



Funding: Where Will the Money Come From?

The Denver Plan- FasTracks

A 12-year plan, to build 119 miles of new light rail and commuter rail, 18 miles of bus rapid transit service, 21,000 new parking spaces at rail and bus stations, and expanded bus service throughout the entire eight-county District.

- 0.4% sales tax increase approved by voters and effective 1-1-05
- Sales tax generates \$170M in annual revenues
- Sales tax revenues support \$2.3B in bonds (approximately 50%)
- Another \$2.3B comes from the New Starts program, local contributions, and other federal programs

Twin Cities Regional Potential

No comprehensive plan to finance Metro transitways has been developed. However, the region has taken steps toward that goal.

- 0.25% sales tax approved in 5 Metro counties will generate approximately \$110M in annual revenues (2007\$)
- Sales tax revenues can be used for planning, design, construction and operation of regional transitways.
- Sales tax revenues could be used to back bonds for capital funding
- Other funding could come from the New Starts program, local contribution, other federal programs
- The Robert Street project is eligible for Metropolitan Council transitway funding



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We want to hear from you! Please take the time to read this newsletter and respond. You can e-mail us, write a letter, pick up the phone, or attend a meeting. We want to hear your thoughts, concerns, and issues. Efficient and flexible transportation in the Robert Street corridor is vital to everyone – residents, businesses and visitors.



Dakota County - Physical Development Division
14955 Galaxie Avenue
Apple Valley, MN 55124

Stay up to date on study progress! Visit: www.dakotacounty.us
Enter "Robert Street Corridor" in the search feature and you will find a link to the study.

The study is led by the Dakota County Regional Railroad Authority in partnership with:

- The Ramsey County Regional Railroad Authority
- The Cities of St. Paul, South St. Paul, West St. Paul, Lilydale, Sunfish Lake, Inver Grove Heights, Mendota, Mendota Heights, Eagan and Rosemount
- The Minnesota Department of Transportation
- The Metropolitan Council
- Metro Transit
- Minnesota Valley Transit Authority
- Dakota Area Resources and Transportation for Seniors (DARTS)

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Short Term Actions/Long Term Visions

Study Recommendations Address Future Mobility Needs

After a year-long process, the Robert Street Corridor Transit Feasibility Study has developed recommendations to address the future travel needs and desires of residents and businesses in Dakota and Ramsey County. The main elements of the Study's strategic approach for making the vision a reality include:

- Building a foundation of transit ridership with expanded bus options
- Instituting transit oriented development policies to transform corridor land use to be more transit friendly
- Developing dedicated sources of funding for transit operations and capital investments
- Amending federal transit funding criteria to recognize a wider range of public transit benefits
- Developing a regional rail integration plan to define interfaces to other rail transit corridors and access to the downtown cores
- Creating public/private partnerships to promote corridor needs and opportunities

