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REGIONAL TRANSIT BOARD
270 Metro Square Building
St. Paul, Minnesota 55101
612/292-8789

MEETING NOTICE
Monday, February 25, 1985
Council Chambers
4:30 p.m.

AGENDA

1. Call to Order

2. Approval of Agenda

3. Approval of Minutes of February 4, 1985 (distributed earlier)

4. Transit Improvements on University Avenue, Southwest, and Hiawatha Avenue Corridors - Continuing Discussion and Action (Please bring material mailed earlier.)

5. Other Business:

    a. Chairman's Report
    b. Members' Reports
    c. Staff Reports

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 2/25/85

Regional Transit Board

Dist.	Member Name	Present	Vote	Vote	Vote	Vote	Vote
Chair	~~Elliott Perovich~~	✓					
A	Todd Lefko	✓					
B	Ruben Acosta	✓					
C	Bernard Skrebes	✓					
D	Doris Caranicas	✓					
E	John Doyle, Sr.	✓					
F	Gail Marks Jarvis	✓					
G	James Newland	✓					
H	Margaret Snesrud	✓					
I	Alison Fuhr	✓					
J	Juanita Collins	✓					
K	Steve Loeding	✓					
L	Ruth Franklin	✓					
M	Paul Joyce	✓					
N	Edward Kranz	✓					
		5:10					

Perovich

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
February 19, 1985

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; John Doyle; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko; Steve Loeding; Gail MarksJarvis; Jim Newland; Bernard Skrebes; Peg Snesrud

STAFF PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judith Hollander and Leslie Johnson

The chairman called the meeting to order at 4:30 p.m. Roll was taken. He told the members that if they had not received a formal invitation, they were invited to the Minnesota Public Transit Association reception for legislators at the Sheraton Midway Hotel at 5:30 this evening. Caranicas moved approval of the agenda; Snesrud seconded the motion. Motion carried unanimously.

Joyce moved approval of the minutes of the January 7 and January 21, 1985 meetings; Caranicas seconded the motion. Motion carried unanimously. Minutes of the Committee of the Whole meeting of February 4 were passed out but not approved. Those minutes contain the remarks of the consultants and will be approved at a later meeting.

REPORT OF THE POLICY COMMITTEE

Lefko said there are no action items from the Policy Committee. The committee has held meetings on the elderly and handicapped transit and on I-394. The next meeting is on Wednesday, February 27.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

METROPOLITAN TRANSIT COMMISSION TAX ANTICIPATION BOND ISSUE

Leslie Johnson introduced Robert Pulscher of Springsted, Inc. and Bob Thompson of Metropolitan Transit Commission (MTC). Franklin referred to the memorandum dated February 15, 1985. The committee discussed this matter at length at its last meeting and unanimously approved the recommendation. Franklin moved and Acosta seconded the motion that:

> The Regional Transit Board approved the attached resolution authorizing the public sale of $16,500,000 Tax Anticipation Certificates of Indebtedness and that, in the event we fail to attain a MIG 1 rating from Moody's, Chairman Elliott Perovich be authorized to decide to proceed to sale with a MIG 2 rating or without a rating.

Fuhr asked why this is being done; is a shortfall expected? Pulscher responded that both Regional Transit Board and Metropolitan Council have the authority to issue tax anticipation certificates. MTC issued them last year because of a $3.6 million shortfall. It is happening earlier this year and growing to $9 million at the end of June 1985. The deficiency can be borrowed. MTC must operate for six months before it receives tax levy funds. Lefko said the committee talked about fiscal relationships and options. The trend lines are not good and they should be analyzed. Motion carried unanimously. Roll call was taken on the resolution, which was approved unanimously.

STRGAR-ROSECOE-FAUSCH CONTRACT AMENDMENT NO. 3

Franklin moved that the above contract be amended as noted in the February 18 memorandum from the committee, extending the amount and timeframe. Lefko seconded the motion. Motion carried unanimously.

FINANCIAL STATEMENT, DECEMBER 31, 1984

The financial statement for the period ended December 31, 1984 is for information only. No action was taken. It was noted that the dates should be corrected from 1985 to 1984.

REPORT OF THE COMMITTEE OF THE WHOLE

TRANSIT IMPROVEMENTS ON UNIVERSITY AVENUE, SOUTHWEST AND HIAWATHA AVENUE CORRIDORS

Abdul-Rahman noted that the Transportation Advisory Board's Policy Committee adopted approximately the same recommendations as the RTB staff with the exception of University Avenue, where they recommended that a busway also be studied. A great many comments have been received from interested parties. Included in the handouts is the staff report of the Metropolitan Council entitled Summary, Southwest/University Avenue Corridors Study, Transit Alternatives Analysis and Draft Environmental Impact Statement, dated January 1985.

Franklin asked if the Board will have an opportunity to compare the two staffs' recommendations. She asked if staff will prepare a report comparing them. While she did not feel the RTB staff report was negative, a reporter had called her and told her he was surprised at how negative it was.

Joyce agreed that he would like to see more of the information that has flowed back and forth. Where does the steering committee enter the process? One county has been upfront for many years, they put up most of the money and were excluded from the final analysis. This will hurt the concensus that has been building. The process was to consider a system, not individual components. Joyce recommended preliminary engineering on all the corridors. Lefko asked when the board will get the report of the steering committee. Abdul-Rahman said the packet contains a summary of the steering committee report.

Lekfo said it is difficult to assimilate all the information. He had hoped that during the meeting the board would have followup background material split out as part of the decision process. The chairman said at each meeting the board had the information used to support the recommendations. Lefko said he had assumed there was additional material that went beyond that.

Reacting to Joyce's comment, Loeding said he thinks this is a system and he favors the staff recommendation in that University will be critical to any metro-wide system. Beyond that, it says Southwest and Hiawatha is a justifiable arm. The report says the first thing we should do is a service needs assessment, which is needed to establish what the system should be and what priorities are within that system, recognizing that University corridor is central to that.

Acosta agreed that we owe a lot to Hennepin County, but we are talking about the system and the staff recommendation keeps that in mind. Hennepin County should be aware that University and Hiawatha, as well as Southwest, have an effect on the county. It was understood early on that we have to look at corridors specifically as well. Each of them must reach a threshold number and be measured against the others. Unfortunately, they cannot all meet the criteria. Hennepin County is upset that Southwest will not get top priority at this time, but having a right-of-way does not justify other standards. Joyce said he did not want to sound parochial; he supports a balanced system and has an open mind. It is not important where we start, as long as a start is made. However, regarding threshold numbers, those will not be known until the preliminary engineering is done. It is needed on all three corridors. Acosta said preliminary engineering is part of the "build/no-build" process. The next step is to decide if we should pursue building anything. That is what the preliminary engineering establishes. University should be pursued as well as, to a limited extent, Hiawatha, but Southwest has not shown indicators that we should proceed further.

Doyle said we need clarification. Apparently one interpretation of the staff report is that in essence the report is identifying two corridors that meet some preliminary screening and one is a "no go" and is knocked out of consideration. He asked if that is an accurate summary. Perovich said the staff report does not eliminate any corridors. Doyle said we must be precise. If preliminary engineering is not appropriate for Southwest, what will we do with respect to it? Perovich said do the preliminary engineering on University. Included with that is a leg of Hiawatha needed to reach the yards and shops and any other planning for the roadway for the City of Minneapolis. The report also says we need to do some preliminary engineering in both downtown areas for a potential connection to other corridors which would include Southwest and possible other corridors identified once the service needs assessment is completed.

Skrebes said he was concerned about the newspaper reports of the reaction of the Hennepin County commissioners. He asked if staff has contacted them to straighten this out. Abdul-Rahman said staff of the City of Minneapolis and Hennepin County was contacted and the chairman has had discussions with some of the commissioners. Abdul-Rahman emphasized that this is a staff report; it is up to the board to amend it.

The chairman said he had discussions with both Commissioners Sivanich and Spartz, regarding the recommendations and Perovich offered to meet with them at their discretion. Every effort is being made to make sure there are no misunderstandings.

Franklin said it seems apparent we are not sure where we are. She asked for a list of all of the reports that are available on the subject. Staff should tell the board which of them we have, which we do not have, and set a time to go through them with a memo stating where the differences are.

Caranicas said the Findings and Recommendations in the staff report are positive regarding all three corridors. No. 2 selects LRT for all three corridors. As far as timing for preliminary engineering and design, it seems when planning was considered, members agreed there would be staged engineering and design. The report makes excellent sense.

Doyle asked if the board is locked into the present timetable. The chairman said there is no reason not to make a decision unless something unusual comes up. The board should not expect any major presentations. It has had all those meetings and all the information in one form or antoher. The staff report is a summary for the board which is what the board asked for. The chairman thinks it is critical that the board stay on schedule. Doyle asked at which meeting the members will go through the report in detail. The chairman said he thought that was done last week. The board can do it again now. Doyle said it would be in the board's best interest to provide an opportunity for the chairman to meet with those individuals. However, that takes time and should be done in a timely manner. Perovich said the board will get the information and take time to discuss it. In August 1984 it was agreed that this would not be an easy decision. Regardless of what decision is made by the board, some people will be unhappy with it. The board is alone when it gets down to the final decision. It will take input from everyone, but at the end the board must decide and justify the decision it makes.

Collins said the second point in the Findings on Page 7 of the report is the one causing trouble. She suggested deleting that portion "...it is not apparent that the Southwest corridor should have a higher priority than other corridors in the region not included in this analysis." Perovich said the board was always uncomfortable with only three corridors. People said other corridors should be considered. The board has to make a decision on a priority corridor but it will also do a service needs assessment before it decides on these three. We need to find out if there are others. Collins said you have to start and stop somewhere. Hennepin County is concerned because they bought the right-of-way.

The chairman said the legislators are concerned that we are focusing on LRT and forgetting other needs in the area. He has reassured them that the board would not limit itself to transit in these areas only. That is a big concern for legislators and of this board.

Lefko said the issue of whether we should build was lost. Some members feel most of the basic information is there. There are two decisions: one is political and one is transit. If a choice must be made, it better be a transportation decision. A political solution is not to make any decision at all or include everyone. The first question is what should be built and the second is timing. Not everything should be considered at the same point. Some things have higher priority. The board should go ahead, make the decision, and accept the political impacts.

Loeding said the preliminary engineering is the next logical step that has to take place regardless of what decision is made to build any or all the corridors. It is the next thing that must be done. Any information received from studies will not make a big difference. He wants to make a decision from hard facts that come from preliminary engineering so that we know what the costs for an informed decision.

Snesrud said she hopes politics will be set aside and that Hennepin County will not go ahead on its own. Doyle asked if Southwest is in or out. If it is in, what next? If it is out, we should say so. It is implied that Southwest is a toss-up. If you stated three corridors and collected some data and selected to move forward with one and you will not do anything else, what does that tell you? It implies it is not being seriously considered. Snesrud said she interprets the report to say that University is the major link between the two cities. The need for preliminary engineering study on Hiawatha seems sensible since we are in the process of putting a highway through there and we should look at LRT along with it. Regarding Southwest, we have a primary corridor and a chance to do something from the very beginning. The board should now look at the whole seven-county area and identify those other corridors and bring them up to the point where Southwest is now. The chairman asked Abdul-Rahman to respond. Abdul-Rahman said staff discussed Southwest throughout the report. Recommendation No. 2 said LRT is recommended on all three corridors and 4.a. said LRT should connect to other corridors going through downtown, which includes a connection to Southwest. The total package of preliminary engineering will be completed in December of 1986. At that time the board can conduct other work for Southwest or Hiawatha. Another issue to consider is whether staff can deliver all the requested preliminary engineering studies in a year and a half.

MarksJarvis said Doyle asked if Southwest was in or out; she thinks the jury is still out on that. If it turns out that Southwest is a viable transit corridor it will be in. The board must choose what is best for the region. Acosta agreed that trying to say yes or no to a system like LRT is not as easy as we would like. The board will not know about the performance of some lines until ten years down the road. We are looking at the year 2000 and beyond We may find other lines make sense. Southwest should be compared with other potential corridors.

Collins said she did not remember talking about where other corridors would go. The chairman said the board did not discuss any specific corridor except through people expressing concern that there might be others out there. Abdul-Rahman had mentioned that a 1980 Metropolitan Council study dealt with other possible corridors; however, the study considered corridors separately but not as a system. This report calls for a system study. Beyond discussion of LRT, system analysis is very important. Collins asked if Southwest was considered because it was dropped on us. Perovich said that is true of all three corridors, and the members have to deal with that.

Fuhr said Urban Mass Transit Agency should be left out of it and we should go ahead on our own. The report as written is giving mixed signals. She asked Abdul-Rahman if, when the downtown penetration is completed, how far out would it go. Perovich said the preliminary engineering would determine that. It is not a policy decision. The report states specifically that downtown connections will be studied. He reminded the board that this is a staff recommendation. The board will modify it and the product will be the board's recommendation. Going to the $10.6 million, she said there had been some discussion about 10-percent of the $10.6 million to arrive at the cost of preliminary engineering. She asked if there is a shortage of personnel to do that. It seems reasonable to do three preliminary engineering studies at the same time. Then the balance of the $10.6 million could be used for needs assessment. The chairman said you should not do preliminary engineering 10 years before going to construction because circumstances can change considerably. Fuhr said that is where we are giving mixed signals. Perovich said we are saying in that report there may be other corridors that merit consideration. The transit needs analysis will look for those before we stick rails out there without knowing if people want to ride them. Fuhr asked if needs assessment can be done concurrently. Perovich said that is the whole idea. We would like to have done that before having to make any decisions. We must get away from the idea of saying there is $10 million and we should spend it.

Fuhr asked at what point in time will the private sector be solicited. Perovich said the service needs assessment should determine that. We may find out we need to spend money on a different transit system before developing another LRT line. The whole federal situation on transit operation subsidies is questionable.

Perovich said he understands that some Hennepin County commissioners are upset. They have years invested in this. He would like to explain the staff position and give them a chance to air their concerns. The board has not made its decision. He wants to know where this board is going before he talks to Hennepin County. Kranz said when Neels and Brosch made their presentation they reflected on some of these numbers and said that they are very hard to predict and evaluate. They spoke strongly about image and overall community involvement in creating a new type of transit that people like. Unfortunately, we cannot compare it to anything but the buses. Kranz asked Abdul-Rahman if their input was that LRT would be good for the Metropolitan Area and if dropping Southwest would take some air out of that. Abdul-Rahman said in the discussions they indicated that Southwest is far out in the future. They indicated

to staff that the existing ridership shows University is clearly the best corridor. This is the first time any agency has said clearly that LRT is the answer to a need established in this region and we are using University as a means of showing the region at large that this will work. The written report from Neels and Brosch is not yet available. Perovich said Neels and Brosch said Southwest runs out into the country side and needs a lot of work. The board should work through the process and understand that not everyone in Hennepin County is unhappy with this.

Kranz said this is a whole new type of transportation from what we are comparing it to and the dollars are limited. He said the staff report is a good report.

Acosta said the bottom line is ridership. It is true that Southwest already has acquired the right-of-way. It would be easy to construct. However, again, the question is ridership. The only sound reason to build in Southwest now is that they have the right-of-way.

Fuhr asked if outside participation in this discussion will be allowed. The chairman said he has told people who asked to testify on the staff report that they cannot. They were asked to submit written comments and they can lobby the members. It should not be done during the time scheduled for discussion among the members.

Doyle asked if it would be appropriate to talk about ways to suggest changes to the report at the next meeting. The chairman said everyone has had a chance to express their concerns. He asked that the members put them in writing and bring them in. They can be submitted as amendments to the report.

OTHER BUSINESS

In response to Franklin's question, Perovich said Greg Failor, Tom Todd and our attorney are working on the proposed legislation bills and copies will be available shortly.

There being no other business, Fuhr moved to adjourn; Doyle seconded the motion. Motion carried unanimously. The meeting adjourned at 6:30 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Special Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
February 25, 1985

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; John Doyle; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko; Steve Loeding; Gail MarksJarvis; Jim Newland; Bernard Skrebes; Peg Snesrud

STAFF PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judy Hollander, Leslie Johnson, Larry Wertheim of Holmes and Graven, Joe Kern of Strgar-Roscoe-Fausch, Inc.

The meeting was called to order at 4:30 p.m. and roll taken. Caranicas moved approval of the agenda; Loeding seconded the motion. Motion carried unanimously (Kranz not present).

Caranicas moved approval of the minutes of the February 4, 1985 meeting, which were distributed at the February 19 meeting; Newland seconded the motion. Motion carried unanimously (Kranz not present).

The chairman noted that the draft legislation for the Regional Transit Board was included in the packet.

TRANSIT IMPROVEMENTS ON UNIVERSITY AVENUE, SOUTHWEST AND HIAWATHA AVENUE CORRIDORS

The chairman noted that a packet for the meeting had been handed out prior to the start of the meeting that includes communications received during the last week with respect to the topic of today's meeting (Exhibit A). This meeting is for the purpose of continued discussion of the staff report dated February 11, 1985. He asked that members offer amendments or make statements.

The chairman observed that eight board members have returned from inspection trips to Edmonton/Calgary or San Diego/Portland.

Doyle offered suggested amendments to the staff report (Exhibit A). He said the reason for making these changes is not to alter the content or substance of the staff report or to tie the Regional Transit Board into anything beyond the original staff report in terms of subsequent development. The underlined portions are additional language to the staff Findings and Recommendations and the language to be deleted is crossed out. He moved that the Findings and Recommendations be amended as shown to clarify the original staff report. Joyce seconded the motion.

Loeding offered a friendly amendment that the two items be debated separately. Mover and seconded accepted the friendly amendment.

Loeding said he has no objection to the first change. He feels the board is not opposed to the Southwest corridor, but a service needs assessment must be done first.

Newland said it is his understanding that the staff report is that of staff; therefore, it appears that those are staff findings and he questioned whether they are debatable. Caranicas said that if the board approves the report it becomes the report of the board itself. The board can make whatever changes it desires and adopt them as its own. The chairman said that what comes out of this board meeting will become a document from the board and will no longer be a staff report.

Franklin said she thought there was concensus that staff language regarding Finding 2 were more negative than the board wanted and the recommended changes are good, making it much more positive. It is important that we not be too negative because all the corridors have potential.

