</b>	<b>Less Escrow Funds</b>	<b>Net Debt Outstanding</b>
2020	Balance Forward		60,657,170	5,440,000	66,097,170
2021	9,500,000	(12,019,350)	58,137,820	0	58,137,820
2022	4,282,781	(6,309,730)	56,110,871	0	56,110,871
2023	4,742,375	(6,493,090)	54,360,156	0	54,360,156
2024	3,660,200	(6,580,000)	51,440,356	0	51,440,356
2025	4,516,000	(5,790,000)	50,166,356	0	50,166,356
2026	4,616,200	(6,060,000)	48,722,556	0	48,722,556



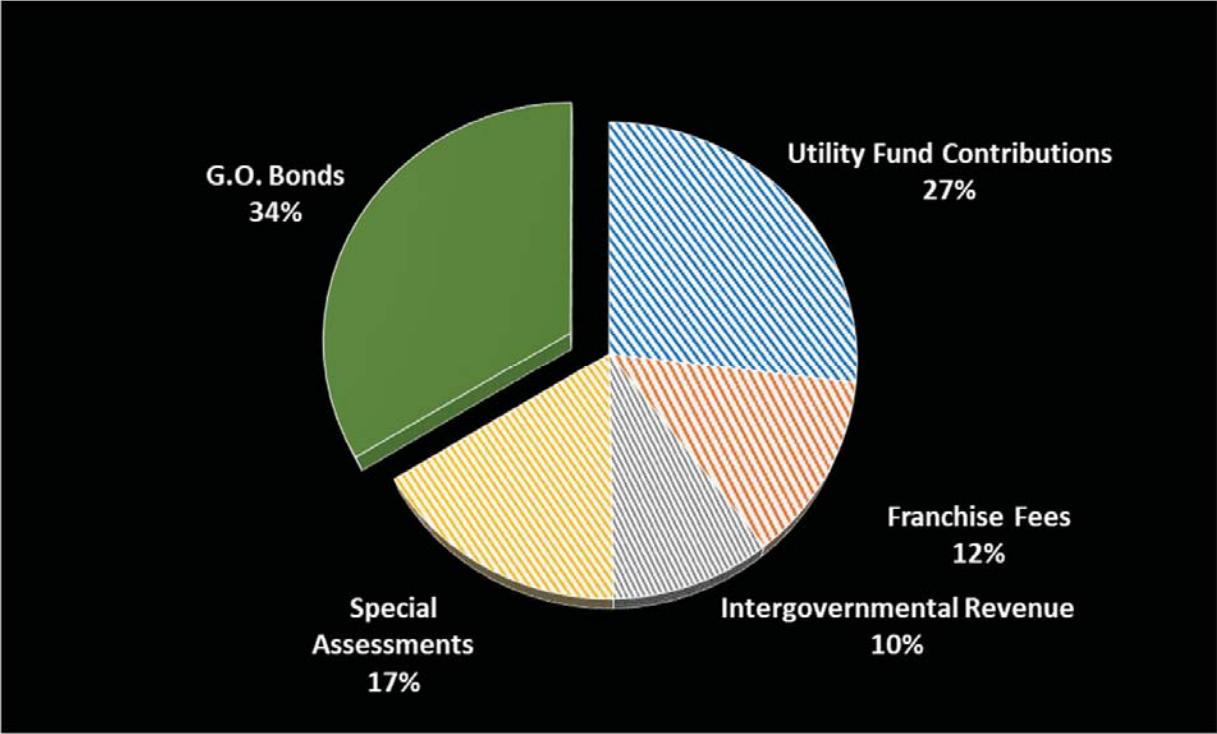
# New Special Assessment Model

- Finance Special Assessments through Revolving Fund rather than Debt
- Leverage Portion of Additional Revenue to Start the Process
- Assessments can be \$400K to \$1M per Project and are for 15 Years
- City Will Earn \$3.9M in Interest in First 15 Years to Fund New Projects
- Total Revolving Revenue will be in Excess of \$1M per Year by 2028 and \$1.5M by 2033





# Revenue Sources for 2022 Street Improvements



# Debt Analysis 10-Year CIP 2022-2031

## MAPLEWOOD PROJECTED DEBT TRANSACTIONS CURRENT YEAR AND NEXT TEN YEARS

Year	New Debt Issued	Debt Paid	Debt Outstanding	Less Escrow Funds	Net Debt Outstanding
2020	Balance Forward		60,657,170	5,440,000	66,097,170
2021	9,500,000	(12,019,350)	58,137,820	0	58,137,820
2022	4,282,781	(6,309,730)	56,110,871	0	56,110,871
2023	4,742,375	(6,493,090)	54,360,156	0	54,360,156
2024	3,660,200	(6,580,000)	51,440,356	0	51,440,356
2025	4,516,000	(5,790,000)	50,166,356	0	50,166,356
2026	4,616,200	(6,060,000)	48,722,556	0	48,722,556
2027	2,604,000	(5,540,000)	45,786,556	0	45,786,556
2028	4,946,100	(5,700,000)	45,032,656	0	45,032,656
2029	3,914,700	(5,690,000)	43,257,356	0	43,257,356
2030	3,383,200	(5,895,000)	40,745,556	0	40,745,556
2031	3,383,200	(5,820,000)	38,308,756	0	38,308,756

