



## GATEWAY CORRIDOR ALTERNATIVES: KEY DIFFERENTIATORS March 20, 2012

KEY: + HIGH; O MEDIUM; - LOW

	Alternative Performance Relative to:						Assessment	Overall Ranking		
	Daily Transitway Ridership <sup>1</sup>	2019 Capital Cost/CEI <sup>2</sup>	Economic Development	Property Acquisitions	Traffic Impacts	Transit Travel Times <sup>4</sup>		LOW	MEDIUM	HIGH
<b>3 – BRT along Hudson Rd/I-94</b> -Length = 11.5 miles -Stations = 4 walk-up, 8 Park & Rides (P&Rs)	O	+ \$420M	O	+ / O	O	+	This alternative meets project goals better than other alternatives.			✓
5,400	CEI=\$86.5	Serves high population & employment concentrations; high # of stations promotes economic development	3 full, 54 partial property acquisitions	No change in local street access; no lane reductions	16 minutes from Oaks Station, Oakdale					
<b>8 – BRT Managed Lane</b> Length = 14.4 miles -Stations = 2 walk-up, 8 P&Rs	-	+ \$590M <sup>3</sup>	O	+	+	+	This alternative includes autos, which is a mobility benefit. It is the only alternative that improves I-94 Level of Service (LOS) (between Manning Avenue and Woodbury Drive/Keats Avenue).			✓
4,600	CEI= \$112.9	Serves areas with high population & employment concentrations; however, stations are in freeway median which are not proven to support economic development	5 full, 8 partial acquisitions	Improves I-94 LOS in Segment 2	15 minutes from Radio Drive, Oakdale/Woodbury					
<b>5 – LRT along Hudson Rd/I-94</b> Length = 11.5 miles -Stations = 4 walk-up, 8 P&Rs	+	- \$980M	O	+ / O	O	+	Alternative 5 ridership may be insufficient to justify an investment in LRT.		✓	
9,100	CEI= \$96.6	Serves high population & employment concentrations; high # of stations promotes economic development	8 full, 51 partial property acquisitions	No change in local street access; no lane reductions	14 minutes from Oaks Station, Oakdale					
<b>2-TSM</b> -Length = 9 mi. (shoulder improvements) -Stations = 8 P&Rs	-	+ \$65M	-	+	O	+	This alternative is currently considered as a baseline by the Federal Transit Administration (FTA). It must be considered for continued analysis through the environmental phase of project development.		✓	
3,300	NA	No effect	None	No changes	15 minutes from Guardian Angels, Oakdale					
<b>4 – BRT along E 7<sup>th</sup>/White Bear Ave/Hudson Rd</b> -Length = 13.3 miles -Stations = 7 walk-up, 9 P&Rs	O	+ \$500M	+	-	-	-	Goals are better accomplished under other alternatives. However: - West of Arcade St., E. 7 <sup>th</sup> St. should be studied as part of Rapid Bus transit; and - East of I-494/694, the Alternative 4 alignment should be considered as an option for Alternative 3.	✓		
5,800	CEI= \$79.3	Best serves high population & employment concentrations; highest # of stations best promotes economic development	84 full, 331 partial acquisitions	Lane reductions & fewer left turns in E. St. Paul	26 minutes from Oaks Station, Oakdale					
<b>6 – LRT along E 7<sup>th</sup>/White Bear Ave/Hudson Rd</b> Length = 13.3 miles -Stations = 7 walk-up, 9 P&Rs	+	- \$1.3B	+	-	-	O	Alternative 6 ridership may be insufficient to justify an investment in LRT. However: - West of Arcade St., E. 7 <sup>th</sup> St. should be studied as part of a Rush Line transitway.	✓		
10,100	CEI=\$97.6	Best serves high population & employment concentrations; highest # of stations best promotes economic development	92 full, 349 partial acquisitions	Lane reductions & fewer left turns in E. St. Paul	23 minutes from Oaks Station, Oakdale					
<b>7 – Commuter Rail</b> Length = 99.9 miles -Stations = 6 P&Rs	-	- \$1.2B	-	+	O	+	Goals are better accomplished under other alternatives. However: - MnDOT and WisDOT should study service to Eau Claire as an intercity rail corridor.	✓		
3,900	CEI=\$-141.3	High population & employment concentrations not served; does not effectively promote economic development	16 full, 46 partial acquisitions	No changes	11 minutes from Ideal Avenue, Lake Elmo					

1—Numbers above include ridership on the transit guideway only and not supporting bus service.

2—The Cost Effectiveness Index, or CEI, is an Federal Transit Administration (FTA) metric “used to measure the incremental cost per hour of transportation system user benefits in the forecast year.” (Source: *Capital Investment Program FY 2012 Evaluation and Rating Process*).

3—Portion of capital costs that also benefit the highway system are not eligible under the FTA New Starts program. Additional highway funding could reduce capital costs resulting in a more competitive CEI.

4—Transit travel time compared to an 18 minute projected auto travel time during 2030 AM peak period between the Oaks Business Park Station in Oakdale(or comparable location) and Union Depot.