Caranicas called the question.

Fuhr called a point of order: and asked whether the Findings begin with "whereas." The chairman said they will be the Findings of the board and will be passed on to the Metropolitan Council. It will be a report and recommendation. The board will go through the modifications and then go back and adopt the total. Vote was taken on the motion to amend the Findings. Motion carried (Lefko voted nay; Kranz not present).

Doyle moved the amended Recommendation 4.c. as follows; Collins seconded the motion.

> Limited preliminary engineering needs to be conducted on the Southwest corridor to ensure coordination with other corridor connections.

Doyle stated the board has an extremely difficult and challenging task. It is important that it try to be reflective of the concerns of its constituents and try to make a decision consistent with the needs of the entire region. In order to do that it is important that the board develop a way to make decisions that is not going to create unnecessary controversy within the group it works with and with what the board is trying to do. It is not intended to commit the board or staff to anything they would not otherwise plan to do with respect to LRT in this region. He pointed out that this report does not commit to building LRT in any corridor. This amendment calls for taking a look at all the corridors and collect data. Chances are we will build in the University Avenue corridor. The point is how would that impact other corridors. In order to know, we need to get the information and the only thing we would get from preliminary engineering is to see if anything there would be compatible with other corridors.

Lefko asked what "limited preliminary engineering" means. We tried to differentiate between the quality of other lines and Southwest and we seem to say here we are prejudging. In decision-making we need to make unpopular decisions. The figures are different in Southwest and it does not stack up as well. If we have limited resources we should put them into a priority corridor. He said the existing language should be kept.

Loeding agreed with Lefko. People are asking why these corridors were picked. He particularly likes the call for a service needs assessment in the report. Southwest will probably prove itself in that study, but he thinks it would confuse the message for the assessment if the language is changed. It should be an objective study of the need for corridors within the seven-county metropolitan area.

Acosta said he felt Doyle's comments with respect to the constituencies were good, but the greatest constituency is the whole public in the metropolitan area. He believes LRT can be a successful system in the appropriate corridors. He has a problem with Southwest because he does not think the ridership numbers reach the threshold yet. The Technical Advisory Committee report shows that the best Southwest could do is an operating deficit of $79.25 million over a four year period. Having just returned from San Diego/Portland, he found that their LRTs parallel the freeways. Acosta would like to see LRT succeed. He opposes the amendment and would like to reconsider the ridership numbers in Southwest in terms of a service needs assessment.

Caranicas said that in terms of the approved Interim Implementation Plan, the amendment would be inconsistent.

Skrebes said he is concerned about creating a Hatfield and McCoy situation between the cities. He suggested a meeting with the commisioners to overcome this problem. The board is considering cost-effectiveness and the needs of the entire public, but should sit down with the Hennepin County commissioners and find out their feelings. He asked if this was presented to Hennepin County. The chairman said it was presented to their staff and their reaction was solicited.

Joyce said he supports the amended 4.c. language because down the road the board is considering preliminary engineering and he believes that all three corridors should be reviewed. If one corridor has to go on the back burner all the numbers will not be available and we will be making a de facto selection of a corridor. He asked what is meant by limited preliminary engineering.

MarksJarvis said a number of people spoke of responsibility to various constituencies, but she thinks the original staff report was a responsible approach to all the constituencies. The amendment appears to upgrade the Southwest position and undermine the regional approach the staff tried to take. She asked why Southwest should be mentioned when constituents in northwest are wondering what will happen to them. She asked why 35W and I-94 are not mentioned. There are questions about the viability of LRT in Southwest. During the recent Edmonton trip, the manager of operational planning said their Clairview extension seemed to be similar to Southwest and Clairview was a big mistake. It was put out on an existing right-of-way and rail line. There was little in the area, it is mostly industrial, with no highway access and cars cannot get there. It was installed thinking that development would

come and it never happened. They cannot generate the needed ridership and the operational costs are skyrocketing. As a result of a shakeup, the people who pushed for it have left. Their philosophy has now changed to serving existing ridership. They look at demand and serve it. They are now putting in a new line in a high density area to provide enough riders to bail out of high operating costs.

Franklin said that in looking at Recommendation 4.a., is it possible it would include in the preliminary engineering some of the Southwest corridor which could be construed as limited preliminary engineering activity. Abdul-Rahman said that was the intent of the recommendation--penetration of downtown and connections to other corridors. Referring to maps, he said for the Southwest we will have to go as far as France Avenue and Lake Street.

Fuhr said she would like to do more and go back to the original premise and go as far as Hopkins. Preliminary engineering is not the last word, but involves taking a closer look. The cost effectiveness and ridership to Hopkins are the same as other corridors. She disagreed with MarksJarvis, saying you cannot compare Clairview to Southwest. Southwest goes through built-up suburbs. In Edmonton they had effective feeder bus lines. The chairman said, to clarify, that preliminary engineering is more than taking another look at the corridors. It is pre-design, gathering information to do preliminary design. It is explained in Item 3 of the packet.

Snesrud said that during the Edmonton/Calgary trip they met with nationally known consultants and they said again and again to keep politics out of the decision. If it is not a regional decision, we will have the same situation as the Clarview line. She was pleased to see a service needs assessment for the seven-county Metropolitan Area included in the staff report. That must be done so all the corridors can be considered, including Southwest.

Doyle asked what the board is doing today. It is here to make a decision to gather more detailed information with respect to corridors feasible for LRT development. We are not here to make a commitment to build a corridor. We are saying the board should look at Southwest corridor. The only thing we are trying to do is not close doors on that corridor. When the board makes the LRT decision it can decide if it is appropriate or not. Chances are it will point to University Avenue, but it does not preclude Southwest. The projections say Southwest will result in as many riders taken from cars as University. What impact will Southwest have if it connects with University? Those are some questions that have not been answered. This language says we want to look at those things. Doyle asked Abdul-Rahman if the proposed amendment to the recommendations would compromise in any way what staff sees as the next step in public transit development in the region. Abdul-Rahman said that as long as it is understood that we are talking about penetration of downtown and local connections, which for the Southwest will go to France and Lake. We have to do that anyway. If the amendment goes beyond that, there are questions. Doyle said the language does not say we should do more or less than the professional staff has recommended.

Acosta said preliminary engineering is part of the building design process. The decision should be on transit planning. The board must demonstrate that it can make sound transit decisions in a tough political climate. The door should not be closed on Southwest, but with the needs assessments we will look at corridors in the entire Metropolitan Area.

Joyce said Doyle covered many of his points. Again, we are not making a decision to build in any one corridor. We have to have all the preliminary engineering on all three corridors. This goes back to the 1981 feasibility studies. The meaning of the numbers in South have to be determined. The Southwest numbers are better than in the places visited. Clarview is not a good line. The second line was unsuccessful because it was built during a recession but the initial line was successful.

Newland said he does not feel adopting the staff recommendations would close doors. He agrees that the service needs assessment is appropriate and will reveal what will be needed to choose what will follow. The concern he has is the cost of preliminary engineering. It does not always lead to construction. As many as half of the projects he has been involved with did not go to construction. Having served as staff, he feels strongly about supporting the professional staff and cannot support this amendment.

Caranicas said Recommendation 4.a. does what Doyle wants to do. Part of the amended language is repetitive and confusing.

The chairman summarized: the issue before the board is the matter of whether the staff report deals with what Doyle wants it to contain, or whether we need to reemphasize or state in another way what staff says it wants to say. The board is reviewing adding Recommendation 4.c. Vote was taken; the motion failed.

Referring back to the staff report, Fuhr said she agrees with Skrebes about alienating Hennepin County. They have borne the burden of this by themselves. Ramsey County has not done anything. It is essential that the board has a good relationship with Hennepin County. The suburbs support it. She is concerned about where the board stands with them.

The chairman said he is hearing the board say that in no one is attempting to exclude Southwest corridor from consideration. Doyle said he was saying that in another way. The decision lies with this group and it should keep good intergovernmental relationships with everyone it deals with. A lot of time was spend asking for information.

Franklin said "The board has the opportunity to take a giant step forward for transit in the Metropolitan Area. We have been charged with the responsibility of solving transit problems and with planning transit for our area. After a great deal of reading, listening to presentations, questions and answers, I have come to the conclusion that the best transit system for our region is a combination of LRT and buses.

Significant growth in employment, retail activity and entertainment functions in our downtowns will add to the existing congestion, pollution and parking problems. Rush hour traffic already causes frustration, delay and some pollution. If we don't address this issue, the situation will become worse as more jobs are created to fill all the new buildings under construction. Whether we live in Minnapolis, St. Paul or the suburbs, we all make many trips a year to the center cities for work, shopping, education or for entertainment. If traffic is snarled and we can't find parking, we would in time avoid the downtowns. They are too important to the total area to have that happen. To survive, the area needs effective, efficient mass transit and I believe LRT is the answer for several corridors.

"My other reason for supporting LRT is because of operating costs. The Metropolitan Systems Committee report tells us that from 1971 to 1983, both costs per mile and costs per passenger on MTC buses increased by more than 450 percent. Even adjusted for inflation, the real cost increases were over 200 percent. Around 80 percent of the MTC operating budget is for salary and fringe benefits. LRT offers an opportunity to reduce operating costs and increase efficiency. A 40-foot bus carries about 50 passengers, an articulated bus carries abbout 80 passengers. An LRT vehicle carries about 166 passengers; two LRT vehicles with one driver carries about 332 passengers; three LRT vehicles with one driver carries about 498 passengers. In busy corridors, the LRT would help reduce operating costs.

"One last point, not talked about a lot. There is a ripple effect on the local economy in the construction of any major project. Portland is in the process of building a light rail line and has estimated the ripple effect could be as much as $385 million added to the local economy and that the project means around 665 construction jobs per year over four years.

"As a Regional Transit Board, we have the responsibility to solve problems by planning ahead--not just for 10 or 20 years, but for the future--40 to 50 years ahead and I look on this as a very positive step for transit for our region.

"I wish we could move ahead with LRT, not only in these three corridors, but in other potential corridors in the region, but I understand that we can't do all at one time and that we have to prioritize and stage the effort and I will support the steps outlined in the staff report."

Franklin moved approval of the recommendations in the staff report; Acosta seconded the motion.

Loeding said he had intended to make that motion and felt Franklin's remarks were well put. He commended staff in putting these together, particularly in view of comments by people who feel studies were premature and the first thing we need is a service needs assessment and then move ahead after preliminary engineering on the current system in University corridor. He said the recommendations are exactly on target and he is pleased to support them.

Lefko said he wanted to complement staff, Natalio Diaz, Steve Groschala and the board itself. This was a test and the discussion reached a high level and the chairman set a good tone. He continued "We have defined the transportation problem well. Our problem is that our proposed solution doesn't relate to the defined problem. It is not an issue of technology...technology is feasible. It is not an issue of financing or cost. If we wish to spend the money and believe it is a priority, as a region, it can be afforded. The issue, therefore, is not cost, nor cost of LRT relative to alternative freeways or public works, but cost-effectiveness of this project as a limited resource relative to how well this proposal will solve our problems. It is on this point and others that LRT fails to meet our test and should be rejected.

"The issue is not whether it is plausible in Portland, suave in San Diego, or efficacious in Edmonton, but is this the best thing for the Twin Cities? We appear to have a fascination with technology. Call it warm fuzzies for street cars, or a confusion between a belief in a technological fix and how we define the problem that is facing us.

"I have heard from proponents that we are doing a transportation solution, or at least a contribution to an overall transportation issue. I have heard others say it is economic development. For others, air pollution and for others, downtown congestion.

"I realize LRT is not a panacea, but what we must ask as public officials is whether the cost relative to investment justified the expenditure. It is a subjective decision, and I have determined that two percent of riders off freeways, or questionable modest economic development, little ridership gain and potential costs do not meet our needs. A number of questions remain for me which have not been answered and will not be answered by preliminary engineering: are we replacing bus riders for street car riders? If this is the majority of our action, then is the justification worth the expense? Are we, by this action, redirecting a major portion of our resources, relative to future overall transit needs? Are we, in fact, limiting our future financial options?

"The Citizens League and the Metropolitan Council staff have raised a number of basic issues relative to effectiveness and if shifts in population and work location make this an investment that does not meet future demand. They have raised issues which state more eloquently problems with this decision than many things I can state. It has been said that we are building a system for not only 2000, but 2030 and 2050. That is why it should be relevant to our needs and able to have an impact. We should build a system for the long haul, but the data on ridership, congestion and location indicate that investment in LRT will have a very, very limited impact.

"Is it realistic to assume that all of the growth in the Twin Cities will go into these three corridors? Will there be other options throughout the city and suburban region that will lessen our figures? I was very struck by the comments of our economic experts, who suggested that we may be high as to economic impact.

"Operation versus capital costs: it has been stated that operating costs make the system cost-effective. Read Jose Gomez-Ibanez.

> While LRT systems probably do save on vehicle operator costs, as LRT proponents suggest, these gains are likely to be offset by the added expense of maintaining the LRT vehicles and right-of-way unless the passenger volumes on the LRT are extremely high. An LRT vehicle is considerably more complex than a bus, and thus the ratio of car maintenance and employees to vehicles is likely to be higher on an LRT than a bus system. Maintenance of track, signaling, overhead catenary, power distribution systems, fare collection systems and stations also tend to increase the operating costs of LRT over those of buses. The ratio of employees per vehicle is twice as high on the San Diego LRT as on the bus system, for example, which suggests that San Diego's passenger densities are far too low for the savings in operating costs to offset other LRT costs.
>
> LRT maintenance costs may be understated during those early years of opeation because the vehicles and right-of-way wee brand new and much of the equipment under warranty. In addition, the simple comparison of bus and LRT operations in the same system disguises the cost of LRT feeder service. The new LRT lines may skim the cream off the older bus system by taking over one or two of the most heavily travelled and profitable trunk bus routes and leaving the buses to operate the less profitable, but necessary feeder services.
>
> Costs of LRT vehicles, track, power and signal systems should increase as the new systems age. Whatever the ultimate operating cost increase, the added costs of LRT vehicle and way maintenance and feeder service have clearly offset any economies the LRT might offer in a larger vehicle or a greater number of passengers carried per operator.

"Will we be in the position of continually having to expand the system to justify our initial expense?

What would I suggest instead--busway, freeway changes, changes in bunching of streets for buses downtown. Let us ask, as the Citizens League has asked, how is the problem defined...there is no single strategy...HOVs...flexible vehicles...other solutions. The one thing that is certain is that LRT comes back the wrong answer. We should not go to preliminary engineering because it becomes too easy to become committed to a decision and then seek the information to justify our decision. I have realized how my perceptual filter has affected my bias against fixed rail systems. I sought out those facts on the trip and during meetings and reading, which justified my biases. I am afraid that this is a commitment to LRT, no matter how it is phrased, and this commitment to LRT increases the psychological commitment to that system.

"I think this is a wrong action. The long-term future of transit in this area is in the service needs assessment. I think this decision negates the logical planning process and suggest that LRT is the wrong decision for the Twin Cities."

Acosta said LRT will not solve all our transit roles. The bulk of people ride buses because they have to. That is a mistake, it is a shame. It is no longer efficient. We have some problems that will be compounded as we move to the year 2000. LRT potentially can carry 300 people with one operator. As we look into the future we see operating deficits that will be growing, sooner than we expect. We may have $30,000,000 or more shortfall. In certain corridors, University is one, we have the opportunity to provide better efficiency and an alternative to the automobile. It will do something for land use and do something for industry. We spent $400 to $500 million to build I-394, which is a 10-mile link. People deserve to ride something that is not broken down. They deserve a system that is efficient, modern, and can go to the year 2000 and beyond. We have to replace highways every seven years, not counting the millions spent on repairing potholes. He thinks the staff recommendations are good and he thanked everyone who worked on the Alternatives Analysis.

MarksJarvis said she shares Lefko's concerns and the reason she can vote for this package is that it is a step toward more detailed information. She thinks LRT can attract riders who would not ordinarily use transit. There is major concern about operating costs. In Calgary the operating costs increased. It is a new system that has not proved itself. She is not ready to say it is successful, but thinks it raises questions about operating costs.

Although there is a feeling there is magic in trains, MarksJarvis said she thinks that may be true, but we cannot be blinded by that magic because we have some important questions to ask this year.

Lefko said that in reacting to Acosta's statement, the issue is not whether other expenditures in other roads are good or bad or large or small. The issue is what we should do. The bus system will be the backbone and major portion of the system no matter how many lines are built. He urged everyone to read the Harvard Study. The question is, "Is this the answer?" When you go to our own figures, as we face financial crisis, heavy expenditures may compound those. If we add to the debt, it may hurt us ten years from now.

Newland said the critical mass question is a good point. It gets to the question of how deep we will dig for this information. This is not a "go/no go" vote yet.

Vote was taken to adopt the report as amended. Motion carried (Lefko voted nay).

The chairman said he has strong feelings on this. He had spoken less than at previous meetings because he has seen this board jell in the last month and a half. The members have taken on a tough issue, considered the information, researched, and soul-searched. This is not the end; it is the beginning of their transit planning responsibility. It is more diverse than LRT. This decision was put to this board with a short leadtime. The board wants to look at total transit needs and where LRT, buses, dial-a-ride, and other things fit, and what can RTB bring to that.

Perovich said each member did an excellent job in soul-searching and making his or her decision. He commended staff and thanked the people from Hennepin County, MTC and others who spent hundreds of hours with staff in putting together the implementation study. It will be useful in many ways. He thanked Natalio Diaz, Larry Dallam and Steve Alderson and people from the Transportation Advisory Board and Metropolitan Council who put all this information together. This is a job well done. It was a good decision and he sees this as an opportunity to put together a transit system.

Acosta said one member from an engineering board suggested that the chairman appoint a special committee. Acosta moved:

> That the Regional Transit Board chairman appoint a special committee of three board members to assist in the scoping of preliminary engineering tasks associated with Light Rail Transit. The charge of this committee will also include making recommendations to the full board concerning the maximum cost of such engineering work.

Snesrud seconded the motion. Loeding suggested that it be discussed at the Policy Committee level first. MarksJarvis asked Newland to discuss his reasoning. Newland said he is interested in limiting preliminary engineering fees. He is interested in serving on such a committee and has no problem with taking it first to the Policy Committee.