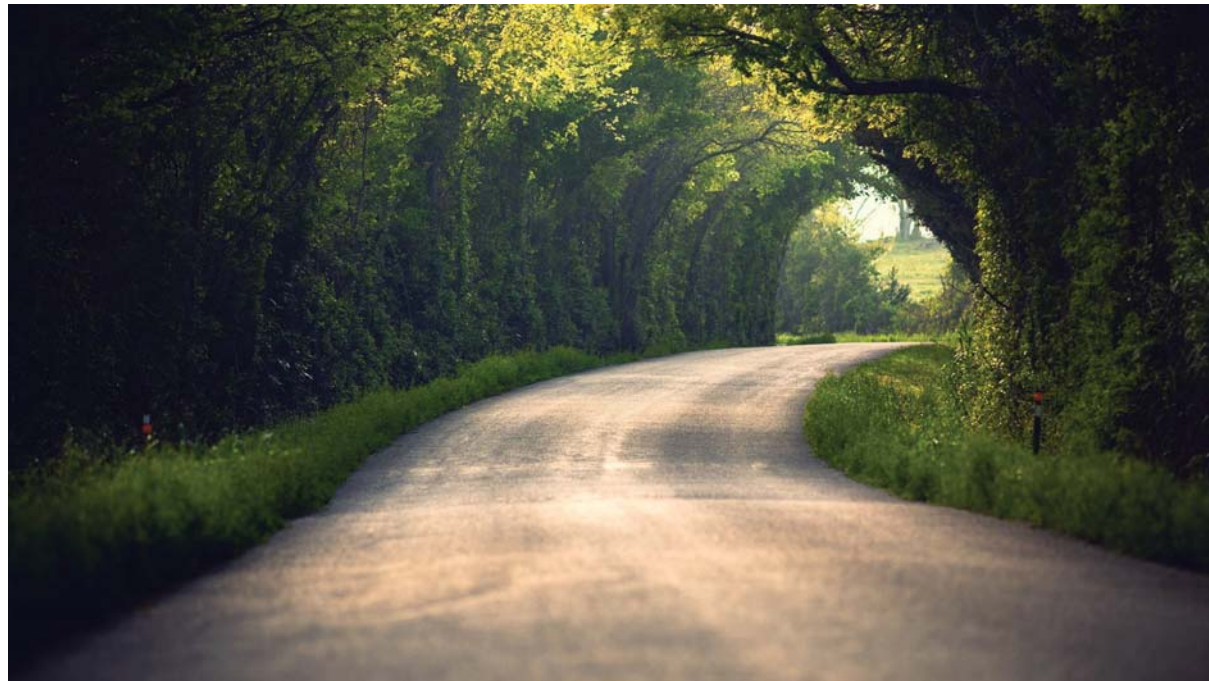






# The 10-Year Capital and Financial Management Plan

*If you don't know where you're going, any road will take you there....* Lewis Carroll



# 2022-2026 Street CIP Plans

- Proposed CIP Miles for 2022-2026
  - 21.05 Miles of Proposed Street Construction
    - 15.6% of City Streets
- Spot Paving
  - Temporary Fix Until a CIP Project is Implemented
  - Provide Relief and Increased Level of Service
  - Add Annual Spot Paving to Pavement Management Practices
  - Recommend \$80,000/year from the SRF Fund





# 2022 Street CIP Projects

- Cope Avenue Street Improvements
  - \$3,750,000 (1.09 Miles)
  - PCI rating 41/100
- Gervais Area Pavement
  - \$4,230,000 (2.67Miles)
  - PCI rating 45/100
- McMenemy Street Improvements
  - \$4,410,000 (1.0 Miles)
  - PCI rating 43/100

