

Ramsey County Regional Railroad Authority

Transitway Priorities

Central Corridor



Current Phase

The eleven-mile Central Corridor light rail transit line will link the Union Depot Intermodal Transit and Transportation Hub in downtown St. Paul with the Hiawatha light rail line in Minneapolis. The Corridor connects major Twin Cities destinations — the two downtowns, the University of Minnesota, St. Paul's Midway commercial district and the State Capitol. The project began Preliminary Engineering this summer and Final Design begins in September of 2009. Major construction work will be underway in 2010 with the line opening for service in 2014.

Requested Action

High Priority Project Authorization request through final design and construction.

Union Depot Intermodal Transit & Transportation Hub



Current Phase

The Union Depot in downtown St. Paul is located between the Mississippi River and the vibrant Lowertown neighborhood, just one mile south of the State Capitol. The Ramsey County Regional Railroad Authority has purchased the historic concourse building and train deck in order to develop a convenient intermodal transportation center in this beautiful facility that is listed on the National Register of Historic Places. The first phase of transit services at the Depot will be operational by 2012 serving Amtrak, intercity, and transit buses. The Central Corridor Light Rail Transit line will be at the Depot when it opens in 2014. Future phases will bring in other commuter and passenger rail lines, as well as the high speed Midwest Regional Rail Initiative from Chicago. Preliminary Engineering will begin in 2009. The concourse building renovation will begin in 2010 and the Depot will be open in 2012.

Requested Action

High Priority Project Authorization request for \$150 million for design, rehabilitation and construction. *Candidate for stimulus funding.

High Speed Rail Corridor



Current Phase

This high speed rail corridor extends 126 miles from the Union Depot in downtown St. Paul to La Crescent where it extends east to Chicago. A portion of the Corridor is shared with Red Rock Commuter Rail allowing one investment to benefit High Speed Rail, Red Rock, and freight rail. A Joint Powers Agreement has been adopted allowing for members to focus on advocacy as they work with Mn/DOT towards the completion of environmental and engineering work. Near-term improvements to the Corridor include improving safety at grade crossings and exploring the establishment of a second Amtrak passenger train between the Twin Cities and Chicago.

Requested Action

High Priority Project Authorization for planning, design, construction, and rolling stock acquisition for the Twin Cities (St. Paul) to Chicago high speed rail corridor, including Winona and Red Wing. *Candidate for stimulus funding.

I-94 Corridor



Current Phase

This Corridor extends 17 miles from the Union Depot in downtown St. Paul east through Washington County along I-94. A Joint Powers Agreement has been adopted and funding is being requested for an Alternatives Analysis and Environmental Work. The Alternatives Analysis will determine the Corridor's transit mode and alignment allowing for completion of environmental work prior to beginning the engineering work.

Requested Action

High Priority Project Authorization request for \$4 million to complete environmental work, engineering, final design, and right-of-way acquisition. \$4 million FY 2010 Appropriations request for an AA/DEIS.

Rush Line Corridor

Current Phase

This Corridor travels 80 miles from the Union Depot in downtown St. Paul north to Hinckley and is generally parallel to I-35/I-35E. An Alternatives Analysis will be completed in 2009, which will guide long-term bus or rail improvements. Near-term improvements include the establishment of a commuter coach bus route from the Forest Lake Area south to downtown St. Paul in the summer of 2009. This service will provide an immediate transit option for the Corridor that will build ridership for future improvements. Additionally, phased improvements are being developed and implemented to benefit the existing bus system while benefiting long-term improvements identified in the Alternatives Analysis.



Requested Action

High Priority Project Authorization request for environmental work and preliminary engineering.

Riverview Corridor

Current Phase

This Corridor extends from the Union Depot in downtown St. Paul to the Minneapolis St. Paul International Airport generally along West 7th Street. Following an initial study, service improvements were made to Metro Transit Route 54. With the record-breaking growth in Twin Cities transit ridership since 2004, it is time to reexamine the Corridor to determine if a transitway investment is warranted.

Requested Action

High Priority Project Authorization request for \$2 million to complete planning, environmental review, engineering, and construction. \$1 million FY 2010 Appropriations request for planning.

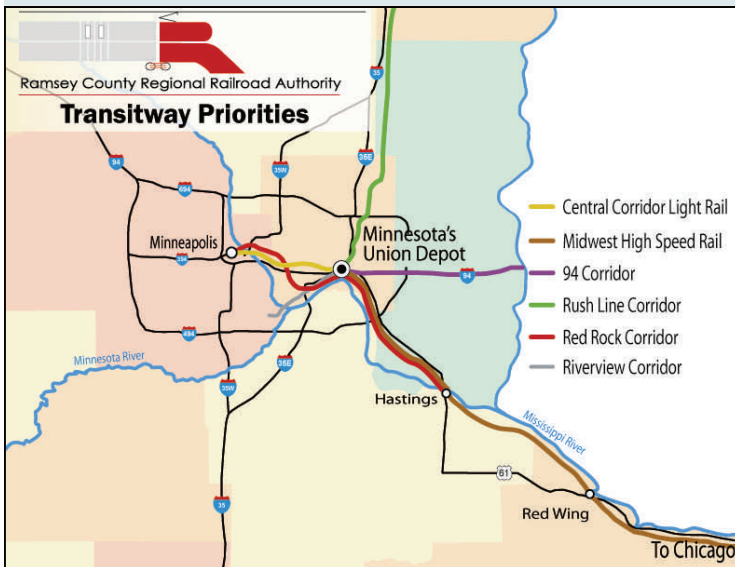
Red Rock Corridor

Current Phase

This Corridor extends 30 miles from Hastings through the Union Depot in downtown St. Paul to Minneapolis. The Corridor is generally parallel to Highway 61 and I-94 and utilizes the Canadian Pacific and Burlington Northern Santa Fe transcontinental mainlines. Commuter rail has been identified as the long-term transitway improvement for the Corridor. Near-term improvements are being considered such as coordination with the Midwest Regional Rail Initiative (high speed rail) and the implementation of coach bus service along the Corridor.

Requested Action

High Priority Project Authorization request through final design and construction.



CONTACTS

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