Fuhr asked what will happen now. Who is going to be involved? Perovich said the motion would preempt staff from presenting a procedure. He would not be comfortable with appointing three board members now. Staff needs a chance to put that together. There are experienced people on the board, but he would like to give Abdul-Rahman an opportunity to deal with this and make recommendations.

Caranicas said the motion is premature. It should be taken up later.

Loeding offered an amendment that the motion be tabled and referred to the Policy Committee; Joyce seconded the amendment. Vote was taken to table; motion carried unanimously.

Fuhr said it should go to Policy Committee before staff. Lefko said members will work closely with staff to develop recommendations along suggested lines.

Referring to the LRT report, Abdul-Rahman said the board recommendations have to go to the Metropolitan Council, which will act by mid-March, before going to preliminary engineering studies. Staff will have a chance to put together a document on how to do the study itself. There is more than just engineering work; included are financial impact and needs assessment. We have to receive the final decision from the Metropolitan Council.

Newland said that since this may require additional action by the Legislature and some consultants will not work without pay, the issue may be moot.

OTHER BUSINESS:

The chairman announced that Dirk deVries has been reappointed by the Metropolitan Council as liaision to the Regional Transit Board and he should be recognized for his contribution to the Alternatives Analysis Study.

The chairman noted that the handouts include drafts of two bills that include those items needed to improve or correct the original legislation and the financial program. Authors have not been selected.

Perovich said there is a misconception about the $10 million on preliminary engineering. It is expected that the preliminary engineering will cost between $3 or $4 million but we are asking to carry over the $10 million for other transit needs. The media should understand that the preliminary engineering is substantially less than $10 million. Fuhr said there are also misconceptions on the whole scope of the thing. She asked how we will educate the Legislature about what we have done. Lefko said there is a difference between explaining and marketing what we are doing. He would object to selling LRT when in effect we have not taken formal action yet.

There being no further business, Joyce moved to adjourn. Kranz seconded the motion; Motion carried unanimously. The meeting adjourned at 6:30 p.m.

Respectfully submitted,

Mary Fitzgerald

Ex. B

John Doyle
2/23/85

SUGGESTED AMENDMENTS TO THE ORIGINAL STAFF REPORT
WITH RESPECT TO FINDINGS AND RECOMMENDATIONS

FINDINGS

Based upon the previous discussion, the findings are:

- The University Avenue corridor is the best candidate for major transit improvements; major transit improvements in the Hiawatha corridor would also generate significant benefits.

- Major transit improvements in the Southwest corridor would ~~not~~ also generate ~~as~~ many benefits although not as many as in the University Avenue Hiawatha Avenue corridors.
  ~~It is not apparent that the Southwest corridor should have a higher priority than other corridors in the region not included in this analysis.~~

- The Null and TSM alternatives do not adequately meet future transportation needs in the three corridors under consideration.

- The fixed guideway alternatives significantly improve transit service in all three corridors.

- Light rail transit alternatives generate greater potential benefits than busway alternatives.

- The benefits derived and objectives achieved with light rail transit make it cost-effective despite higher capital costs.

- Further engineering needs to be conducted prior to a final commitment to implement improvements in the corridors under consideration.

- Transit improvement decisions in the three corridors and others should conform with the decision-making process adopted by the Board in the Interim Implementation Plan.

RECOMMENDATIONS

Based on the staff findings and conclusions, it is recommended that Committee of the Whole and the Board adopt the following positions:

1. University Avenue through the two downtowns should be selected as the priority corridor for transit improvements.

2. Light rail transit should be selected as the preferred fixed guideway alternative in the three corridors.

3. The final decision on implementation of light rail transit should be made after preliminary engineering, additional development planning, regional needs assessments, and financial resource analyses are completed.

4. A work program for the next 18 months should be adopted that includes the following:

   a. Preliminary engineering for light rail transit in the University Avenue corridor, including logical connections to other corridors through the two downtowns and connections to maintenance yards and shops, as well as site specific development planning for corridor stations in the University Avenue corridor (completed by December 1986.)

   b. Preliminary engineering activities to facilitate maximum coordination with the roadway preliminary engineering activities for the Hiawatha corridor. The work should include LRT trackwork definition, civil works engineering, and station development planning (completed as dictated by Hiawatha roadway design activities).

   c. Limited preliminary engineering needs to be conducted on the Southwest corridor to ensure coordination with other corridor connections.

   d. Service needs assessments in all other major regional transit corridors in the region, including a comprehensive financial resource analysis that includes assessment of the potential for federal/state/regional funds (completed by March 1986).

   e. Establishment of an intergovernmental advisory committee to guide these activities within the context of the regional planning process.

5. A final decision on implementation of light rail transit, selection of priority corridors for final design, and transit decisions in other regional corridors should be made by December 1986.

6. A specific proposal to the 1987 legislative session should be prepared, describing the priority transit improvements recommended by the Regional Transit Board and recommending the financial mechanisms and organizational structure to carry out the final decision.

Ex A

Exhibits for February 25, 1985 Special Board Meeting

- Letter from Representative Gloria Segal, dated 2/25/85
- Report by Kevin Neels, Charles River Associates, Inc., dated 2/25/85
- Transcript of WCCO-TV Editorial Broadcast 2/24 and 2/25/85
- Letter from Hennepin County Regional Railroad Authority, dated 2/20/85
- Letter from George Isaacs, dated 2/22/85
- Letter from Transportation Advisory Board, dated 2/21/85
- Letter from Bec C. Sebesta, dated 2/22/85
- Letter from Andrew C. Selden, Chairman, Southwest Corridor Citizens Advisory Board, dated 2/20/85
- Letter from William Schatzlein, Riverplace, dated 2/19/85
- Letter from James C. Shirley, Council Person, City of Hopkins, dated 2/22/85
- Letter from Bob Miller, Mayor, City of Hopkins, dated February 22, 1985
- Map of Southwest Corridor Guideway Alignments and Station Locations prepared by Barton Aschman Associates, Inc.
- Map of University Avenue Corridor Guideway Alignments and Station Locations prepared by Barton Aschman Associates, Inc.
- Bill for An Act, R2807-3
- Bill for An Act, R2808-3

Gloria M. Segal
District 44B - St. Louis Park
Committees:
Education
Chair, Sub-committee, Teaching and Learning
Commerce and Economic Development
Vice Chair, Economic Development
Vice Chair, Small Business
Energy
Vice Chair, Energy Economics
Sub-committee, Hydroelectric Power
Legislative Commission on Waste Management
Governor's Council on Education
Joint House Senate Committee on Libraries
Legislation Liaison, Hennepin County Light Rail Transit

Minnesota House of Representatives
Harry A. Sieben, Jr., Speaker

February 25, 1985

Mr. Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, MN

Dear Mr. Perovich:

The Regional Transit Board has done an excellent job of analyzing the need for light rail transit, and I very much appreciate your efforts.

At this time, I would like to encourage the Board to consider a position on LRT routes which would maintain optimal flexibility for the development of routes.

Choosing to focus on a University Avenue route only for immediate development would be a mistake. The Regional Transit Board needs the broadest support possible for its decisions. Suburban interests must be assured that preliminary work on the Southwest Corridor is being initiated as well. Since the redesign of 35W is beginning, the preliminary decisions regarding the Hiawatha Corridor become important also.

As you are well aware, political leadership may change every two years, but the suburban commitment to light rail transit development has and will remain very strong as long as there seems to be in indication and assurance that progress is being made to facilitate the development of suburban routes.

All of us are ultimately most interested in developing a family of transit systems to better serve the metropolitan region. Your decisions in developing recommendations for preliminary design and engineering work needs the support of the metropolitan area and the State Legislature for future success of funding for implementation.

I would hope, in your deliberations, the need for metropolitan-wide support would be a consideration in your decision.

Sincerely,

Gloria Segal

Gloria Segal
State Representative

Reply to: ☐ 172 State Office Building, St. Paul, Minnesota 55155 Office: (612) 296-9889
☐ 2221 South Hill Lane, St. Louis Park, Minnesota 55416 Home: (612) 926-5146

CHARLES RIVER
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February 25, 1985

CRA #884

Mr. Ghaleb Abdul-Rahman
Executive Director
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Ghaleb:

Enclosed is a written summary of the conclusions that Gary and I came to after reviewing the development impact projections prepared by Robert J. Harmon and Associates. I am sending this to you without Gary's review so that you will have it in time for the next meeting of the Board. Thus, although I have tried to summarize our joint conclusions, I take sole responsibility for the statements made in this writeup.

I enjoyed meeting you and your staff, and look forward to working with you again in the future.

Sincerely,

CHARLES RIVER ASSOCIATES INCORPORATED

Kevin Neels

Kevin Neels
Senior Associate

Enclosure

KN/lmp

M E M O R A N D U M

To: Ghaleb Abdul-Rahman

From: Kevin Neels

Subject: Development Impact Projections for the Proposed LRT System

Date: February 22, 1985

This memo documents the conclusions that we presented at the joint meeting of the Regional Transit Board and the Metropolitan Council Metropolitan Systems Committee held on February 4, 1985. At that time we made four points:

- The evaluation of the proposed improvements should focus on their transportation impacts.

- The effects of the improvements on CBD employment and development will be weaker than projected.

- The choice of technology (bus vs. LRT) will affect development at specific sites in the CBD's and along the corridors.

- Realizing the development potential associated with the improvements will require long term commitment vision.

Each of these points is discussed in more detail below.

FOCUS ON TRANSPORTATION

We believe that in evaluating these transit proposals the Regional Transit Board should place its major emphasis on the transportation benefits that these improvements can provide. This belief is based in part on the fact that the transportation benefits of such proposals outweigh the benefits of any development impacts, and hence should receive more weight in the decision making process. We also believe, however, that the development impacts of improvements such as these are outgrowths of their transportation impacts. Thus, an accurate measurement of the transportation impacts can provide a basis for assessing the magnitude of the associated effects on development.

The transportation analysis conducted as part of the alternatives analysis appears to have been executed competently and to have produced reasonable results. Those results suggest that the proposed improvements can make a significant contribution to the region's transportation system and help to meet emerging accessibility needs. The University Avenue corridor in particular appears to be a

reasonable candidate for improvements in the capacity and speed of the transit system. The case for immediate action in the other corridors is much weaker. Especially in the Southwest corridor the projected ridership is very low for a light rail line. This suggests that inclusion of this line in the ~~original~~ initial plan may be warranted only if its capital costs can be kept to an absolute minimum.

EVALUATION OF PROJECTED DEVELOPMENT IMPACTS

The estimates prepared for the alternatives analysis of how much development will be transferred to the corridors as a result of the improvements overstate the likely impacts. Actuals impacts on residential and commercial development are likely to be far more modest than the draft report indicates.

This conclusion is based upon the fact that the development estimates bear no reasonable relationship to the projected transportation impacts. The Draft Environmental Impact Statement indicates that the two most favorable rail alternatives (LRT-1 in the University Avenue corridor and LRT-1B in the Southwest Corridor) will generate an increase over the Null alternative of 18,400 daily riders. If we assume that ALL of these riders are on their way to or from work, this figure corresponds to 9,200 daily commuters. The report on Transit Related Growth Forecasts, however, that implementation of the rail alternatives would shift 18,225 jobs into the corridors in the commercial office sector alone. The total estimated job shifts exceed

the direct ridership impacts by over one hundred percent. We know of no incentive, mechanism, or attraction that could reasonably explain such a disproportionate effect. If employees and customers aren't going to ride it, it is doubtful that firms will relocate because of it.

Any shift of growth and development into the corridors as a result of these transit improvements will come about through their effects on the overall accessibility of the CBD's and the corridors to the region's labor force. Firms will be induced to locate downtown if the improvements make it significantly easier for them to assemble the work force they need to conduct their business. Any such effects on overall accessibility are likely to be small. The regional highway system provides a very high level of accessibility now, and is likely to continue to do so, in spite of the growth in traffic and congestion projected over the course of the forecast period. Any improvement in transit accessibility must be viewed against this backdrop. It is doubtful that transit improvements in one or two corridors will exert sufficient leverage to bring about major shifts in the regional distribution of employment.

It is possible that shortages of parking, long walks from peripheral parking structures to workplaces, and the difficulty of penetrating the CBD by bus on surface streets may place constraints on the growth of the the two downtowns. In that case transit improvements could play a significant role in relaxing those constraints and thereby permitting their continued growth and development. If capacity constraints exist at the final distribution and egress portions of the

trip rather than along major highways or transit routes, the ability of transit improvements to affect overall regional accessibility will be much greater. Effects on development will be correspondingly larger. Discussions we participated in indicated that penetration of the CBD may be an important problem, especially for Minneapolis. This question deserves more detailed examination.

BUS VS. LIGHT RAIL

There has been considerable debate within the region over the differences between the two candidate technologies (bus and light rail) in their effects on development. We believe that if there are differences, they will be manifested at individual sites along the guideway, rather than at the regional level.

In evaluating the differential effects of these two forms of transit on development it is useful to keep in mind the particular ways in which transit affects development. The influence on transit on development can take three forms:

- o Effects on overall accessibility of areas to the regional labor force;
- o Creation of concentrations of potential customers at terminal points; and

o Enhancement of an area's "market Image".

The first form of influence was discussed above. To the extent that a transportation improvement increases the accessibility of an area to the regional labor force, making it easier for firms to assemble the work force they need, it will encourage employment growth in that area. We believe that there are few if any significant differences between the two technologies in this respect. An exclusive guideway bus systems can provide virtually the same level of surface as a light rail system and have the same effects on overall accessibility.

We must point out here that the option of running vehicles in subway through the Minneapolis CBD is independent both of the decision to build a fixed guideway transit system and of the choice of technology. The decision to build a light rail system does not necessitate construction of a subway. The vehicles can run on surface streets. The decision to build a busway does not mean that buses must run on surface streets. Although underground buses are less common that underground light rail vehicles, they are technically possible. Seattle has recently decided to use dual mode diesel/electric buses that will operate underground within the CBD. Thus, even if penetration of the downtown is a constraint on growth, the solution is independent of the choice of technology.

The second form of influence comes about because of the tendency for high capacity transit systems to concentrate pedestrian traffic and terminal locations. Large concentrations of commuters and other

travelers can greatly increase the attractiveness of terminal locations to pedestrian-oriented retail and service businesses. Many successful joint developments have been designed explicitly to take advantage of this feature of high capacity transit systems. This effect is generally most significant for heavy rail systems where a single train can disgorge up to a thousand people. It still exists for lower capacity forms of transit, however.

Here once again there is no technical reason why a bus system cannot be configured to create the same concentrations as a light rail system. In practice, however, bus systems are rarely configured in that way. To provide more direct service buses are usually operated in such a way that riders disembark in small numbers at many stops rather than in crowds at a few major terminal points. In contrast, light rail lines often have well defined "stations". Furthermore, the inflexibility of rail guideways and stations and their unsuitability for others uses creates more of a presumption of permanence, making it more likely that private developers will be willing to base their own investment decisions on their presence. For these reasons it is likely that at least for this component, light rail would have more of an impact on development than would a busway.

We doubt that this influence would be powerful enough to have an appreciable impact on the regional distribution of growth. It is more likely to affect the form of development within the corridor than it is the amount.

The final form of influence on development has to do with its effect on the image of an area in the minds of developers, employers, and shoppers. The perception that an area is an exciting place where a lot is happening can exert a powerful influence on the the amount and form of development. Public officials have often initiated a series of targeted public improvements in an effort to build momentum and change the public perception of an area. Such efforts have played a big role in the development of both of the region's CBD's. Transit investments can obviously play a part in such a process, even though their effects are virtually impossible to quantify.

This form of influence is the only one that isn't directly related to the level of ridership generated by the system. It is possible that the mere presence of the system can alter perceptions about an area. Such nonuser effects are likely to be limited, however. In the limit, a system that no one rides is likely to be one that no one knows about. In addition, the system will undoubtedly have a bigger effect of the attitudes of users than of nonusers.

There is little doubt that a light rail system will have a more favorable effect on an areas market image than would a bus system. Rail systems generally are regarded more favorably, and have fewer environmental disamentities such as noise or diesel fumes. However the magnitude of this difference, and its importance relative to other factors shaping attitudes toward an area, are very hard to measure.

NEED FOR LONG TERM COMMITMENT

Realization of the potential impacts on development outlined above will require long term commitment and concerted effort on the part of the agencies responsible for constructing and operating the transit improvement and guiding the development of the surrounding areas. The need for this long term commitment arises out of two sources.

The first is the fact that by their very nature the benefits of joint development arise out of a close coordination between the transit system and the surrounding private development. Passengers and pedestrians must be able to pass easily between them. The coordination in design and location that makes this easy access possible doesn't just happen by itself. It requires the active involvement of both the developer and the transit agency.

The second is the fact that in the age of limited access highways and automobiles transit will have only a mild effect on the overall pattern of development. The conditions that would enable a transit system to shape development in powerful ways are, we judge, not present in the Twin Cities. For this reason the proposed transit system should be regarded as a way of supporting the region's development goals rather than enforcing them. It can play a constuctive role as an additional tool for shaping development and an additional chip in negotiations with prospective developers. However it will not by itself reshape the region. Officials at both the regional and the local levels will have to continue to play an active role in guiding growth and

development.

WCCO TELEVISION
11th on the Mall
Minneapolis, MN 55403
(612) 330-2400

EDITORIAL 4

Broadcast: February 24 & 25, 1985

A Channel 4 editorial on **LIGHT RAIL TRANSIT** with Ron Handberg

Some important decisions will be made soon on how we ought to cope with the growing hassle of traffic congestion.

For some the answer is light rail transit -- a modern version of the old trolley car. It's the latest image-maker for big cities, along with domed stadiums and convention centers.

But we think light rail is something the Twin Cities can do without. We see no urgent need for it. We think its benefits are exaggerated. And we doubt there'll be enough money to build the system that's been proposed.

For some places, like San Diego, light rate is a big advantage. There's good population density and the travel patterns are right. But that's not how it is in our own metropolitan area. We're spread too thin. And the fastest growing suburbs aren't even covered in the plan.

What's being proposed is a 3-leg, 35-mile system with a pricetag of roughly $450,000,000. That's assuming a subway is built in downtown Minneapolis.