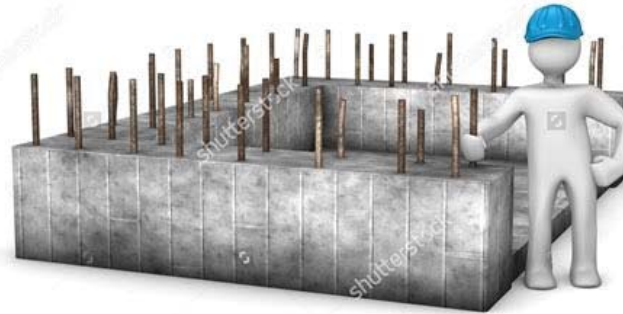


Total Miles of 2022 Street Improvements = 4.75

# Effective Financing Plan for Infrastructure Improvements

Special Assessments

Municipal Contributions



Franchise Fees

Municipal State Aid



# Municipal Contributions

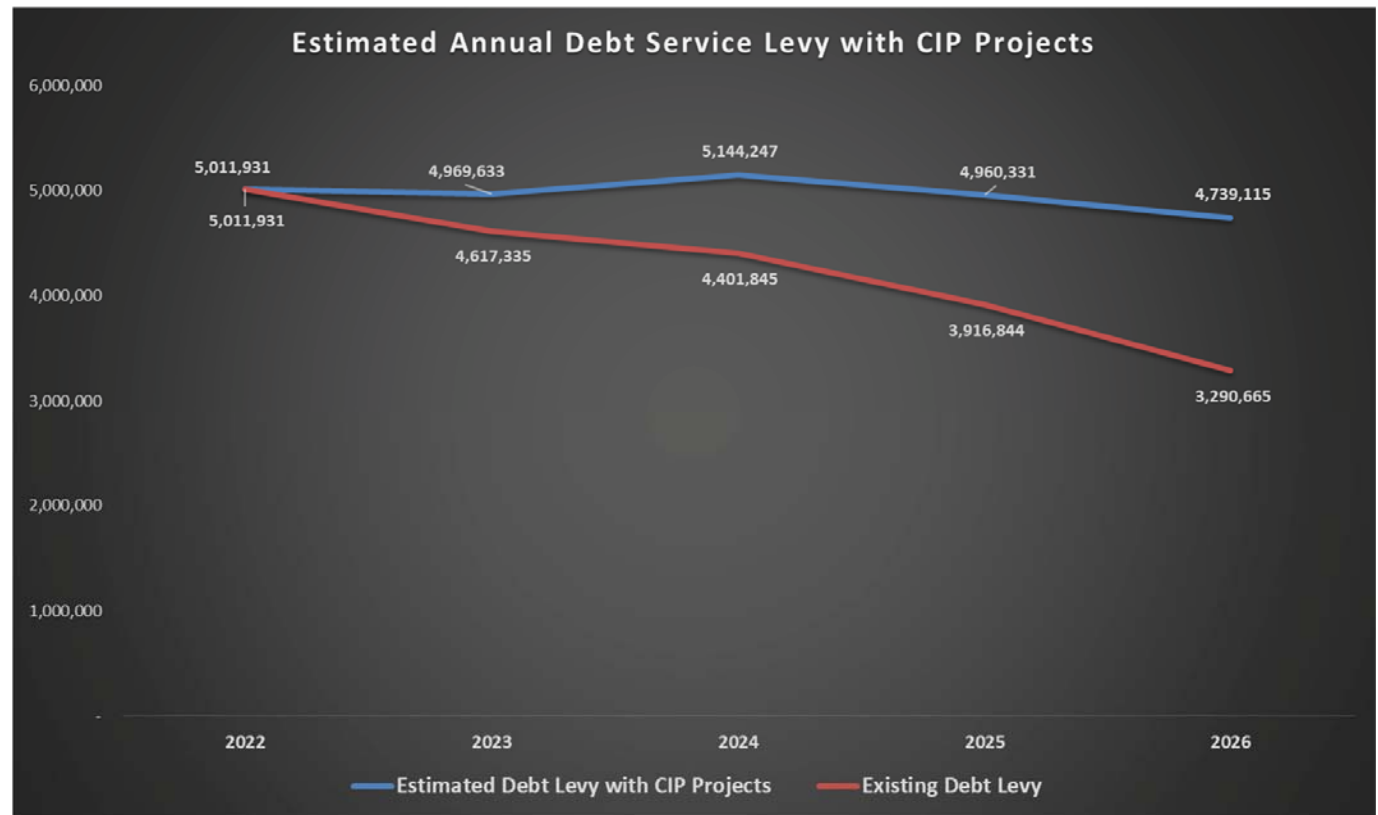
- Utility Fund Revenues – 10 Year Plan
- Interest Revenue – Accrues on Fund Balance
- Property Tax or Sales Tax Revenue – the Next Step

As Debt Payments Decrease, the City may Increase the Tax Levy to Create a Pay-As-You-Go Model for Street Improvements, Saving \$1.7M in Interest Payments Annually.