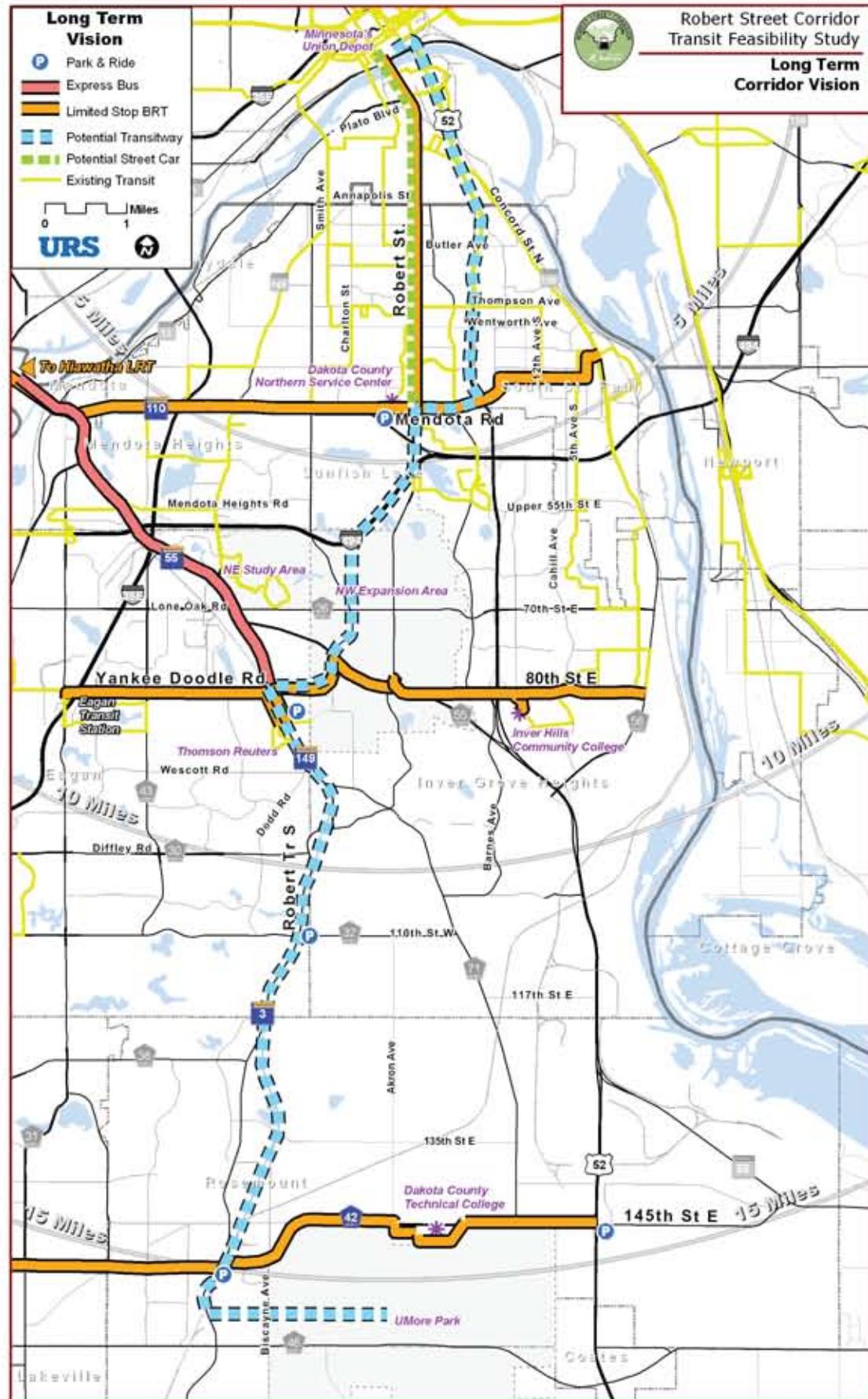


Final Public Meeting Scheduled

Please plan to attend the following public meeting to voice your opinion about the best transportation alternatives for the Robert Street Corridor. The meeting will be held at the Dakota County Northern Service Center on Thursday, May 29, 2008 from 3:00 to 7:00, with presentations at 3:30 and 5:30.

There will be an open house format with staff for questions and discussion at other times. The purpose of the public meeting is to provide residents with the opportunity to contribute and help shape future transit options in the Robert Street Corridor.

The Dakota County Northern Service Center is located at 1 Mendota Road West in West St. Paul. It is served by Metro Transit Route 75. For more information call Dakota County at 952-891-7005 or check the County website.



Short Term Actions Establishes Foundation for Vision

- Implement bus service improvements
 - Establish transit center in vicinity of Northern Service Center
 - Establish limited stop bus routes on Robert Street
 - Plan for park and ride lot in vicinity of Thomson Reuters
- Establish a private/public partnership for corridor branding and to support vision
- Evaluate downtown St. Paul circulation to accommodate multiple transitways
- Coordinate access to track right-of-way with railroad companies
- Develop transit oriented development guidelines for adoption by local governments
- Review and revise parking policies, particularly in downtown St. Paul, to promote transit use
- Ensure that TH 52-Lafayette Bridge reconstruction includes "bridge piers and footings that will accommodate future implementation of transit." (language from legislative funding bill)

Medium Term Bus Improvements to Promote Long Term Vision

- Expand service hours on existing local bus routes
- Implement new, limited stop rapid bus service on major east-west corridors (TH 110, Yankee Doodle Road, CSAH 42)
- Extend limited stop bus service on South Robert Trail to Rosemount
- Establish express bus routes from park and ride lots on TH 55 to Hiawatha LRT and TH 52 into downtown St. Paul
- Develop new transit centers and expand service to:
 - Dakota County Northern Service Center
 - Thomson Reuters
 - Inver Hills Community College
- Develop regional capital funding plan for transit improvements
- Develop dedicated funding plan for transit operating expenses
- Encourage increased federal funding for transit and federal transit funding policies that recognize a wider range of public transit benefits

The Long Term Vision to Meet Future Mobility Needs

The long term vision for the corridor features a transitway from downtown St. Paul to Rosemount linking major destinations in southern Ramsey and northern Dakota County. The transitway will provide:

- Improved mobility and accessibility to these activity centers:
 - Downtown St. Paul
 - Dakota County Northern Service Center
 - Inver Hills Community College
 - Thomson Reuters
 - Dakota County Technical College
- A sustainable transportation option for development of UMore Park in Rosemount
- Transit options for the planned growth areas of Inver Grove Heights and Eagan
- Opportunities to focus and enhance new transit oriented development at designated station sites
- The possibility of a streetcar on Robert Street as part of an east metro streetcar system

Next Steps: The Local Link in Achieving the Vision

Fulfilling the long term vision of a transitway serving the Robert Street Corridor is highly dependent on communities in the corridor embracing the vision and establishing a pattern of land use that supports the transit investment. Public decisions consistent with the corridor transit vision with regards to land use, funding, alignment and stations need to be made by the communities impacted and benefited by transit improvements.