One route would extend to Hopkins or beyond. Another out Hiawatha Avenue to the airport. And a third -- along University Avenue -would link the downtowns of Minneapolis and St.Paul. That's the planners first priority.

But on University Avenue light rail could be 7 minutes slower than the present express bus service between the core cities via I-94. Only about 1% or 2% of motorists are expected to switch from their cars to the trolley. And there would be no guarantee of a development boom along the route.

Still, the biggest obstacle for light rail is money. The idea of diverting tax revenues from the sales of automobiles may be in trouble at the Legislature. President Reagan wants to stop funding mass transit altogether. And we think raising property taxes for such an 'iffy' project would be a big mistake.

No, light rail is not the answer to traffic problems in the Twin Cities. At least not for now. We think this is one fad the taxpayers will happily do without.

We offer equal time for an opposing view.

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY

A-2307 Government Center, Minneapolis, MN. 55487-0237 612/348-4077

February 20, 1985

Mr Elliott Perovich, Chair
Members of the Board
Regional Transit Board
270 Metro Square Building
St Paul, MN 55101

Subject: Preliminary Engineering of Light Rail Transit

Dear Mr Perovich and Board Members:

In your consideration of the draft recommendation to begin preliminary engineering of LRT, we request and urge that you at least include useable segments of all three corridors addressed in the Alternatives and Implementation studies. This would be consistent with the multi-lateral basis of the studies, and ensure options for the RTB in the future when the decision to build LRT will be before you.

For purposes only of preliminary engineering, in our opinion, the minimum useable segment for University Avenue must be between the two regional centers. In the Hiawatha Avenue corridor, the minimum segment should extend at least to the GSA Building, in order to relieve congestion on Hiawatha, the Crosstown, and I-35W. In the Southwest corridor, the minimum segment should extend at least to downtown Hopkins.

We do not question the need to designate a priority corridor to be eligible for UMTA funding for that corridor, but we question whether that designation is appropriate now to local implementation decisions or consensus. Indeed, there is a small chance at best that UMTA funds will be available for an LRT corridor, and the Implementation Study indicates how the project could be supported with state and local funds. Thus, UMTA need not and should not be the driving force behind the local decision whether and where to built LRT. We do not question, and we strongly support the need for a regional LRT system plan. That planning work should not delay progress in the three corridors already studied.

We strongly feel that the Southwest corridor should be part of preliminary engineering, for several important reasons. The Authority has invested considerable time, money and risk to preserve this corridor, paid for with a county-wide property tax that we have levied. We, the City of Minneapolis, and the southwest suburban communities have participated in the Alternatives Analysis, and have conducted and paid for the Implementation Study.

In addition, if the RTB finds it appropriate, the Southwest corridor offers the opportunity for a highly successful, easily implemented, and low-cost LRT demonstration project, broadly supported by the corridor communities.

We have worked with the RTB in the past, and we earnestly desire to do so in the future, so that our region finally can move ahead with the corridor improvements we so badly need.

Yours sincerely,

Sam S Sivanich, Chair

Jeff Spartz, Commissioner

John Keefe, Commissioner

Mark Andrew, Commissioner

John E. Derus, Commissioner

RESOLUTION NO. 36-HCRRA-84

The following resolution was offered by Commissioner Johnson; seconded by Commissioner Spartz:

WHEREAS, the Minnesota Department of Transportation and other agencies are about to begin studies aimed at upgrading the I-35W corridor extending south from downtown Minneapolis, and

WHEREAS, this corridor has shown an exceptionally heavy travel demand with a high level of transit ridership,

BE IT RESOLVED, that the Board of the Hennepin County Regional Railroad Authority urges the Minnesota Department of Transportation, the Metropolitan Council, and others participating in the feasibility studies to consider fully the application of light rail transit in the I-35W South corridor as an alternative to greatly expanding the freeway.

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS as follows:

BOARD OF COMMISSIONERS HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Jeff Spartz	X		
Randy Johnson	X		
Richard E. Kremer	X		
John E. Derus	X		
E. F. Robb, Jr.	X		
Mark Andrew	X		
Sam S. Sivanich, Chairman	X		

RESOLUTION ADOPTED October 9, 1984.

ATTEST: _____
John E. Derus, Secretary

5. The implementation of LRT in the Southest corridor will have a very positive effect of removing a significant percentage of auto commuters from downtown Minneapolis. This corridor serves the more affluent multi-auto owning population both in Minneapolis and the southwest suburbs. The projected development along the northwest crescent of Lake Calhoun will add many potential transit riders if the transit mode is fast, comfortable and reliable.

I trust that the Board action will take into consideration the many inputs from the public and other public bodies in modifying the recommendations of the RTB staff.

Very truly yours,

George K Isaacs

George K. Isaacs, P.E.
Ramsey County Representative
University Avenue Advisory
Committee

682 West Sextant
St. Paul, Minnesota 55113
February 22, 1985

Mr. Elliott Perovich, Chair
Regional Transit Board
402 Metro Square Building
7th and Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Perovich:

I have reviewed the RTB staff memo dated February 11, 1985 and wish to place my comments before the Board prior to their taking action on February 25th.

1. I agree with their recommendation that LRT is the preferred transit improvement in all of the three corridors that have been studied.

2. I disagree with the recommendation that the Board withhold making a decision until after the preliminary engineering is completed 18 months hence. The RTB was created by the Legislature to make decisions, not to postpone them with a continuum of studies.

   I strongly suggest that the RTB set as its goal a fish or cut bait decision on LRT within the calendar year of 1985. By that time the Board members should be familiar enough with the nature of LRT to pass judgement.

3. I strongly disagree with the staff's recommendation to drop the Southwest corridor from consideration for preliminary engineering.

   Staff's use of the conclusions contained in the 1981 LRT Feasibility Study as a basis for their recommendation is in error. The 1981 Study was a poorly conducted study by an incompetent consultant who had no previous LRT experience and was based on erroneous assumptions. I say this because I sat as Ramsey County Representative on the Project Coordinating Committee that monitored the study. My objections to the consultant's conclusions, both written and oral, were never responded to by the consultant or Met Council staff.

4. I recommend that the Board restore the Southwest corridor to priority level as the one line that can be built the quickest, with the minimum of engineering obstacles and at a minimum cost per mile. It was for this reason that San Diego built their line to San Ysidro instead of their other proposed lines.

TRANSPORTATION ADVISORY BOARD

Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Telephone (612) 291-6359

February 21, 1985

Mr. Elliot Perovich, Chair
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

RE: Recommendations relative to transit alternative issues

Dear Mr. Perovich:

At the February 20, 1985 meeting of the Transportation Advisory Board, the Board completed its review of the Draft Alternatives Analysis and Environmental Impact Statement for the University Ave. and Southwest Corridors. It heard reports from its Technical Advisory Committee (TAC) and from the Board's Policy Plan Committee. The action of the TAB was as follows:

1. It approved the three recommendations of the Policy Plan Committee which are included in the attached report.

2. It forwarded the report and recommendations of the Technical Advisory Committee for information.

The recommendations of the Board and the related information are now forwarded to the Regional Transit Board for its consideration.

Sincerely,

Emil Brandt

Emil Brandt
Transportation Coordinator

EB:jlm
cc: Alton Gasper, Chair
Transportation Advisory Board
Ghaleb Abdul-Rahman,
Exectuvie Director, RTB

TRANSPORTATION ADVISORY BOARD
Suite 300 Metro Square Building, St. Paul, Minnesota 55101

M E M O R A N D U M

DATE: February 15, 1985

TO: Transportation Advisory Board

FROM: Policy Plan Committee

SUBJECT: Draft Alternatives Analysis and Environmental Impact Statement for the University Ave. and Southwest Corridors -- Committee Recommendations on Preferred Corridor and Preferred Alternatives

The Policy Plan Committee was charged by TAB to review the University Ave. and Southwest Corridors Analysis and the LRT Implementation Study, and to make recommendations to TAB on the preferred corridor and the preferred alternative within each corridor. The Policy Plan Committee has examined material dealing with the Hiawatha Avenue Corridor as well as the two contained in the Draft EIS, policy issues surrounding the Alternatives Analysis, and material received from the Technical Advisory Committee, the Regional Transit Board, the Citizens' League, and Transportation/Comprehensive Planning Department of Metropolitan Council, all of whom were engaged in simultaneous reviews.

Given this analysis, the Policy Plan Committee makes the following recommendations:

1. TAB recommends to the Metropolitan Council and to the Regional Transit Board that a service needs assessment be carried out in all major regional transit corridors in the region, including a comprehensive financial resource analysis that includes assessment of the potential for federal/state/regional funds.

2. TAB recommends to the Metropolitan Council and to the Regional Transit Board that the University Avenue Corridor be selected as the priority corridor for the Urban Mass Transportation Administration (UMTA) sponsored study.

3. TAB recommends to the Metropolitan Council and to the Regional Transit Board that preliminary engineering be carried out for light rail transit in the University Avenue corridor, including logical connections to other corridors through the two downtowns and connections to maintenance yards and shops, as well as site specific development planning for corridor stations in the University Avenue corridor. Preliminary engineering should also be completed for a busway alternative in the University Avenue Corridor.

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PHTRN1

TAC/TRANSPORTATION ADVISORY BOARD
ACTION REQUEST

No. 85-6

DATE: 2/6/85

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

SUBJECT: Report on the Alternatives Analysis Draft EIS

MOTION: TAB approve the report and forward it to the Regional Transit Board and the Metropolitan Council for information.

REASON FOR ACTION: TAC was requested to assist the TAB in reviewing the Transit Alternatives issues.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC	Review & Recommend	2/6/85
TAB/Policy Committee	Review & Recommend	
TAB	Approval	
Metropolitan Council	Information	
Regional Transit Bd.	Information	

COMMENTS:

NOTE: WHEN ACTIONS ARE COMPLETED, PLEASE RETURN TO THE TECHNICAL ADVISORY COMMITTEE.

DE464A
PHTRN2

DATE: February 6, 1985

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

SUBJECT: Report on the Southwest and University Avenues Alternatives Analysis Draft EIS

The Southwest-University Alternatives Analysis Task Force was established by the TAC to address the following charges:

1. Is there enough information in the DEIS to allow a reasoned decision concerning: the need for transit improvements, the best transit mode, financing, and alignment in the two corridors;

2. Develop appropriate criteria and, using those criteria, select the preferred alternative (alignment and mode) in both of the corridors.

This report responds to both charges. In addition, this report raises some concerns and issues that the task force believes are important for the TAC to consider as it reviews the Draft EIS and evaluates the various alternatives.

CHARGE 1. ADEQUACY OF INFORMATION.

The task force reported the following to the TAC at its January meeting that:

The task force has reviewed chapters 1 through 5 of the Draft EIS. (Chapter 6, a summary evaluation of the material in chapters 1 through 5 and a discussion of potential funding options, was not reviewed by the task force.) In addition, the task force has reviewed a number of technical reports which served as the basis for preparation of chapters 1 through 5. A considerable amount of time was spent by task force members discussing these materials among themselves and with Nacho Diaz, project manager for the alternative analysis. While individual task force members raised some questions about the material and the analysis found in the Draft EIS, the task force as a whole does not believe these concerns are of such magnitude to challenge the overall validity of the document.

The task force finds that chapters 1 through 5 of the Alternative Analysis Draft Environmental Impact Statement is adequate to allow a reasoned decision to be made concerning: the need for transit improvements, the best transit mode, and alignment in the two corridors.

CHARGE 2. ASSESSMENT OF CRITERIA

The task force reviewed the criteria as recorded in the Study Design for the alternatives analysis. Those criteria are found in Table 4-1 of the Study Design and are attached to this report. The task force reviewed all criteria to determine if a distinction could be made between those that were important and should be studied carefully by the Technical Advisory Committee (TAC)

before it made its recommendations and those that were less important or unimportant in TAC's deliberations. The task force felt this was a valid exercise since it spent a good deal of time reviewing the draft EIS and technical reports, and developed a good understanding of the material and the impacts produced by the various alternatives. Given this direction from the task force, the TAC can concentrate its efforts on those factors that are clearly the key determinants in distinguishing between the alternative modes and corridors.

Recorded below is the task force's assessment of criteria. The TAC should realize the decision of the task force to classify criteria as unimportant was based on the fact that the various alternatives did not produce either significant negative or positive impacts, not that the subject matter of the criteria was unimportant. For example, the criteria that addresses ecosystems were classified unimportant since the negative or positive impacts are not significant, not that our natural systems are not important to this region.

Transportation System Performance

Transit Patronage. Table 4-1 records three criteria that could be utilized to quantify the various impacts of the alternatives in this impact area. The task force believes the total daily transit ridership criteria is important. Instead of utilizing the express mode transit ridership, and the peak hour and peak direction passengers at maximum load points criteria, the task force felt the total new transit ridership/auto diversions was a better criteria to distinguish between the alternatives. This data is readily available in the Draft EIS for each alternative. It should be noted that in this case new transit ridership and auto diversions are one and the same. The analysis assumed there was no latent travel demand in any of the corridors. Therefore, all new transit riders were captured from their present mode of driving an automobile.

Transit Service Level. The task force believes all three criteria in this impact area are important and should be considered by the TAC.

Highway Traffic. There are two criteria in this impact area. The task force believes that both criteria are important if the word roadway is substituted for highway and street in these two criteria. The criteria would then read, "reductions in roadway traffic volumes" and "reduced roadway traffic capacity."

Parking Requirements. All three criteria listed for this impact area are important for the analysis.

Roadway Freight Operations. This impact area is not significant in the evaluation of these alternative modes or corridors.

Socio Economic Impacts

Displacements and Relocation. This impact area is not significant in the evaluation of these alternative modes and corridors.

Neighborhoods' Social Interaction. This impact area is not significant in the evaluation of these alternative modes and corridors.

Visual and Aesthetics. This impact area is not significant in the evaluation of these alternative modes and corridors.

Historic and Cultural. This impact area is not significant in the evaluation of these alternative modes and corridors.

Land Use and Economic Development. There are three criteria identified for this impact area. The task force felt all the criteria were important in evaluating alternatives.

Fixed guideway transit tends to attract development to areas around the terminals and transfer points of the system, while nonfixed guideway systems do not. This potential depends heavily on local planning and zoning decisions and on the level of incentive that municipalities offer to developers.

Predictions of development potential are based on assumptions about future public policy and market demand. Thus, the findings tend to be subjective in nature. The Draft EIS assumes that fixed guideway transit will produce no net increase in new regional development, but only the location of development which otherwise would occur. This assumption may or may not prove valid in the future.

The public would appear to benefit from clustered development which would result in lesser travel demand and travel time, lower public and private infrastructure costs, and stimulated economic activity resulting from greater public convenience. Again, however, these benefits are difficult to measure accurately or in concrete terms.

Natural Environmental Impacts

Air Quality. The task force believes air quality impacts are important and that the two criteria identified should be used in the evaluation.

Noise and Vibration. This impact area is not significant in the evaluation of these alternative modes and corridors.

Energy. The task force believes the net change in transportation energy consumption is important in the evaluation. However, the indirect construction energy investment for transit is not an important factor in the evaluation of alternatives.

Ecosystems. This impact area is not significant in the evaluation of these alternative modes and corridors.

Park Lands. This impact area is not significant in the evaluation of these alternative modes and corridors.

Financial Feasibility

There were five criteria identified under this impact area. The task force believes all the criteria are important in the evaluation of these alternative modes and corridors.

Modal Coordination

This impact area is not significant in the evaluation of these alternative modes and corridors.

CONCERNS AND ISSUES THAT NEED TO BE CONSIDERED

After review of the Draft EIS and virtually all technical memoranda that served as the basis for the draft, the task force concluded there were a number of concerns that were important to consider in the evaluation of the alternatives that were either not fully discussed in the Draft EIS or did not get the emphasis the task force believes is needed. The material recorded below identifies each of these concerns or issues and gives the task force's perspective. The task force recommends that the TAC keep these issues in mind as it evaluates the alternatives. The TAC will have to determine the relative importance of these issues in comparison to the criteria and other factual material that is presented in the Draft EIS.

The Draft EIS Was Prepared To Meet UMTA Guidelines Not To Facilitate A Local Decision On Improved Transit

The alternatives analysis process is required by UMTA if a region wants to apply for capital funding of major transit system improvements. Therefore, UMTA dictates what can and cannot be contained in the alternatives analysis and the perspective or viewpoint that the Draft EIS must take. Since UMTA has numerous applications for a limited amount of funds, the task force does not take issue with UMTA's desire to have the Draft EIS serve its needs. The TAC needs to understand that this perspective is reflected in the Draft EIS so it realizes there may be other relevant material to consider or that the material in the Draft EIS at times presents a limited view of the alternatives. Two examples given below illustrate the concern of the task force.

Importance of induced development. When allocating funds, UMTA gives no consideration to the induced development improved transit service may generate. Therefore, the Draft EIS has downplayed this issue. The TAC should make its own determination about how important this impact is and properly weight it when evaluating the alternatives.

Ridership generated due to induced development. UMTA does not allow the additional ridership that might be generated from induced development produced by improved transit service to be considered in the Draft EIS. Again, this is a matter of perspective. UMTA wants to avoid the situation where potential development is the only real justification to build an improved transit facility. An estimate has been made by the consultants about the volume of new ridership that would occur if the economic development projected did take place. Approximately 800 additional transit riders would be generated in the University Ave. Corridor and an additional 600 riders in the Southwest Corridor. (It should be noted that these two numbers are not additive since they both assume additional development in downtown Minneapolis.) These increased trips represent approximately a two percent increase in the ridership projected for the University Corridor and two or three percent increase for the Southwest Corridor. This is not a dramatic increase, but it would generate increased revenues without any increase in costs.

Time Horizon for Analysis

The Alternatives Analysis Draft EIS has used the year 2000 as a point in time

to evaluate the impact of the various alternatives. This is probably appropriate since the regional socio-economic forecasts on which the transportation models required to project transit ridership are based do not go beyond 2000, and UMTA will accept this time frame. As policymakers review the Draft EIS, they should think of the year 2000 as a reference point and realize the impacts of any transit system improvements will continue to manifest themselves over a much longer time period. If the useful life of the busway or the LRT track and bed is 25 to 40 years, then the impacts should extend to the years 2015 or 2030 if the facility is built by 1990.