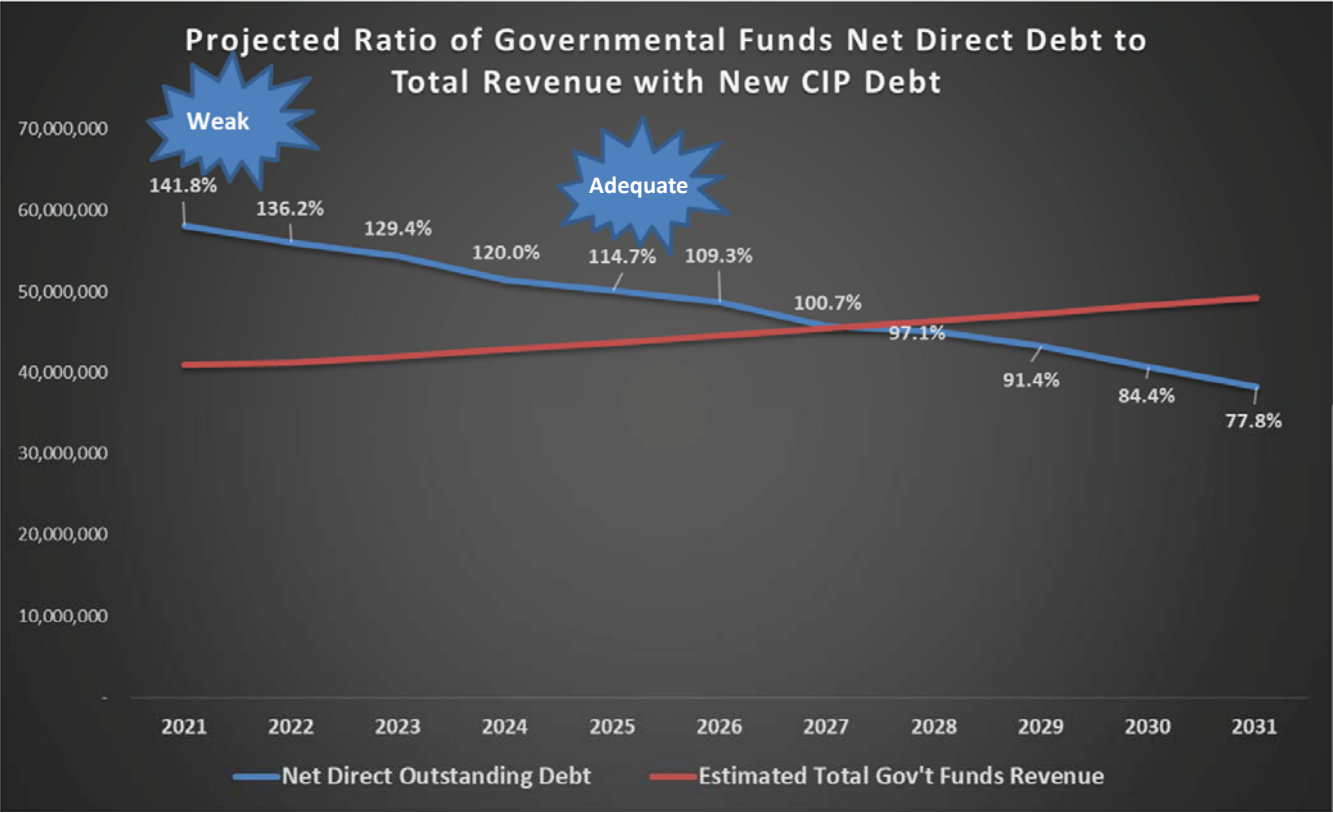


# Projected Debt Service Levies

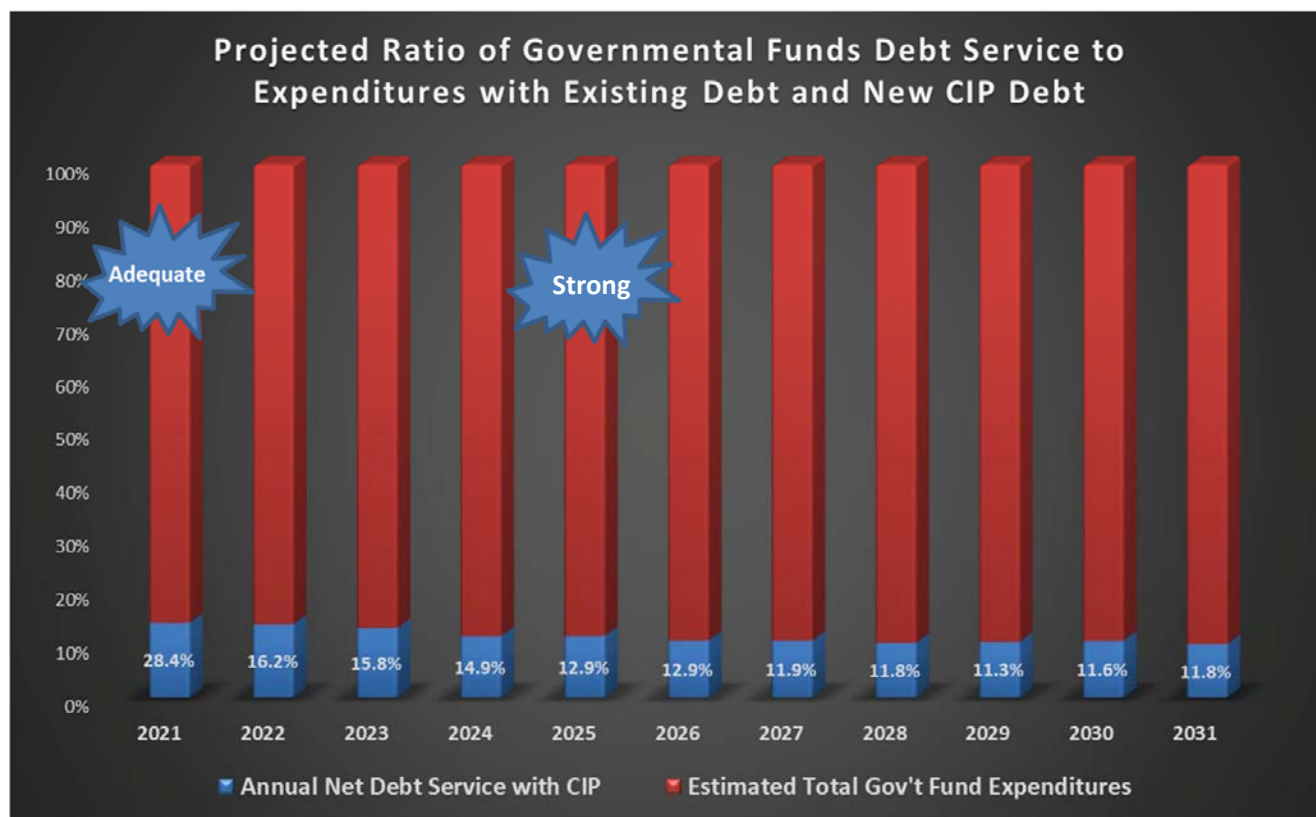




# Standard and Poor's Estimated Ratings



# Standard and Poor's Estimated Ratings





# Council Considerations

- Outstanding Debt Goals
- 2022 Capital Improvement Projects
- Other



# Questions?



## CITY COUNCIL WORKSHOP STAFF REPORT

Meeting Date June 28, 2021

**REPORT TO:** Melinda Coleman, City Manager

**REPORT FROM:** Michael Martin, AICP, Assistant Community Development Director

**PRESENTER:** Jeff Thomson, Community Development Director

**AGENDA ITEM:** Highway 36 Transit Feasibility Study

**Action Requested:** ☐ Motion ☒ Discussion ☐ Public Hearing

**Form of Action:** ☐ Resolution ☐ Ordinance ☐ Contract/Agreement ☐ Proclamation

### **Policy Issue:**

The City of Maplewood has been partnering in a high-level planning study led by Washington County in collaboration with other cities along Highway 36, Ramsey County, Hennepin County, Minnesota Department of Transportation and the Metropolitan Council. The study has lasted approximately one year, during which time corridor communities, operational agencies, local businesses and community stakeholders, and the public were afforded a chance to help establish a common vision, develop priorities, and identify the necessary steps for implementation.

Project staff from Washington County will be attending the city council workshop on June 28 to provide an update on this project.

### **Recommended Action:**

No action required.

### **Fiscal Impact:**

Is There a Fiscal Impact? ☒ No ☐ Yes, the true or estimated cost is \$0.

Financing source(s): ☒ Adopted Budget ☐ Budget Modification ☐ New Revenue Source  
☐ Use of Reserves ☒ Other: N/A

### **Strategic Plan Relevance:**

☐ Financial Sustainability ☐ Integrated Communication ☐ Targeted Redevelopment  
☒ Operational Effectiveness ☐ Community Inclusiveness ☐ Infrastructure & Asset Mgmt.

The city supports regional transit projects that connect Maplewood to the region. Both the Gold Line and Rush Line transit projects originated from feasibility studies like the one discussed within this report.

**Background**

The Highway 36 Transit Feasibility Study is looking at the potential for transit improvements in the Highway 36 corridor, which extends about 27 miles between the Saint Croix Valley area and downtown Minneapolis – running through Maplewood. Previous transit and highway studies have consistently shown that Highway 36 is a critical connection between the east metro and other parts of the Twin Cities.

The study is also working to:

- Identify transit service needs and recommendations that are reflective of the Highway 36 corridor's existing and anticipated future travel demands and patterns.
- Consider transit and complementary facilities to improve travel options and provide viable alternatives to highway congestion for Washington, Ramsey, and Hennepin county residents, businesses, and visitors.

**Attachments**

1. Presentation



# Maplewood City Council

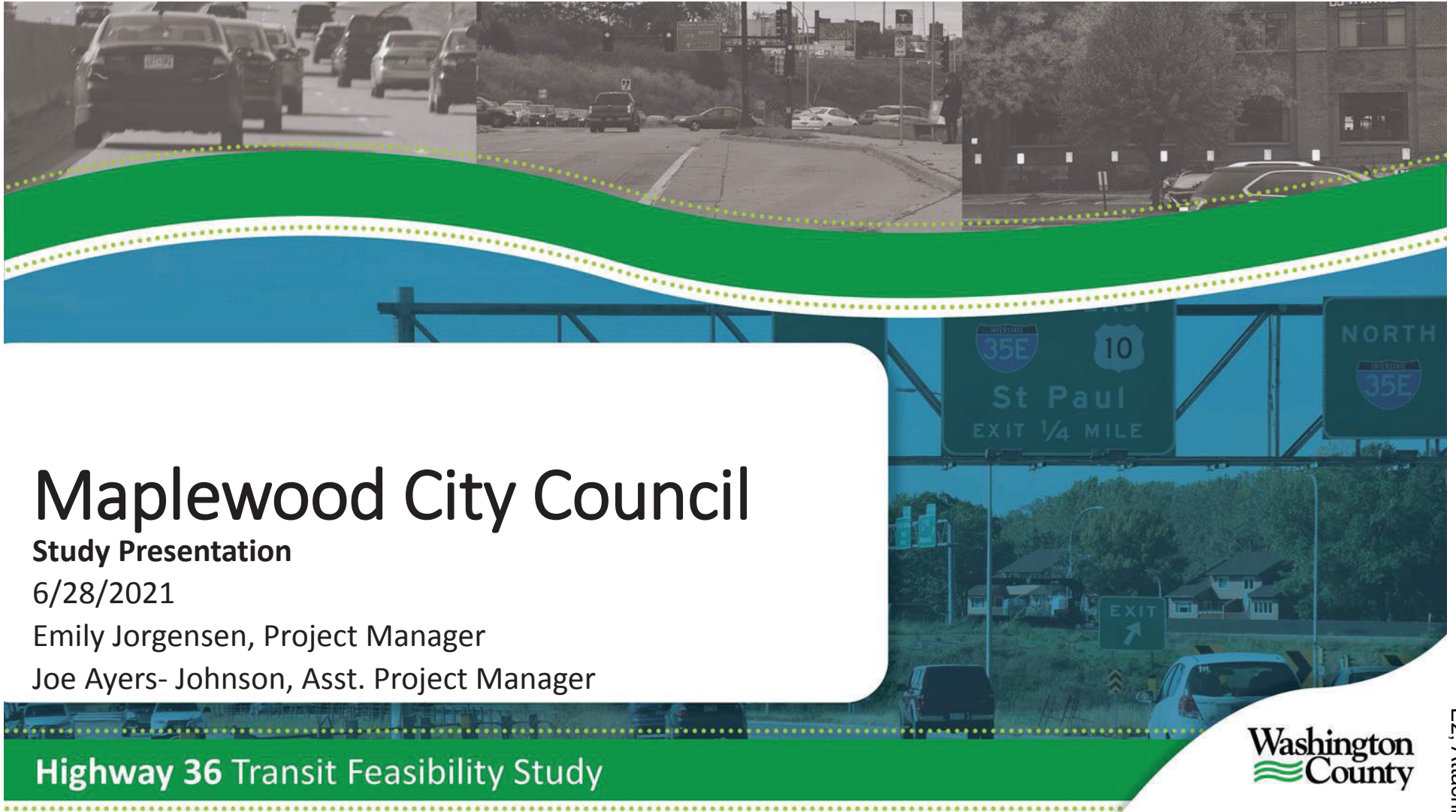
## Study Presentation

6/28/2021

Emily Jorgensen, Project Manager

Joe Ayers- Johnson, Asst. Project Manager

## Highway 36 Transit Feasibility Study





# Presentation

1. Study Background & Scope
2. Study Goals
3. Public Engagement Summary
4. Transit Scenarios
5. Recommendations
6. Next Steps