Impact on Adequacy of the Transportation System

Many of the criteria and measures of impact focus on a comparison of the present situation (1980 to 1984) to the year 2000. These criteria include regional trip making, congestion in the corridors and on specific highway links and vehicle volumes on downtown streets. If any one of these criteria were evaluated for a longer time frame, the impacts of the alternative transit improvements may be significantly different than they appear in the report. For example, total trips in the University and Southwest Corridors are projected to increase through the year 2000. Key factors that cause this increase in travel are the added development in the two CBDs, added development in the Southwest Corridor, increased population of the region, and increased travel by all residents of the region. There is no reason to believe that the CBDs, the region and/or the Southwest Corridor will stop growing after 2000. Therefore, increased travel can be expected in these corridors well beyond 2000. Increased travel will increase transit use. In addition, increased travel on the major highways will cause increased congestion, unless facility improvements or traffic management techniques are implemented. Since increased congestion on the highways will lower travel speeds, transit alternatives that have exclusive or semi-exclusive rights-of-way will be able to maintain their travel speed and, therefore, offer more attractive alternatives to the automobile than are anticipated for the year 2000. The Draft EIS estimates that the fixed guideway alternatives would divert two percent of the trips on I-94 by 2000. This percentage could be significantly higher by 2015 or 2030. The level of transit ridership will be directly related to the congestion on the highway system.

The facts and figures are not available to project specific impacts out to 2015 or 2030. The key point is that conditions will change, and unless something very different happens than what has been experienced over the past 10 to 20 years, there will be more travel in these corridors, and therefore the highways and transit system will have to serve more trips than projected for the year 2000. At some point in time, the congestion problems may indicate the need for facility improvement. If this were the case for I-94, significant cost would be involved. The provision of high quality transit may eliminate the need for such improvements, or delay when the improvements are needed. The Draft EIS does not attempt to evaluate such impacts. The task force recognizes there are many changes that could take place in the travel habits of U.S. citizens over the next 25 to 40 years. There are many things that could also change the amount and location of growth in the region. These factors cannot be predicted. Therefore, it is impossible to make accurate forecasts over such a long period of time. Nevertheless, as decision-makers review the Draft EIS, it is important to keep in mind that the transit improvements will be functional well beyond the year 2000, and their impacts will continue to manifest themselves for many years to come in the environment that they will at least influence if not create.

Operating Costs

Operating costs for the alternatives also need to be looked at over a reasonable length of time if their full meaning is to be understood. In Table 1, the annual deficit or surplus projected in the Draft EIS for select alternatives have been simply multiplied by 25 and 40 to estimate the total deficit or surplus reached by years 2015 and 2030 assuming operation would start in 1990. The Null Alternative in the University Corridor will accumulate a deficit of $91 million in 40 years. The busway deficit will be $35 million, and LRT 3 Alternative will have a surplus of $38 million.

Since the region is committed to at least the bus service today, the Null Alternative should be thought of as a commitment that has already been made. If this is true, it is worthwhile to determine how the other alternatives compare to the Null Alternative.

Following this approach, those alternatives which would produce a lower deficit than the Null Alternative would be thought of as "saving money." It should be remembered, capital costs are not included in these figures. In the case of the TSM in the University Av. Corridor, which would produce a deficit of $87 million over 40 years, this would be considered a savings of $4 million over the Null. The busway deficit would be $37 million. This is a $55 million savings over the Null. For the LRT 3 Alternative, the surplus of $38 million would be added to the deficit of $91 million produced by the Null, to generate a net savings of $129 million.

In the Southwest Corridor, all alternatives will operate at a deficit. Over the 40-year period, the Null Alternative will incur a $166 million deficit, and the TSM Alternative will incur a $203 million deficit. The Busway Alternatives will incur deficits of between $132 million and $142 million. LRT 2A will incur a deficit of $127 million, while LRT 2B will incur a deficit of $88 million.

If the other alternatives are compared to the deficit of the Null Alternative for a 40-year period, "cost savings" would be realized for all alternatives except the TSM. The "savings" for LRT 2A and Bus 2A would be $39 million and $34 million, respectively. Alternatives LRT 2B and Bus 2B would result in savings of $78 million and $24 million, respectively.

The analysis of operating costs in the Draft EIS assumes that labor costs increase at the same rate as inflation. This is not an unreasonable assumption. Therefore, the operating cost and revenues are held constant over time. As the TAC reviews the Draft EIS, it should note two important factors: 1) labor costs and fringe benefits make up approximately 75 percent of the operating cost of the MTC transit system; and 2) over the 1971 to 1983 period, the MTC's direct labor costs have increased more than inflation by approximately eight percent. (This figure does not include fringe benefits.) If this pattern was to repeat itself in the future operation of the regional bus system or new LRT system, the estimated operation and maintenance cost would be higher than projected, deficits would increase and surplus would be reduced. The labor intensive bus system would be more negatively affected than an LRT system under this scenario.

The TAC should realize the operating cost and the deficits and surplus discussion above do not take into account the capital costs for any improvements. Obviously, capital costs are also critical to the decision of mode and cor-

Table 1
OPERATING COST DEFICITS AND SURPLUSES:
FOR 25 AND 40 YEARS
(in millions of dollars)

UNIVERSITY CORRIDOR

	Null	TSM	BUS-1	LRT-1	LRT-2	LRT-3
2015*	-56.75	-54.25	-22.25	+0.475	-14.75	+23.75
2030	-90.80	-86.80	-35.60	+0.760	-23.60	+38.00

DIFFERENCE BETWEEN THE NULL ALTERNATIVE
AND ALL OTHER ALTERNATIVES
(-) more deficit, (+) less deficit

2015	--	+2.50	+34.50	+57.225	+42.00	+80.50
2030	--	+4.00	+55.20	+91.56	+67.20	+128.80

SOUTHWEST CORRIDOR
(Select Alternatives for Illustration Only)

	Null	TSM	LRT-2A	Bus-2A	LRT-2B	Bus-2B
2015	-103.75	-126.75	-79.25	-82.50	-55.25	-89.00
2030	-166.00	-202.80	-126.80	-132.00	-88.40	-142.40

DIFFERENCE BETWEEN THE NULL ALTERNATIVE
AND ALL OTHER ALTERNATIVES
(-) more deficit, (+) less deficit

2015	--	-23.00	+24.50	+21.25	+48.50	+14.75
2030	--	-36.80	+39.20	+34.00	+77.60	+23.60

*Assume operations of all alternatives would begin in 1990, calculations based on 25 and 40 years of operation holding revenues and costs constant.

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ridor. The task force does not want to imply the above discussion should be used instead of the material in the Draft EIS when evaluating the alternatives. The material presented here is only one more way to look at one part of the costs associated with the alternatives.

Impact of Inflation Upon operating Costs versus Capital Costs

In the alternatives analysis, all costs are measured in 1984 dollars. This does provide a common monetary basis for comparing costs which would occur in future years. However, this method of analysis introduces some bias into the comparison of alternatives because it does not take into account inflation, and the fact that inflation affects operating costs differently from capital costs.

Operating costs -- labor, fringe benefits, fuel, etc. -- are obviously directly subject to inflationary increases on a year-by-year basis, compounding over time. But capital costs for equipment and facilities are not so affected. When an investment is made in equipment or facilities, the costs reflect the year in which the investment is made. Payments to retire the bonds used to pay for that investment then remain constant over time, regardless of the rate of inflation. Capital costs are affected by inflation when it becomes necessary to replace a capital item, but that is a one-time effect at the time of replacement, rather than the continuing, compounding effect experienced by operating costs. Thus the cumulative effect of inflation over a period of years is greater upon operating costs than upon capital.

The analogy which can be drawn is that of renting versus buying a house. Rent payments are subject to inflation; mortgage payments are fixed, reflecting the original cost of the house. In periods of inflation, buying rather than renting offers some insulation from the effects of that inflation.

Because the alternatives analysis ignores this effect, it biases the analysis somewhat in favor of alternatives with higher operating costs and against those with higher capital costs. Since the bus alternatives tend to have higher operating costs and the rail alternatives higher capital costs, the bias is in favor of buses and against rail.

The degree of bias increases as inflation goes up, but even at low rates it would exist. For example, at today's relative low inflation rate of around 4%, costs in 2000 would be 1.87 times -- nearly twice -- as high as they were in 1984.

This comment is not intended to suggest that the alternatives analysis is wrong, rather that there are additional factors which should be borne in mind in interpreting the study findings. Given the impossibility of projecting inflation rates to the end of the century, the economic analysis could not have accurately included inflationary effects.

Impact of Changes in Ridership on
Operating Costs and Revenues

The task force explored the possible impacts that changes in ridership would produce on operating costs and revenues. The task force is not questioning the ridership estimates in the Draft EIS, but it felt more data would help in understanding the importance of ridership on the fiscal performance of the alternatives.

Table 2
IMPACT OF 10 PERCENT RIDERSHIP INCREASE OR DECREASE
UNIVERSITY AVE.

Criteria	Null	TSM	BUS-1	LRT-1	LRT-2	LRT-3	LRT-3S
Year 2000 Ridership*							
Draft EIS	10.97	11.56	13.22	13.66	12.66	13.60	13.60
+10 percent	12.067	12.716	14.542	15.026	13.926	14.96	14.96
-10 percent	9.873	10.431	11.898	12.294	11.394	12.24	12.24
Annual O & M Costs* (stay the same)	8.44	8.66	8.37	7.55	7.75	7.08	7.08
Revenues Annual Farebox*							
Draft EIS	6.17	6.49	7.48	7.74	7.16	8.03	8.03
+10 percent	6.787	7.139	8.228	8.514	7.876	8.833	8.833
-10 percent	5.553	5.841	6.732	6.966	6.444	7.227	7.227
Operating Ratio							
Draft EIS	0.73	0.75	0.89	1.02	0.92	1.13	1.13
+10 percent	0.80	0.82	0.98	1.13	1.02	1.25	1.25
-10 percent	0.66	0.67	0.80	0.92	0.83	1.02	1.02
Annual Operating Deficit/Surplus*							
Draft EIS	-2.27	-2.17	-0.89	0.19	-0.59	0.95	0.95
+10 percent	-1.653	-1.521	-0.142	0.964	0.126	1.753	1.753
-10 percent	-2.887	-2.819	-1.638	-0.584	-1.306	0.147	0.147

*In millions.
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Table 3
IMPACT OF 10 PERCENT RIDERSHIP INCREASE OR DECREASE
SOUTHWEST CORRIDOR

			CNW Alignment Alternatives					Milwaukee/Nicollet Alignment Alternatives				
Criteria	Null	TSM	LRT-1A	BUS-1A	LRT-2A	BUS-2A	BUS-3A	LRT-1B	BUS-1B	LRT-2B	BUS-2B	BUS-3B
Year 2000 Ridership*												
Draft EIS	5.46	5.75	7.08	6.40	7.02	6.37	6.28	8.20	7.11	8.14	7.08	6.99
+10 percent	6.006	6.325	7.788	7.04	7.722	7.007	6.908	9.02	7.821	8.954	7.788	7.689
-10 percent	4.914	5.175	6.372	5.76	6.318	5.733	5.652	7.38	6.399	7.326	6.372	6.291
Annual O & M Costs* (stay the same)	7.50	8.53	8.20	8.36	8.55	8.11	8.06	8.06	8.58	8.27	8.45	8.21
Revenues Annual Farebox*												
Draft EIS	3.35	3.46	5.39	4.49	5.38	4.45	4.40	6.10	4.92	6.06	4.89	4.83
+10 percent	3.685	3.806	5.929	4.939	5.918	4.895	4.84	6.71	5.412	6.666	5.379	5.313
-10 percent	3.015	3.114	4.851	4.041	4.842	4.005	3.96	5.49	4.428	5.454	4.401	4.347
Operating Ratio												
Draft EIS	0.45	0.41	0.66	0.47	0.63	0.48	0.48	0.76	0.50	0.65	0.50	0.50
+10 percent	0.49	0.44	0.72	0.59	0.69	0.60	0.60	0.83	0.63	0.81	0.64	0.65
-10 percent	0.40	0.36	0.59	0.48	0.57	0.49	0.49	0.68	0.52	0.66	0.52	0.53
Annual Operating Deficit/Surplus*												
Draft EIS	-4.15	-5.07	-2.81	-3.87	-3.17	-3.30	-3.66	-1.96	-3.66	-2.21	-3.56	-3.38
+10 percent	-3.815	-4.728	-2.271	-3.421	-2.632	-3.215	-3.22	-1.35	-3.168	-1.604	-3.071	-2.897
-10 percent	-4.485	-5.416	-3.349	-4.319	-3.708	-4.105	-4.10	-2.57	-4.152	-2.816	-4.049	-3.863

BM022E

Table 4
IMPACT OF 25 PERCENT RIDERSHIP INCREASE OR DECREASE
UNIVERSITY AVE.

Criteria	Null	TSM	BUS-1	LRT-1	LRT-2	LRT-3	LRT-3S
Year 2000 Ridership*							
Draft EIS	10.97	11.56	13.22	13.66	12.66	13.60	13.60
+25 percent	13.71	14.45	16.52	17.07	15.82	17.00	17.00
-25 percent	8.23	8.67	9.91	10.24	9.49	10.20	10.20
Annual O & M Costs*							
Draft EIS	8.44	8.66	8.37	7.55	7.75	7.08	7.08
+25 percent	9.30	9.54	9.05	7.99	8.21	7.52	7.52
-25 percent	7.98	8.19	7.68	6.97	7.29	6.59	6.59
Revenues Annual Farebox*							
Draft EIS	6.17	6.49	7.48	7.74	7.16	8.03	8.03
+25 percent	7.71	8.11	9.35	9.67	8.95	10.04	10.04
-25 percent	4.63	4.87	5.61	5.80	5.37	6.02	6.02
Operating Ratio							
Draft EIS	0.73	0.75	0.89	1.02	0.92	1.13	1.13
+25 percent	0.83	0.85	1.03	1.21	1.09	1.33	1.33
-25 percent	0.58	0.59	0.73	0.83	0.74	0.91	0.91
Annual Operating Deficit/Surplus*							
Draft EIS	-2.27	-2.17	-0.89	0.19	-0.59	0.95	0.95
+25 percent	-1.59	-1.43	0.30	1.68	0.74	2.52	2.52
-25 percent	-3.35	-3.32	-2.07	-1.17	-1.92	-0.57	-0.57

*In millions.

BM022E

Table 5
IMPACT OF 25 PERCENT RIDERSHIP INCREASE OR DECREASE
SOUTHWEST CORRIDOR

			CNW Alignment Alternatives					Milwaukee/Nicollet Alignment Alternatives				
Criteria	Null	TSM	LRT-1A	BUS-1A	LRT-2A	BUS-2A	BUS-3A	LRT-1B	BUS-1B	LRT-2B	BUS-2B	BUS-3B
Year 2000 Ridership*												
Draft EIS	5.46	5.75	7.08	6.40	7.02	6.37	6.28	8.20	7.11	8.14	7.08	6.99
+25 percent	6.82	7.19	8.85	8.00	8.77	7.96	7.85	10.25	8.89	10.17	8.85	8.74
-25 percent	4.09	4.31	5.31	4.80	5.26	4.78	4.71	6.15	5.33	6.10	5.31	5.24
Annual O & M Costs*												
Draft EIS	7.50	8.53	8.20	8.36	8.55	8.11	8.06	8.06	8.58	8.27	8.45	8.21
+25 percent	7.96	9.04	8.42	8.85	8.72	8.57	8.66	8.31	9.13	8.49	8.99	8.70
-25 percent	6.93	7.90	7.78	7.74	8.19	7.52	7.51	7.58	7.88	7.85	7.77	7.58
Revenues Annual Farebox*												
Draft EIS	3.35	3.46	5.39	4.49	5.38	4.45	4.40	6.10	4.92	6.06	4.89	4.83
+25 percent	4.19	4.32	6.74	5.57	6.72	5.56	5.50	7.62	6.15	7.57	6.11	6.04
-25 percent	2.51	2.59	4.04	3.37	4.03	3.34	3.30	4.57	3.69	4.54	3.67	3.62
Operating Ratio												
Draft EIS	0.45	0.41	0.66	0.47	0.63	0.48	0.48	0.76	0.50	0.65	0.50	0.50
+25 percent	0.53	0.48	0.80	0.63	0.77	0.65	0.63	0.92	0.67	0.89	0.68	0.69
-25 percent	0.36	0.33	0.52	0.43	0.49	0.44	0.44	0.60	0.47	0.58	0.47	0.48
Annual Operating Deficit/Surplus*												
Draft EIS	-4.15	-5.07	-2.81	-3.87	-3.17	-3.30	-3.66	-1.96	-3.66	-2.21	-3.56	-3.38
+25 percent	-3.77	-4.72	-1.68	-3.28	-2.00	-3.01	-3.16	-0.69	-2.98	-0.92	-2.88	-2.66
-25 percent	-4.42	-5.31	-3.74	-4.37	-4.16	-4.18	-4.21	-3.01	-4.19	-3.31	-4.10	-3.96

*In millions.

BM022E

In Tables 2 and 3, the ridership was increased or decreased by 10 percent. This was the only change made from the material in the Draft EIS. The major effect of 10 percent increase for the University Corridor alternatives was to reduce the deficits on the Null, TSM, Busway and allow all LRT alternatives to produce a surplus or increase the surplus projected in the Draft EIS. With a ridership decrease of 10 percent, only LRT 3 and LRT 3S would produce a surplus.

In the Southwest Corridor, the increase or decrease in ridership of 10 percent would only decrease or increase the deficits of operating cost to revenues. No alternative would produce a surplus.

In Tables 4 and 5, the effects of the 25 percent increase and decrease in ridership is shown. Due to the large change in ridership, adjustments were made to the number of buses or LRT vehicles that would be in service. This produced additional or reduced operating costs. Since the LRT vehicles carry more passengers, fewer vehicles needed to be added or taken out of service to adjust to changes in ridership than was the case for the bus and busway alternatives. This is reflected in the change in operating costs.

The impact on University Av. alternatives can be found in Table 4. All alternatives except the Null and TSM produce a surplus with a 25 percent increase in ridership. All alternatives operate at a deficit when ridership is reduced by 25 percent.

In the Southwest Corridor (Table 5), the increase of 25 percent ridership still does not produce a surplus for any alternative. LRT 1B's deficit of $690,000 would be the smallest in the Southwest Corridor. With a ridership decrease of 25 percent, the deficit for all alternatives increases. The largest deficit is produced by the TSM alternative.

Service to the Elderly, Low-Income and Racial Minorities

Public transit has always played a key role in providing a means of travel to those that cannot drive or afford to own an automobile. The Draft EIS illustrates that the two corridors will serve areas of the region that contain significant concentrations of these groups (Table 3-3 of Draft EIS). The task force believes the design and operation of any transit system improvements must take the special needs of these groups into account. The transit service should be made more accessible whenever possible than the present system.

An analysis done of those census tracts in the University Corridor illustrated they all contained a higher percentage of those over 65 years old than the percentage of this group in the Metropolitan Area as a whole, Ramsey or Hennepin Counties. In no case was the median family income of these census tracts as high as the regional average or the averages for Ramsey or Hennepin Counties.

When the MTC ridership survey results are examined for Route 16-University Av. and Route 94-freeway express, it is found the percentage of elderly using these routes is significantly lower than might be expected given the high concentrations of elderly in this corridor. There are many reasons this ridership pattern might occur. The elderly probably travel less than the population as a whole, but at the same time, they probably own fewer automobiles, or do not have a driver's license.

Due to the difficulty elderly have walking, LRT-3, with more widely spaced stations, could negatively impact those elderly that need or want to ride the system. The task force recommends that TAC raise this issue in its review to help insure any transit improvement that is to be put in place be sensitive to the needs of the elderly.

Does the Build Decision Need to be Made Now?

The UMTA process requires preliminary engineering (PE) to be completed before the final EIS is prepared. Given this condition, it becomes obvious that the region does not have to make a build decision at this point in time. The region will have to decide on a preferred mode so that PE can proceed. Since there is local money available for preliminary engineering, the region could choose to do it for any or all of the corridors or some parts of the corridors. This would produce construction cost estimates that are more accurate than are possible with the level of analysis provided in the Alternatives Analysis.

Once the preliminary engineering has been completed and revised construction costs are available, the region can review the entire question of a preferred mode and corridor. Should the region decide the selected alternative mode is not appropriate for any or all of the corridors, than there may be a need to determine if another mode would be preferable. This would probably require that the draft EIS be updated to reflect more accurate data on costs obtained in PE. It would also require additional time and money to allow additional review by the appropriate agencies and units of government that are now involved in the Alternatives Analysis. Finally, if another mode was selected, there would have to be PE done prior to completing the final EIS. This would involve a fairly significant cost, although it is probable some of the information gained in the original PE would be useable.

A number of considerations need to be kept in mind if this strategy is followed. The UMTA process should be adhered to so receiving federal grants is still possible. During the two-year period required for PE, the commitments of various governmental bodies should be expected to be strengthened. This could happen through detailed planning for the station areas and establishment of funding sources for various amenities the neighborhoods and business groups would like to see in the individual station areas.

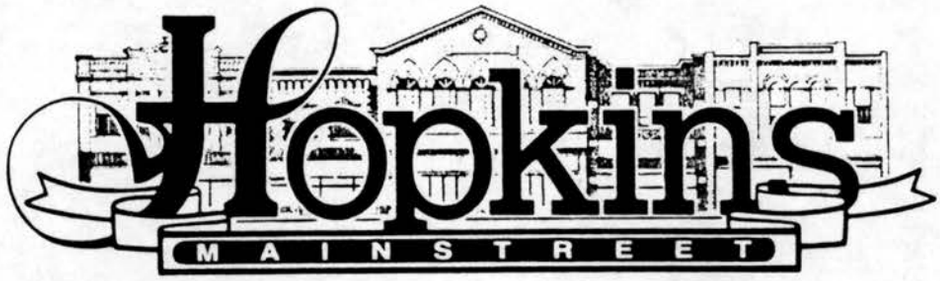
The TAC may want to recommend that a decision be made on which mode should be carried through PE, and that a build decision be explicitly postponed until PE is done and the final EIS is prepared and reviewed by the Alternative Analysis Advisory and Management Committees, as well as the participants in the normal 3C process. The $10 million set aside for PE for transit should be adequate to do an appropriate level of engineering in each corridor. This will provide valuable information needed prior to making the decision to put in place any of the alternatives.

CONCLUSION/RECOMMENDATIONS

1. There is enough information to establish the advisability of making transit improvements in each of the corridors. Major capital investments may be warranted and cost effective. Based on our interpretation of the criteria, we believe the preliminary engineering phase should be conducted and the final EIS completed on a selected fixed guideway alternative.

2. The $10 million allocated for PE will expire at the end of the 1985 fiscal year (June 30, 1985). The TAB should request the Minnesota State Legislature to extend the $10 million for PE beyond this date.1

EP053E, PHTRN1



February 21, 1985

Elliott Perovich
Regional Transit Board
270 Metro Square
St.Paul, Minnesota 55101

Dear Mr. Perovich,

The Hopkins Mainstreet Organization and the City Center Development Corporation support the implementation of Light Rail Transit in the Metropolitan area in general and in the Southwest corridor specifically.

Light Rail Transit in the Southwest corridor will be an important component of the transportation system serving the Southwest Metropolitan area. Not only will LRT improve radial transit service between the Western suburbs and Minneapolis, but it also has the potential to improve inter-suburban transit service as a result of the feeder bus system linked to the LRT system, decrease congestion on our highways, and encourage more efficient development patterns among other benefits.

Our organization representing a diverse mix of Hopkins businesses and citzens hope you and the rest of the RTB will recognize the many benefits to the region of an LRT system and will take the next step in the process of its implementation.

Sincerely,

Kevin Locke

Kevin Locke
Mainstreet Project Manager and
Executive Director

1013 Excelsior Avenue West Hopkins, MN 55343
935-8115

1795 Dayton Av.
St. Paul, Mn. 55104
Feb. 22, 1985

Mr. Elliott Perovich
Chairman, Reginal Transit Board
Metro Square Building.
St. Paul, Mn. 55101

RE. Corridor Projects

Dear Mr. Perovich:

As a betterment for the populace the LRT reports are necessary satistics; where-as, studies of each unique corridor by technical people as masters of their respective professional fields may produce the deciding factors from another view point.

Reguardless of corridor environs controversy will erupt; when-as, this has already been staged by the Hiawatha problem 20 yrs. ago to the aversion of local citizens. For credibility of the various agencies involved, this should be given some new preferential consideration w/a new future advanced concept.

Present planning expectations prove changeable in a future fast world; and by springing a corridor plan against public monies, it is then too late to disapprove until consensus can challenge it, e.g., 35E thru SW St. Paul & 35W on 66th St.W. @ Lyndale Av. S. If the electrified LRV is reversible, there is no need for a loop in CBD.

This report offers existing factors inherent to all corridors to booast the development of the street by concisely integrating the four modes of commuter traffic to three. To assist the LRT planning the following comments are tendered.

Respectfully submitted,

B. C. Sebesta

Ben C. Sebesta, P.E.

L I G H T R A I L T R A N S I T

February 1985

MEMORANDUM

TO: Whom It May Concern

FROM: A Local Citizen

FOREWARD

There is a support of the University Corridor as an attractive link for the Twin-Cities, and this draft is to reintroduce some salient factors prevalent to scoping from another perspective. Of all the corridors being considered, a fast access to the International Airport from both Cities would enhance the favor of a Federal Grant assuming that mass transit funds from Washington D.C. may be cut-back.

INTRODUCTION

Other cities of one million have light rail transit; and there is an obvious need here especially to the jet or highway travlers. The much required access to the airport remains unfinished, due to parkland problems, residential anxiety, razed houses off the tax-roll for 20 years, and no publicized comprehensive preliminary planning.

Commercial industry along Hiawatha Av., the commuters and the neighborhood would like it resolved from its conspicuous axigency. The Corridor report, Jan.'85, conceptual plan of Mpls. street design for intersections would produce more semiphores. There are now 17 from 24th St. to Highway 62.

Of all the corridors being analyzed this one presents itself as a challenge to complete the project for all of the agencies' credibility, and to restore it to its former usefulness of keeping up to the times. Much of this open-route has always been there with available right-of-ways and should be redeveloped to its past history even with modern day improvements. Compared to University it is simller and esier by its tract of land (RR,AV,Airpt), and from its construction would give back a good and nacessary experience for other corridors.

PREMICE OF STUDY

As an ideal route to the airport this Avenue cannot handle to-day's burben; bur can revert back to the ease of the '30s (Sreet-cars to Ft. Snelling & St. Paul) by removing two requirements and letting some 50 businesses have their respective street accesses "as-is". The neighborhood can live with 17 semiphores while the freeway type traffic cannot.

The railroad tracks were once the main-line of the Milwaukee RR (1800's) from St. Paul to Mpls. It contains many obsolete sidings and spurs. The rails from 52nd St. to Ft. Snelling & Mendota were removed (1940) Therefore, this somewhat abandoned right-of-way gives the LRT a readily available property with the sanction of Milw. RR in removing unnecessary switches, up-grading a double track, laying new track and automating signals & crossing gates. S. Mpls. has a good population density.

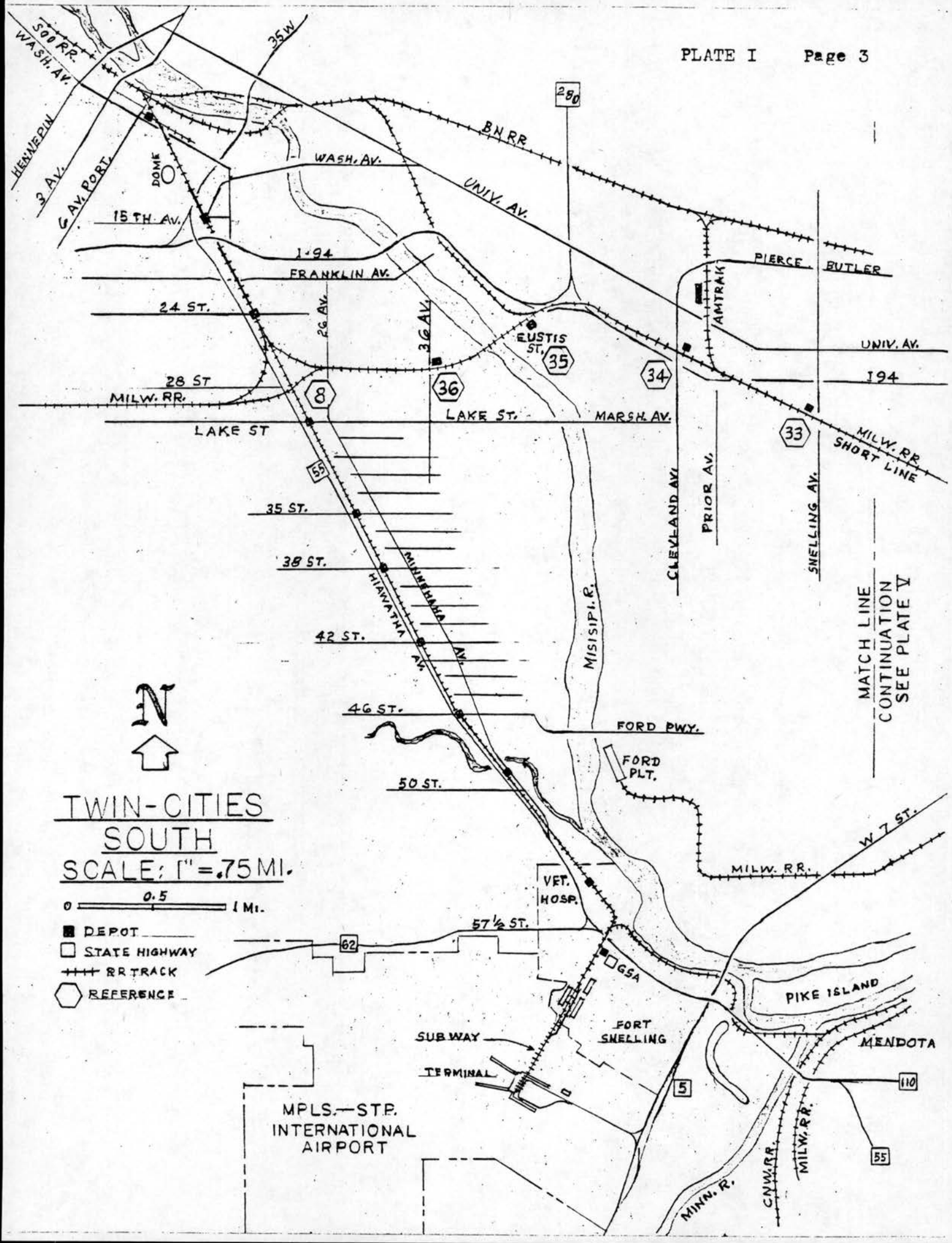
RECOMMENDATIONS

This report wishes to corroborate a different approach for analyzing the project to satisfy the community, commuters and traffickers. Hiawatha Av. from 24th At. to 57½ St. (5½ Mi.) is serving three functions of residential, commercial and highway traffic. To favor the establish-industries would be to retain it as an adequate commerce service street. There is little need for buses,as there are routes on Minnehaha Av. & on 28th Av. S. The LRT wouldattract other adjacent riders. Thru traffic could use an aerial expressway non-stop, while the LRT would accommodate commuters to & from the airport.

A plain and natural introductory beginning of LRT could be a depot at the Metrodome; although,a double track bridge over Washington Av. gives access to a rail yard, connections to other tracks and a main station. The tracks thru S. Mpls. would, of course, necessitate track improve-ments which are reliable safety standards. The trolley wires could be hung under the expressway, if it were to be sited over the RR tracks. This location between the mills and [illegible] silos would mitigate the highway noise pollution by sheilding.

The airport terminus is more difficult in designing. With new structures built and planned; it appears impossible to put trackage next to the terminal, unless footings can be missed with a sub-way. Maybe this is the "bottle-neck" for shelving the corridor. It is expedient to reserve a space now,as there are alternatives.

The following is a detailed graphic and descriptive outline as a basis of preliminary concept design for a Twin*City Rail Transit (TCRT).


S00 RR.
WASH. AV.
35W
HENNEPIN
3 AV.
6 AV. PORT.
DOME
280
BN RR
WASH. AV.
UNIV. AV.
15TH AV.
I-94
FRANKLIN AV.
24 ST.
26 AV.
36 AV.
EUSTIS ST.
35
34
PIERCE BUTLER
AMTRAK
UNIV. AV.
194
28 ST
MILW. RR.
8
36
LAKE ST.
MARSH. AV.
LAKE ST
33
MILW. RR. SHORT LINE
55
35 ST.
38 ST.
HIAWATHA AV.
MINNEHAHA AV.
MISISIPI R.
CLEVLAND AV.
PRIOR AV.
SNELLING AV.
42 ST.
46 ST.
FORD PWY.
FORD PLT.
50 ST.
MATCH LINE
CONTINUATION
SEE PLATE V
N
TWIN-CITIES
SOUTH
SCALE: 1" = .75 MI.
0 0.5 1 MI.
DEPOT
STATE HIGHWAY
RR TRACK
REFERENCE
VET. HOSP.
57½ ST.
62
MILW. RR.
W 7 ST.
GSA
PIKE ISLAND
FORT SNELLING
SUB WAY
TERMINAL
MENDOTA
110
5
MPLS.—ST.P. INTERNATIONAL AIRPORT
MINN. R.
CNW. RR.
MILW. RR.
55

LIGHT RAIL TRANSIT FO HIAWATHA DORRIDOR

See PLATE II p.5

Tabulated analysis list of plat conditions on the railroad right-of-way property for depots & parking, (N) & (S) sites of cross streets, existing structural encumbrances and for crossing gates.

Ref.No. Depot	Cross Street	Crossing At-Grade		West Side of Tracks	Tracks & Sidings	East Side of Tracks
3.	10th Av. S.	X		Open Space	2 Sets, was 4	Space
4.	13th Av. S.	NO		No Space	" " "	Open Space
6.	24th St. E.	X		Storage Lot(N) City Lot (S)	3 Sets	Storage Lot(N) Warehouse (S)
(7)	Milw. RR Yard	-		Initial switch to SW Corridor		
(8)	RR Main Line	-			1 Set	
9.	Lake St.	X		City Lot (N) Open Space(S)	1 Set was more	Parking Lot(N) Open Space (S)
				See PLAT III		
	31st St.	NO				
	32nd	X			5 Sets	
	33	X	CL		4 Sets	
	34					
10.	35th	X		Rental Shop(N) Flour Mill (S)	7 Sets	Cargill Silo(N) Space (S)
	36	NO				
	37	X	CL		5 Sets	
11.	38th	X		Flour Mill (N) Truck'g Lot(S)	5 Sets	Silos (N) Market Lot(S)
	39	NO				
	40	X			4 Sets	
	41	X	CL		1 Set	
12.	42nd	X		Rental Lot (N) Gas Station(S)	1 Set	Small Plts.(N) House (S)
	43	X			6 Sets	
	44	X	CL		4 Sets	
	45	X			2 Sets	
13,	46th	X		Market Lot (N) Gas Station(S)	1 Set	House (N) Lumber Yd.(S)
	Godfrey	X	CL			
	Min. Pkwy.	X		Park (N)&(S)	1 Set	Park (N)&(S)
	42 Av. S.	X	CL	" "		" "
14.	None			Princess Depot Minnehaha Park		Minnehaha Park(E) " Avenue(E)
	50	X		Min. Pk.(N)&(S)		" "
	52	X		Hiawatha Av.(W)	None Was 1	Min. Av. Space (S)
15.	56	X		Vet. Residents(W)		Mining Research(E)
(16)	Hyway 55	NO			New Over-Pass	
18.	Parking Lot	X		G.N. Service		G.S.A. (E)

11 Depots

16 Crossings(If 6 are closed)

ELECTRIFIED L R T FOR HIAWATHA CORRIDOR BEGINNING

See PLATE II p.5

Ref. No. Description

1. Rail connections "in-place" for other corridors.
2. Main Station location for ~~for~~ maintenance shops, rail yard of rolling stock and a new double track span across Washington Av. to be collaborated with the design developers of the old site.
3. Stadium depot for bug games. There is width for 4 sets of tracks
4. 15th Av.S. depot to serve the west-bank and Augsburg College.
6. 24th St. depot should have a doubke track w/crossing gates.
7. Existing switch to west for initial route to Southwest Corridor until the shorter run can be negociated and designed,
8. Double track of Milw. main-line would be crossed at-grade by LRT double track. Wilw. freight trains are about 6/day including unitized coal trains which pass quickly per automatic signal preference. Box-car classification is more efficient to-day, and can be done on off hours at night. It use to be 24 hrs. in this yard.