**Highway 36** Transit Feasibility Study





## Highway 36 Transit Feasibility Study

# Study Scope & Goals

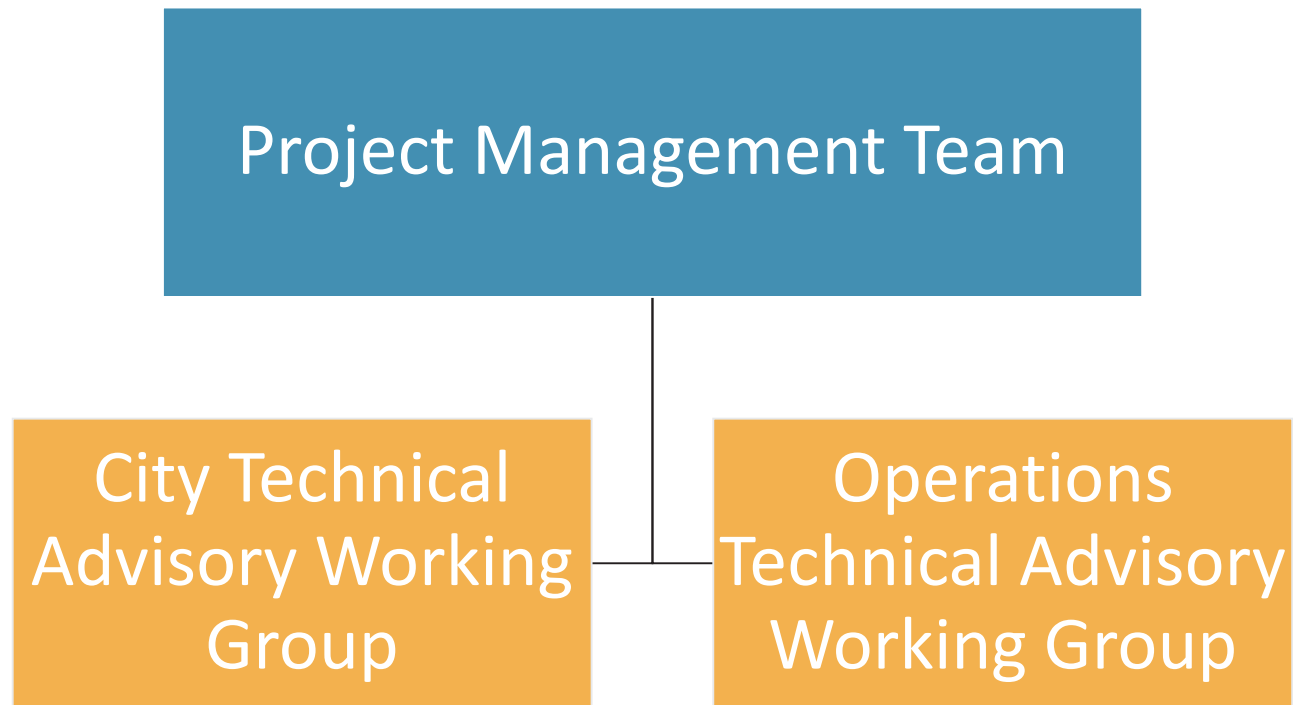


# Study Scope: What is the Highway 36 Transit Study?

## **The purpose of this study is to:**

- Identify transit service needs and recommendations that are reflective of the Highway 36 corridor's existing and anticipated future travel demands and patterns
- Consider transit and complementary facilities to improve travel options and provide alternatives to highway congestion for Washington, Ramsey, and Hennepin County residents, businesses, and visitors

# Study Scope: Who is involved?



# Study Goals

Transit improvements along Highway 36 are intended to address several goals, including:



Identify Improvements that Increase  
Access & Mobility



Identify Improvements that Benefit  
People Who Rely on Transit and  
Historically Disadvantaged Populations



Identify Improvements that are Cost-  
Effective and Efficient



Identify Improvements that Support  
the Environment and Health



Identify Improvements that are  
Supported by Existing and Planned  
Land Use



## Highway 36 Transit Feasibility Study

# Public Engagement Summary



# Public Engagement Summary

- Conducted focus groups with businesses, governmental agencies, medical providers, and organizations in the Highway 36 corridor
- Collected over 1,200 questionnaires from people living, working, or going to school in the Highway 36 corridor
  - **73%** of respondents are **interested in taking transit**
  - Traffic congestion on Highway 36, **improving mobility** for people who rely on transit, and **improving the convenience** of traveling without car in this corridor were of most importance to respondents
  - Demand to get around within the **greater Stillwater area**

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## Highway 36 Transit Feasibility Study