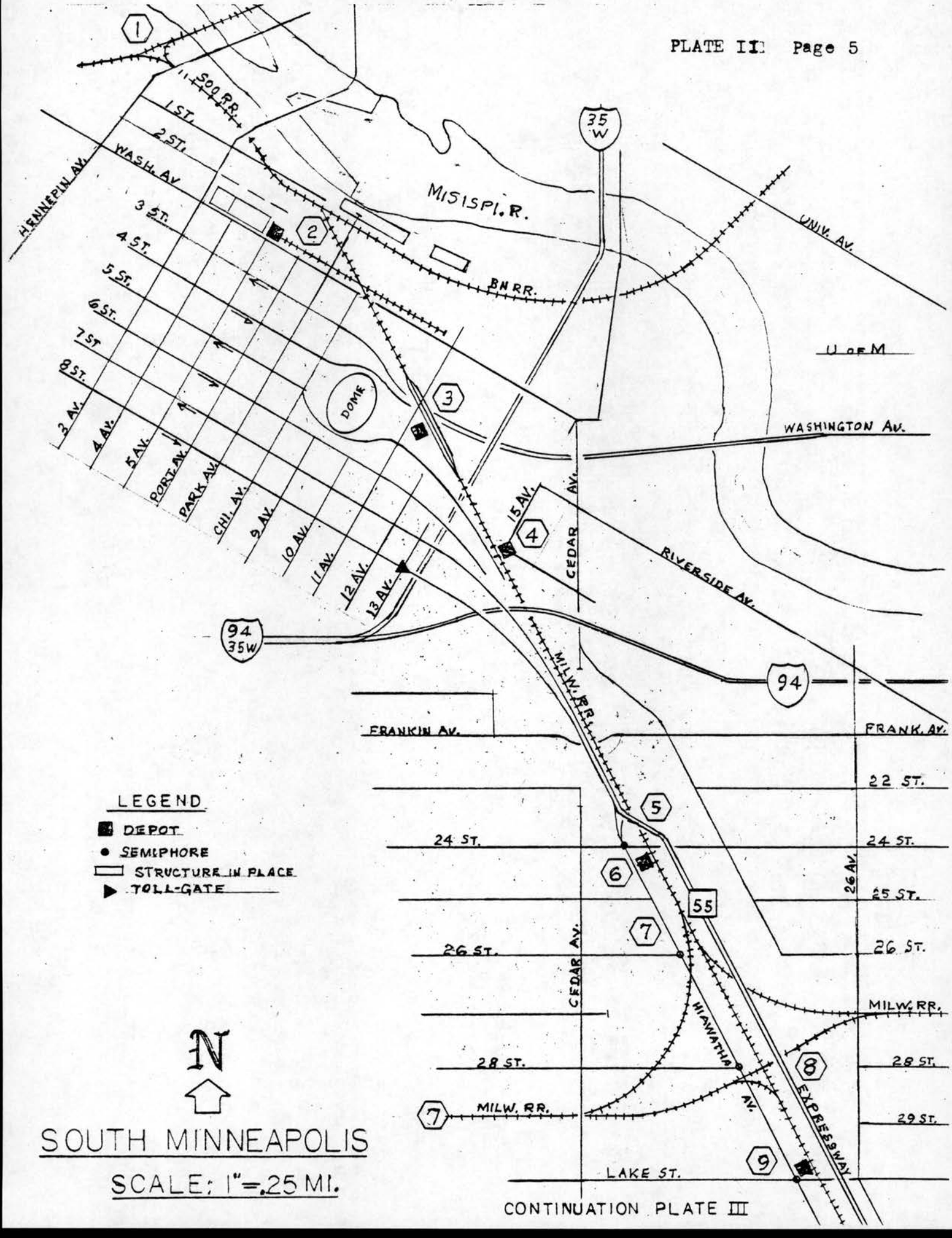
See PLATE III p.6

9. Lake St. depot has ample space. From here to 45th St. there are many track sings & spurs some of which must be obsolete. Grain users have their own car sptting equipment and the consignment switching could be done during off hours. In the ole days the steamers banged bax-cars here all night.
10. 35th St depot & parking on SE corner of crossing
11. 38th St. depot " on SE " " "
12. 42nd St. " " on NW or SW
13. 46th St. " " on NW or SW Double track to end between here & Godfrey Pkwy.
14. 50th(Princess depot exists) Minnehaha Park, Single track
A siding track should be provided for Sunday picnics & excursions. The Minnesota Transportation Museum, MTM, has a steam train in service for that purpose and would use it. (Fiture 2 steam trains)
15. Vet. Hosp. depot on the east side of the resident buildings with a siding consruction ; and for the possibility of using coal if the U.S. Army Corp of Engineers decide to use that energy.
Note: One coal burning process uses lime slurry to reduce ashes to gypsum eliminating pollutents, as other systems do differently.
16. There once was a TCT street-car track to Wold-Cham. Speedway track, 2 Mi. oval(1910); but it failed for lack of publicity & poor concrete. Some of the ole street-car road bed & the ole RR road-bed still exists.

See PLATE I p.3

18. GSA depot(in parking lot) possibly raised due to over-pass of Hyway 55. Fort Snelling should have rail sidings for rolling stock layover. Some of the old warhouses are from the ole RR line bordered by houses; and thede are "in situ" as the U.S. Army terms it.

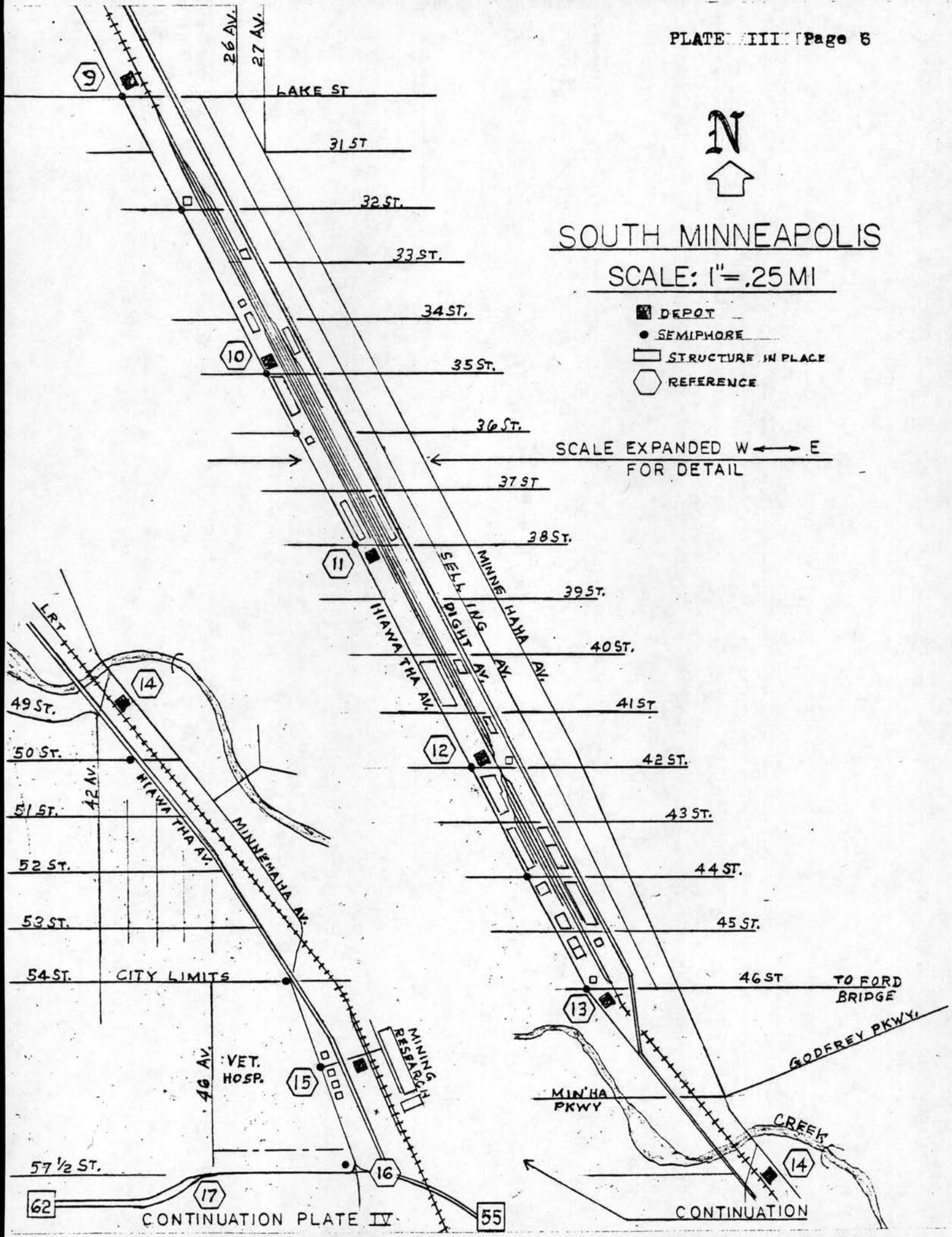
Terminus, Internat'l Airport presents a problem of "in situ". A subway in front of the terminal building would be ideal if possible with existing footings, rock, heating pipes & utilities or tunnels.
If feasible the subway could continue south to 34th Av. on-grade and thence to 80th St.
Is the circus train permitted to pass under the airport on its way to the Metre??



SOUTH MINNEAPOLIS

SCALE: 1"=.25 MI.

CONTINUATION PLATE III


N
SOUTH MINNEAPOLIS
SCALE: 1" = .25 MI
DEPOT
SEMIPHORE
STRUCTURE IN PLACE
REFERENCE
SCALE EXPANDED W ⟷ E
FOR DETAIL
26 AV.
27 AV.
LAKE ST
31 ST
32 ST.
33 ST.
34 ST.
35 ST.
36 ST.
37 ST
38 ST.
39 ST.
40 ST.
41 ST
42 ST.
43 ST.
44 ST.
45 ST.
46 ST
TO FORD BRIDGE
49 ST.
50 ST.
51 ST.
52 ST.
53 ST.
54 ST.
CITY LIMITS
57 1/2 ST.
42 AV.
46 AV.
LRT
HIAWATHA AV.
MINNEHAHA AV.
SELLING AV.
DIGHT AV.
MINNEHAHA AV.
VET. HOSP.
MINING RESEARCH
GODFREY PKWY.
MIN'HA PKWY
CREEK
9
10
11
12
13
14
15
16
17
62
55
CONTINUATION PLATE IV
CONTINUATION

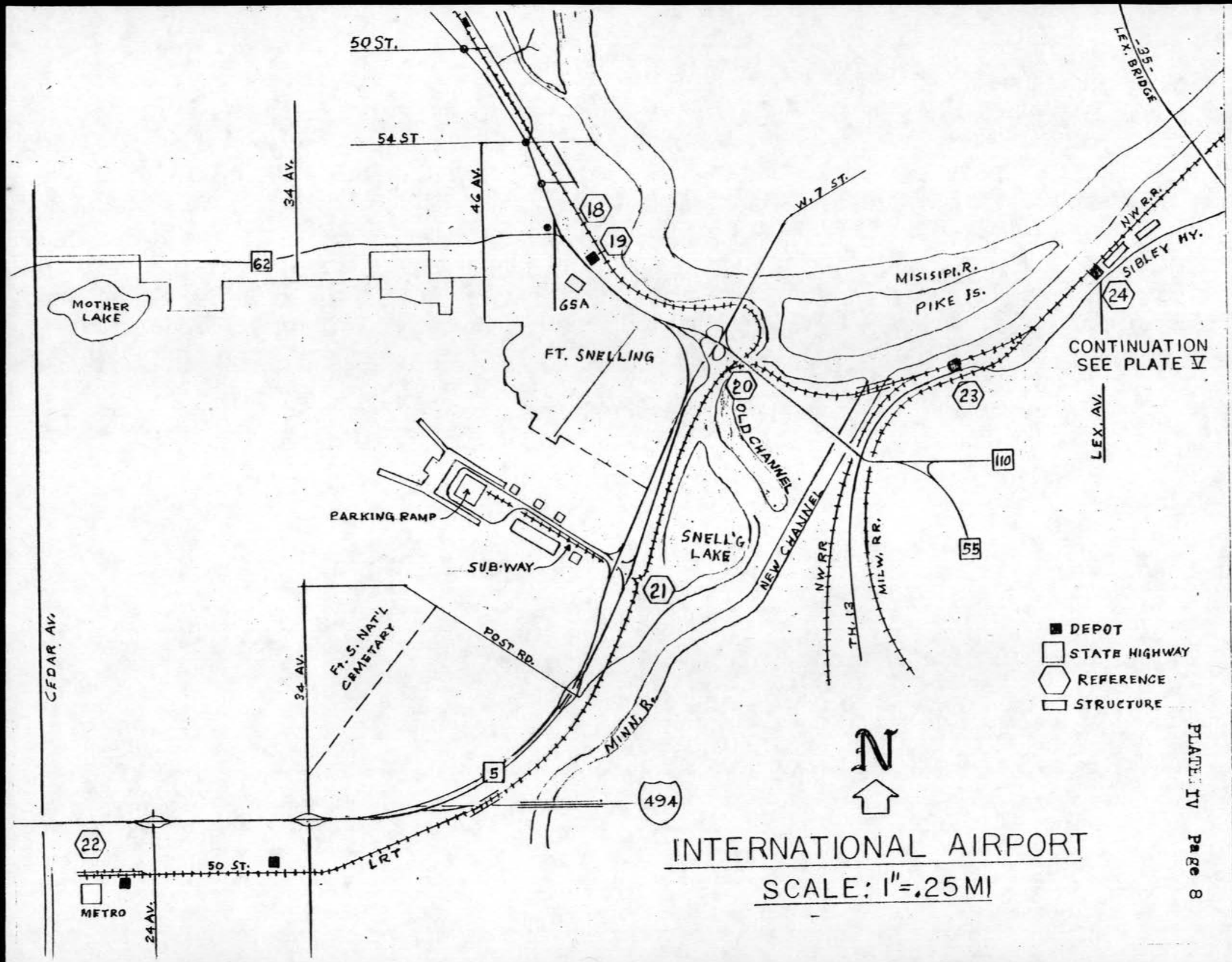
ELECTRIFIED LRT TO AITPORT ALTERNATE A

See PLATE IV p.8

Ref. No.	Description
18.	Optional track to airport. The original Milw. RR. right-of-way(1800's) St. Paul to Mpls ran past the Fort Snelling depot in the valley and the road bed is still there.
19.	GSA depot w/ pededtrian over-ass of TH 55.
20.	Automatic switch from St. Paul track, site of old depot & bridge. The old Minn. River channel has dried up.
21.	Tunnel under TH 5 into airport between entrance road & NWA hanger. They are planning a new parking ramp which could clear their parking lot. Existing ramp could be remodelled for on-grade tracks. A moving sidewalk to terminal could be installed. The other choice is to enter airport on north side of entrance rd. & relocate car-rentals
22.	34th Av. & metre depots. Rail from tunnel to overpass of I494 to 80 St.
	See PLATE V p.10
	As a ramification of valley route, the following becomes possible.
23.	Mendota via single track bridge over Minn. R.(new channel) and a timely switch onto CNW RR. to depot. Some of the valley roadbed still exists. Rails removed 1930. Use diesel-electtric car.
24.	Lexington depot. New conominiums exist. adjacent, Houses south
25.	Lilydale depot a flag stop. Pool& Yacht Club.
26	Two choices; CNW RR crosses river into St. P. Milw. RR continues on south bank. The MTM has run their steam train here.
27.	Track is missing from E. of Smith Av.(High bridge) to Wabasha St. It use to connect to SOO RR for bridge to station.
28.	Original Main Station. **
	Another route to the airport is already built though 30 minutes longer.
29.	Walnut St. depot, Milw. RR "Short-Line" has maybe 6 freights, 2 Amtrak, & vehicles train from Ford Plt. CNW RR 2 Or 4 freights.
30.	Western Av. depot
31.	W. 7th St.(Fort Road) depot
32.	Victoria St. depot
33.	Snelling depot. Would attract riders from the Univ. Corridor
34	See PLATE I p.3
34.	Cleveland depot. In the early 1900's the new "short-line" was a commiter run from midway to town St.Paul.
35.	Eustis Ave depot City Limits. At Prior Av. Merriam Park had a beatiful station.
36.	36 Av. S. depot Mpls.
8.	New curve switch into Electridied LRT of Hiawatha Corridor. Lake St. depot transfer from diesel-electric car to electrified train.