# Transit Scenarios



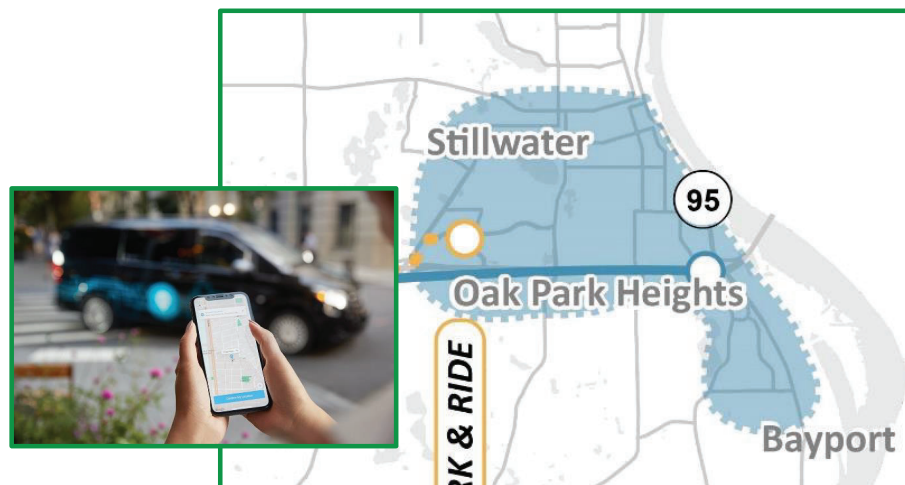


# Transit Scenarios: Transit Definitions

Bus Rapid Transit (BRT)	<ul style="list-style-type: none"> <li>• All day bi-directional service</li> <li>• Mixed traffic or bus lanes</li> <li>• Infrequent and high amenity stations</li> </ul>		
Express Bus	<ul style="list-style-type: none"> <li>• Typical park-and-ride service</li> <li>• Peak traffic periods</li> <li>• Mixed traffic or bus lanes</li> </ul>		
Local Express Bus (previously called "Limited Stop")	<ul style="list-style-type: none"> <li>• Similar to regular route bus</li> <li>• 1-2 miles between stops</li> <li>• Flexible stop spacing</li> <li>• Low amenity stops</li> </ul>		
On-Demand Public Transit	<ul style="list-style-type: none"> <li>• Uber meets Metro Mobility</li> <li>• Car or van</li> <li>• Specific geographic service area</li> <li>• First mile/last mile or door-to-door service</li> </ul>		

# On-Demand Public Transit

- “Dial-a-Ride meets Uber/Lyft”
  - A solution for areas that need transit but fixed-route is not sustainable
- How does it work?
  - Specific geographic service area
    - Door-to-door service or first mile/last mile
    - No formal route, responds to daily demand
  - Request ride via app, website, phone call
    - On-demand, reservations not required
    - No price surges
  - Shared ride is sent to pick up rider
  - All vehicles are ADA compliant

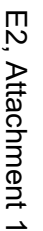


# Transit Scenarios:

## Scenario 1 - Rice St to Minneapolis

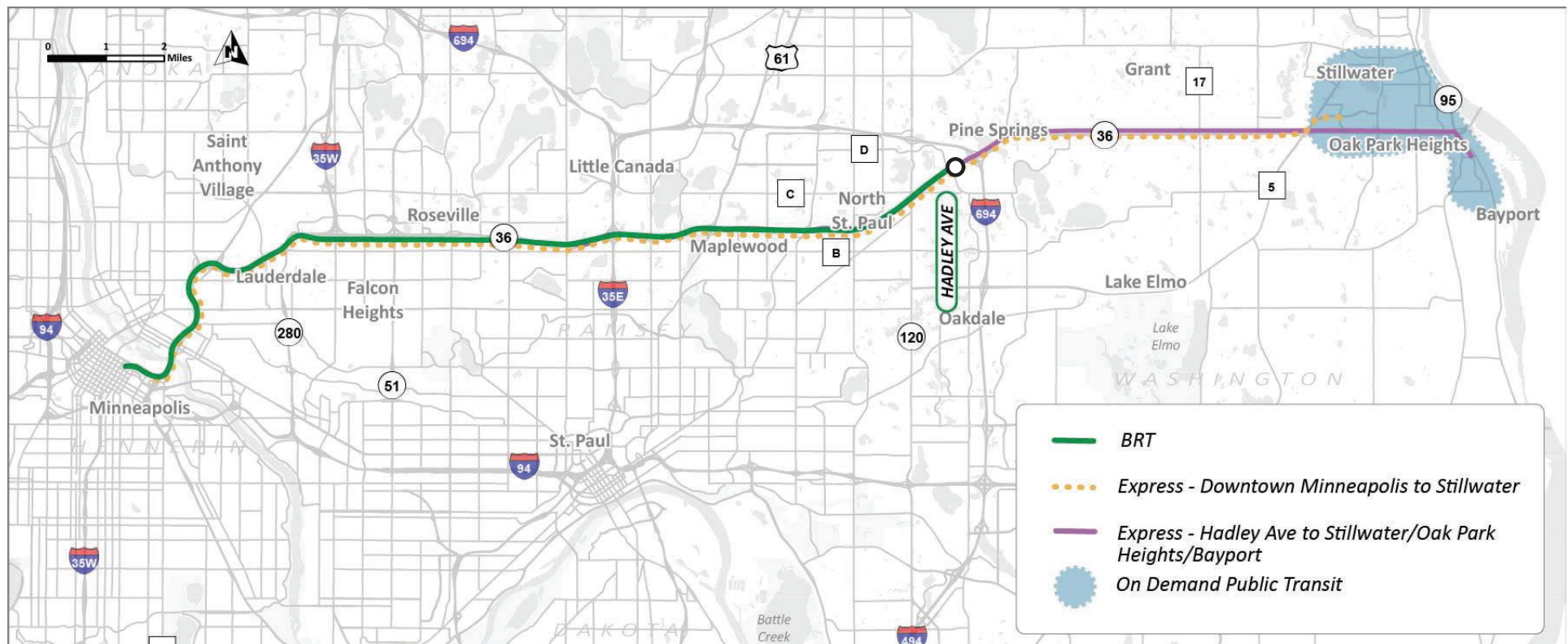






# Transit Scenarios:

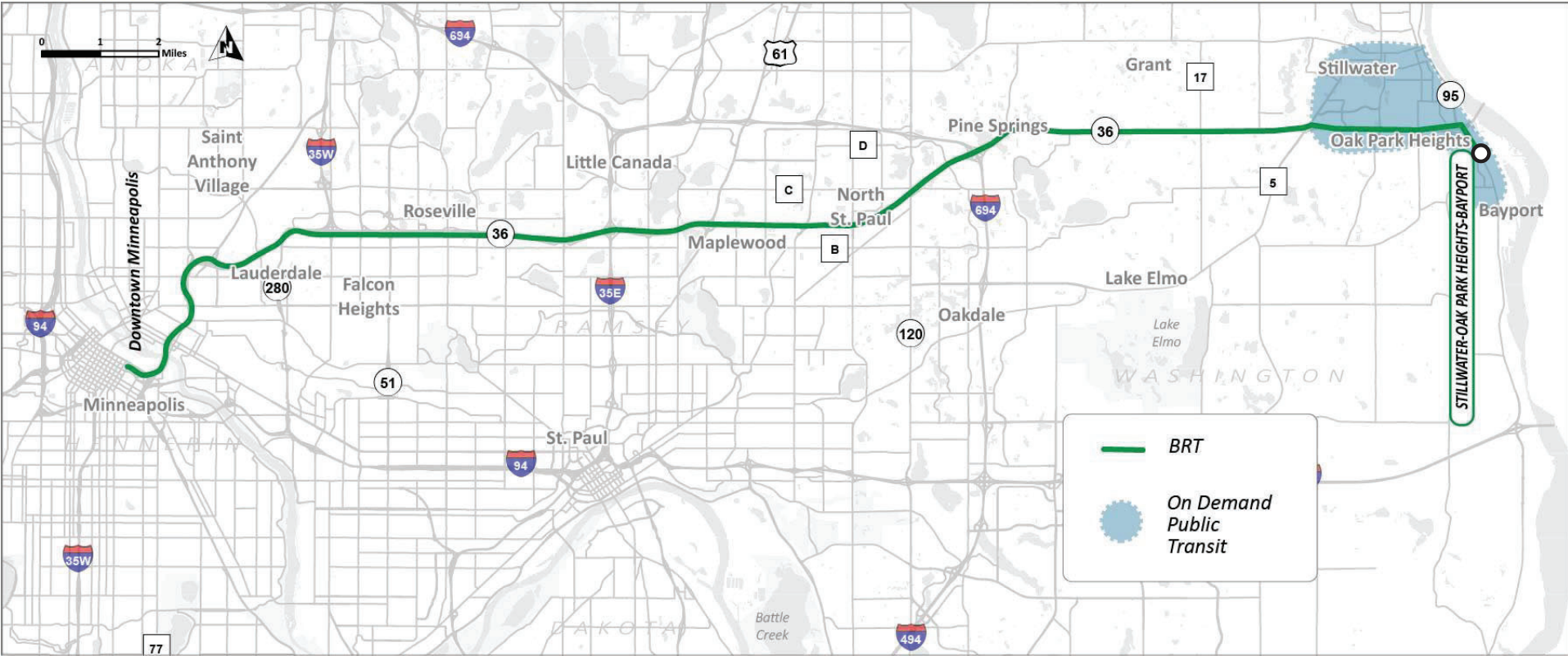
## Scenario 3 - Hadley Ave to Minneapolis





# Transit Scenarios:

## Scenario 4 - Stillwater to Minneapolis



# Scenario Based Evaluation

Evaluation Measure	Rice St Scenario	Maplewood Mall Scenario	Hadley Ave Scenario	Stillwater Scenario
Estimated Ridership (Average Weekday)	3,500-4,600	3,700-5,300	3,000-4,300	2,600-3,800
Operations & Maintenance Cost (2030)	\$13M	\$16M	\$15M	\$17M
Capital Cost (2030)	\$80-105M	\$75-100M	\$80-105M	\$80-110M

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# Scenario Evaluation & Feasibility

The purpose of this study was to assess feasibility of transit improvements on Highway 36 between Minneapolis and Stillwater.

The evaluation shows:

- Transitway investment in the Hwy 36 corridor is **feasible**
- Bus Rapid Transit in the Hwy 36 corridor is **feasible**
- Transitway investment along Hwy 36 to Stillwater is **feasible**
- So, which scenario is the best?
- Next step is to identify the preferred scenario for the corridor

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# Study Recommendations

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# Existing Context and Challenges

- **COVID-19 Pandemic**
  - Financial challenges and constraints
  - Uncertain changes to transit market
- **County Participation**
  - Competing transit priorities for our county partners
- **Metropolitan Council/Metro Transit Participation**
  - Financial constraints
  - Competing transit priorities

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# Study Recommendations: Near Term

## 0-2 Years: Focus on Washington County

- Study and consider pilot on-demand public transit service
- Continue to prioritize, maintain, and invest in mobility management

# Study Recommendations: Mid-term

## 3-5 Years: Form Hwy 36 Corridor Commission

- Form a corridor commission to:
  - Identify funding sources
  - Develop multijurisdictional agreement
  - Scope out future studies and projects (transit service and infrastructure, including mobility management)
- Work with Metro Transit and St. Croix County on monitoring need for peak period express bus service to report to the corridor commission

# Study Recommendations: Longer Term

## 5-8 Years: Develop Corridor Plans & Partnerships

- Develop a plan for mobility hubs in the Highway 36 corridor for adoption by the commission
- Partner with cities to develop small area plans for transit access areas along the corridor
- Partner with MnDOT and the corridor commission to develop and adopt transit advantages plan for Highway 36 and Highway 280



# Study Recommendations: Ongoing

## Ongoing: Continue engagement & collaboration

- Partner with the cities and MnDOT to plan and construct bicycle and pedestrian infrastructure, including applying for funding opportunities
- Continue engagement efforts throughout future transit projects in the corridor

# Highway 36 Transit Feasibility Study



Washington  
County

## Questions?

Project Website:

[Highway36Transit.com](http://Highway36Transit.com)