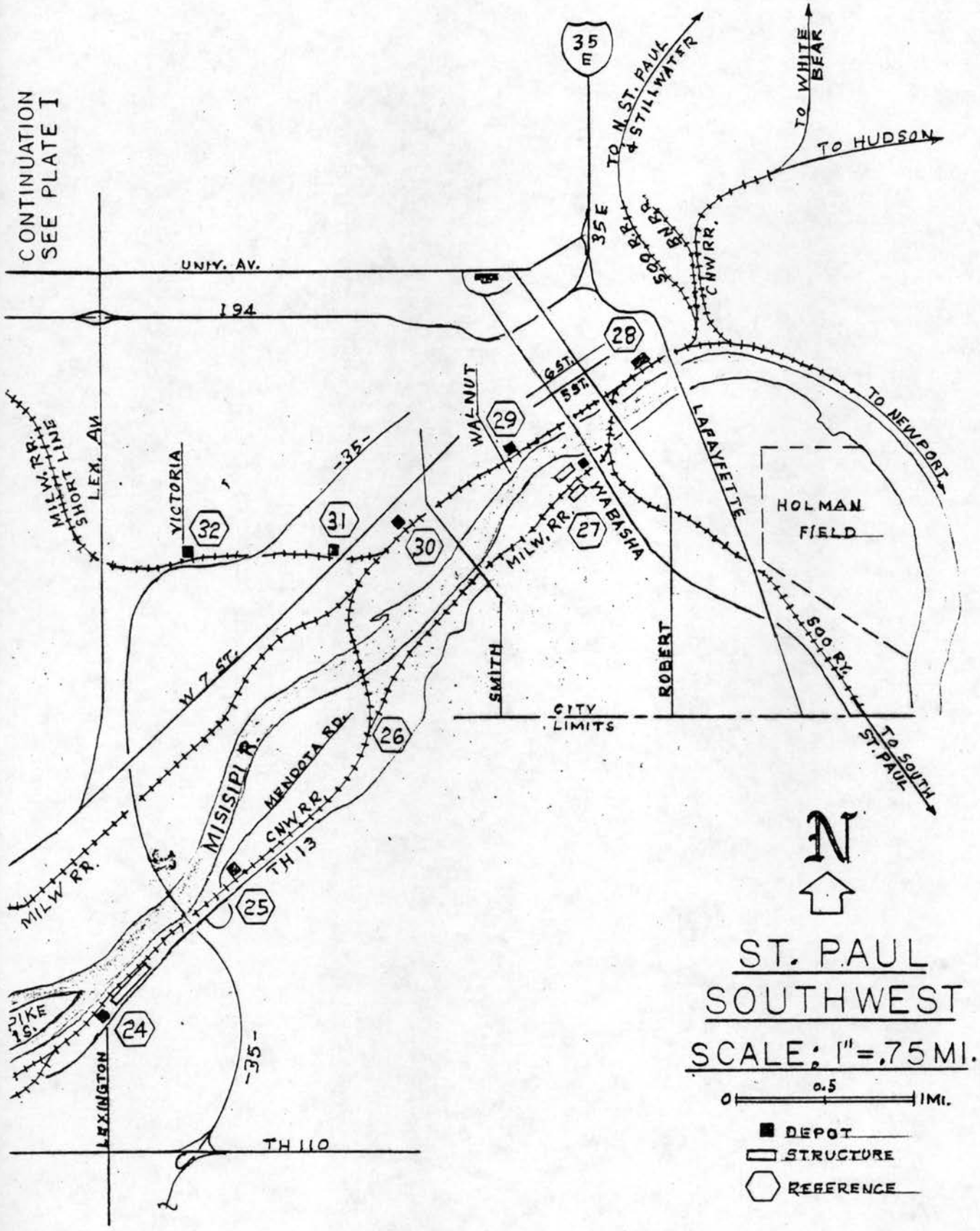
The Short-Line from downtown Mpls. to St.Paul was once a luncheon hour when diners were a fast train ride. One track was removed (1984) to lay H.P. steam pipes to Champian Paper from NSP High Bridge Sta.

** Note: St. Paul mayor (Byrnes 1960) once, made a trip to White Bear via NP RR w/a flanged wheeled bus, turned around on a street there & returned to the St. Paul court house door.
The CBD Loop Should include the Main Sta.; as St.P. once being an RR center of 7 railways could presently implement service to White Bear, Stillwater, & Hudson, Wi. before the rails disappear to the snowmobiles.



INTERNATIONAL AIRPORT

SCALE: 1" = .25 MI



ST. PAUL SOUTHWEST

SCALE: 1" = .75 MI.

0 0.5 1 MI.

■ DEPOT

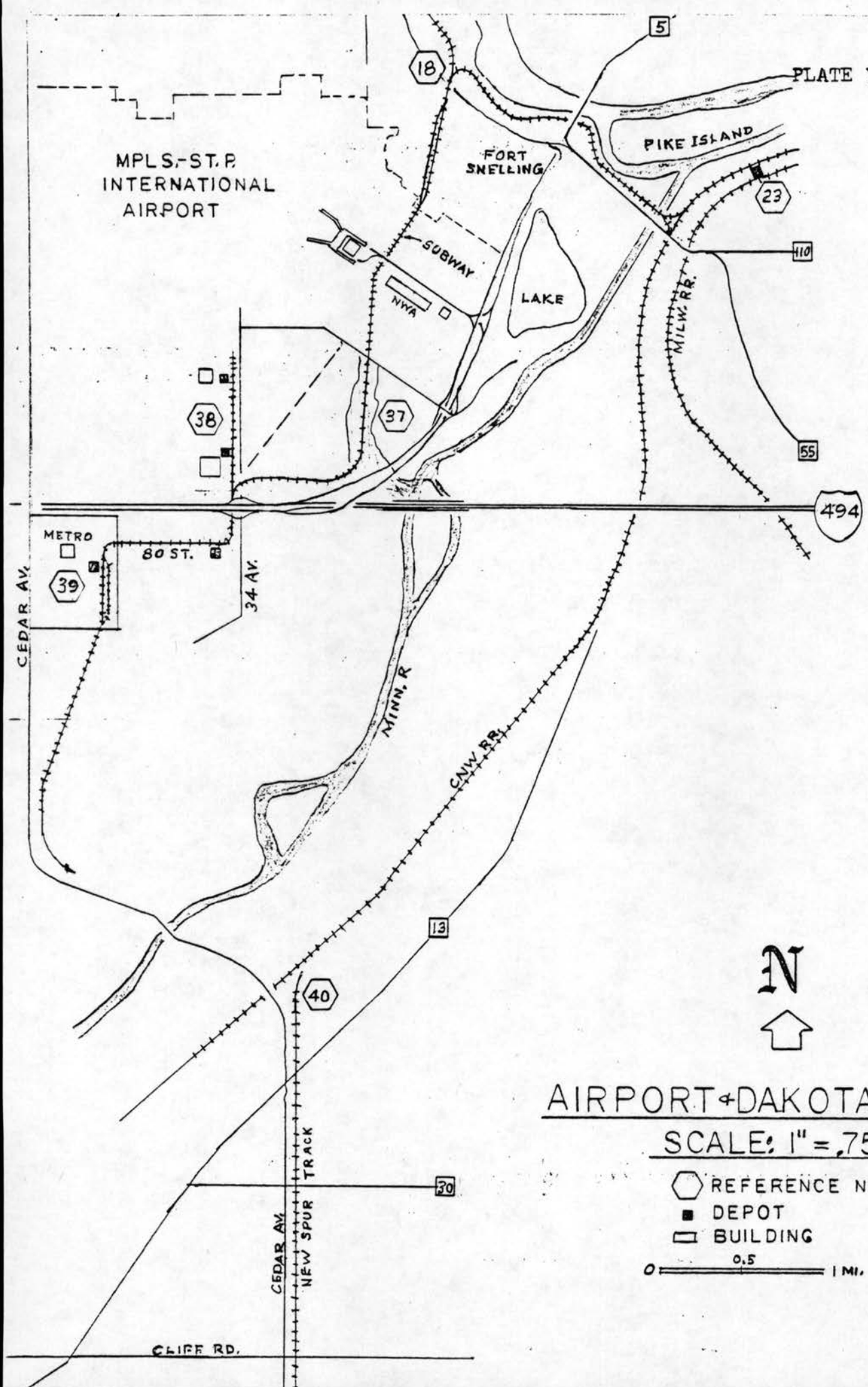
▭ STRUCTURE

⬡ REFERENCE

ELECTRIFIED LRT TO AIRPORT ALTERNATE B

See PLATE VI p.12

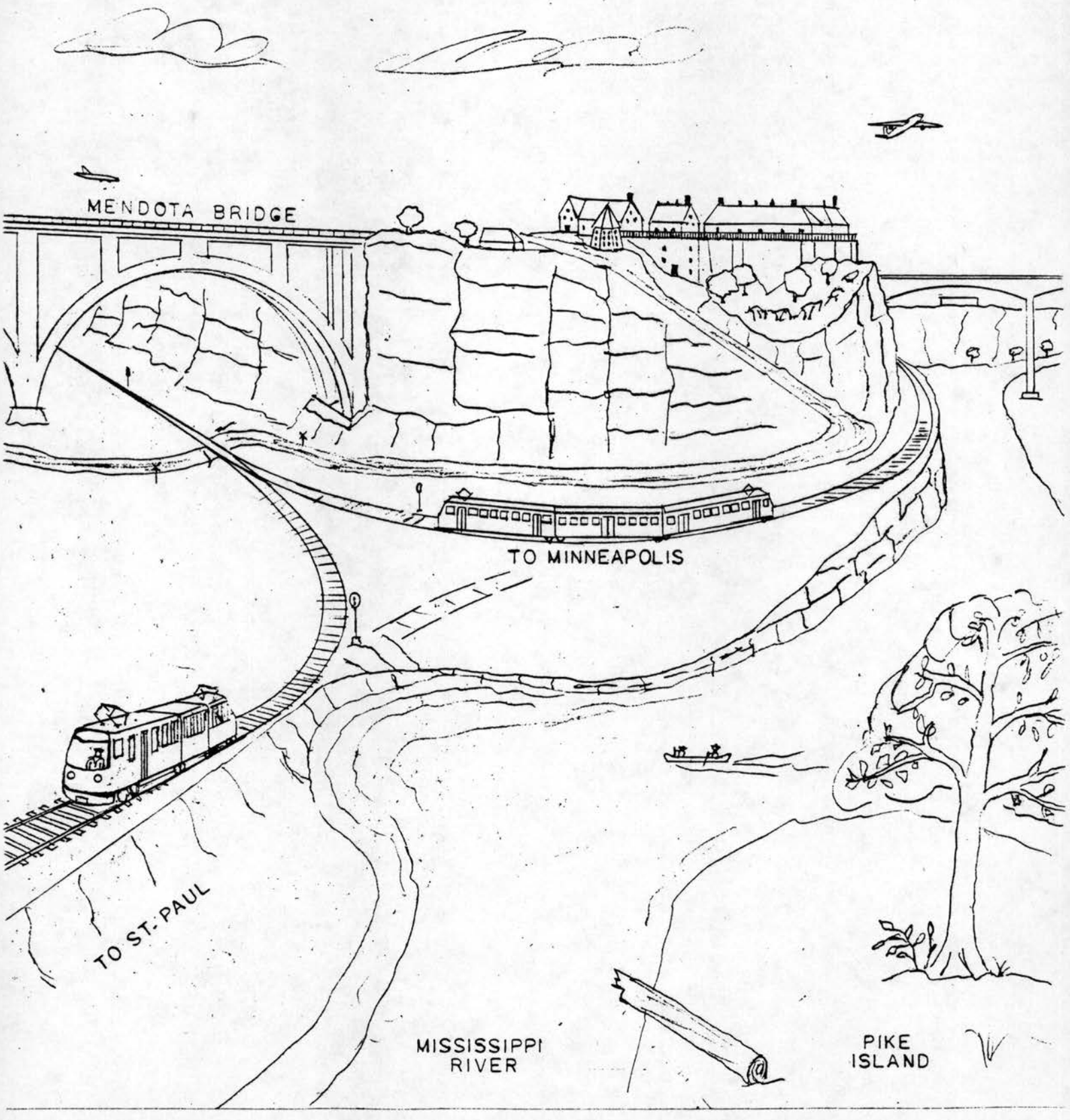
Ref. No.	Description
18.	GSA depot in parking lot after overpass hyway 55 Fort Snelling double track for passing. Subway to airport terminal.
37.	Deep ravine of former creek. Now storm drainage. Tunnel excavation in this vacinity could be free of rock. Track to run thru ravine to 34th Av. S.
38.	Republic Air & Charter Ter. depots. Reversible train. Ft. Snelling once had a street-car (1920) whuch ran N. to S. end of reservation.
39.	80th St. & Metro depots. Siding tracks for rolling stock & repair.
40.	New spur track to Apple Valley Zoo. Traverse CNW RR tracks.
23.	Mendota depot. Transfer riders to St. Paul electric-diesel car.
18.	Run on track of Milw. RR roadbed to automatic switch. Street-cars had them. Thence to airport.



AIRPORT & DAKOTA COUNTY

SCALE: 1" = .75 MI.

ORIGINAL SITE OF THE FORT SNELLING DEPOT



VEHICULAR TRAFFIC (RubberTires) SEPARATION FOR HIAWATHA CORRIPOR

See PLATE II p.5

Ref. No.	Cross Street	Route Description		
		Existing To Airport: Begin 1-way @ 8th St. & 13th Av. S.		
		" From Airport: End: 1-way @ 7th St. & 13th Av. S.		
		" Bridged structure to Cedar Av. (under)		
		" Ramp down to 24th St.		
5.	24th St.	Beginning inthis area the Minn. Highway 55 could be an aerial viaduct similar to the successful Chica skyway.(**) The south bound toll-gate could be placed above Cedar Av. w/reject to 24th St.; or the toll-gate could be placed @ 13th Av. w/reject to 12th Av. Then another toll-gate would be needed for 35W & I 94 exit into 55 w/reject to 24th St. North bound 55 exits for 24th St. & for I94 & 35W. Elevation could over Hiawatha Av. or over the Milwaukee RR tracks.		
		Hiawatha		RR Tracks
6.		NSP pole-line on east		A plan thru RR yards would have to
7.		shoulder may be too close		be coordinated for pier locations.
8.		for a 4-lane 60ft. express-		Someof the tracks must be obsolete.
9.	Lake St.	way which could be sited to the west a bit.		
		Hiawatha	RR Tracks	See PLATE III Optional Dight Av.
	31st St.	NSP pole-line east side continues to 39th St.	Expressway over 3 sets of track	There is space to site the Expswy. over a junk yard & satellite yd. to begin alignment to Avenue. It starts @ 34St. & has space for 4-lanes, 60ft. Existing telph. pole-line could be strung under super structure. Power transf. pole in-way.
	34 St.		Some track obsolete 4-sets(Track)	
10.	38th St.	Expswy. tohave exits for S & N bound. No enter		Space (S) side of St. Market lot & trucking lot
	39 St.	NSP sub-station. Steel tower trans-line begins over		
	40 St.		RR & runs (S). Towers out-of-way w/cantilever	Run past lumber yard.
	41 St.			House not in-way (S)close
12.	42 St.			Houses both sides of Av.
	[illegible]			to 43 St. Dight ends.
	43 St.			Run over trucking yd. (S)
	44 St.			Mfg. Plt. (N) in-way.
	45 St			Run over City truck yd.(S) " " " " " (N)
	46 St.	Exprswy to have exits for S & N bound. no enter. Continue over Hiawatha.	Continue over RR tracks (S)	House in-way (S) & Tower(S Steel tower in-way (N) Off-set to (W) over to RR or over to Hiawatha. Lumber yd. & tire sta. (S)

VEHICULAR TRAFFIC (Rubber Tires) SEPARATION FOR HIAWATHA CORRIDOR

See PLATE II p.5

Tabulated analysis of "in-place" companies @ intersection corners(NE, SE,etc) A Minn.Highway 55 Aerial Expressary can divide the thru traffic (HOV) from local traffic bt three choices,i.e.,Above Hiawatha Av., RR Tracks or Dight Av.

Ref. No.	Cross Street	Semi-phore	E. Side of Hiawatha	E. Side of RR. Tracks	Expressway South Bound / North Bound
4	13th Av.			Reject to 13 Av.	Toll-gate / End
	Cedar Av.			Reject to 24 St.	Toll-gate or
6.	24th St.	X	(NE)Small Industry	(N)Contractor	Off-set over
			(SW)Auto Service	(S)Warehouse	RR Tracks
	26 St.	X	(SW)City Pub.Wks.		
			(E)City lot		
7.	RR 3 Trks.		(E)Milw.RR Yard		Over Milw.RR
			(SW) " " "		main-line
	28 St.	X	(E) " " "		
	RR 3 Trks.		See PLATE III p.6		
9.	Lake St.	X	(NW)Gas Station		
			(NE)City yard		
	31 St.			Old Bldg.	Off-set E. for alignment to
	32 St.	X	(NE)Foundry	(N)Brick Bldgs.	Dight Av.
			(SE)Warehouse	(S)	
	33 St.		(NE)Warehouse	(N)Junk yard	
			(SE)Gas station	(S)satellite yd.	over
	34 St.		(E)Vitamin Plt.	Cargill Research	Dight Av.
10.	35 St.	X	(NE)Rental shop	" Silos	
			(SE)Flour Mill		
	36 St.	X	(SE)Warehouse	Cargill Silos	Houses not
	37 St.	X	(NE) "	" "	in-way
			(SE)Mill silos	Elev. Silos	
11.	38 St.	X	(NE)Flour Mill	(N)Elev. Silos	
			(SE)Trucking lot	(S)Food Market	
	39 St.		(E)Feed Mill		
			NSP Sub-Station		
	40 St.		(SE)Milwork Plt.	(S)Lumber yd.	
	41 St.		(NE) " "	(S)Elevator	
12.	42 St.	X	(NE)Rental Yd.		Houses
			(SE)Gas Station	(N)Small Plts.	each side
	43 St.		(NE)Sheet Metal Fab.		Dight Av.
			(SE)Supply Whse.	(S)Lot for Trucking	D. Av. Ends
	44 St.	X	(NE) " "	(N)Plant Office	
			(SE)Rental shop	(S)City Maintinance	
	45 St.		(NE)Pipe Sales	(N) " Trucking	Off-set to
			(SE)Plumbing Sales	(S) House	RR. or
13.	46 St.	X	(NE)Market Lot	(N)Power Tower	Hiawatha
			(SE)Fire Service	(S)Lumber Yd.	
	Godfrey		(NE)Fast Food,Motels		
	Min.Pkwy.	X	(SW)(SE)Minnehaha Park		
14	50 St.	X	(SW)Gas Station	(E)Minehaha Park	
	52 St.	X	(SW)Stores		Above RR. bed or
	54 St.	X	(SW)Vet. Hosp.		St.-car roadbed
15	56 St.	X	(W)(E) VA	Reject to Hiaw.	Toll-gate N.B.
16	57½ St.	X	(W)(E)Highway 55		End S.B..

17 Total Semiphores

VEHICULAR TRAFFIC (Rubber tires) SEPARATION FOR HIAWATHA CORRIDOR

See PLATE III p.6

Ref. No.	Cross Street	Route Description	
		Hiawatha	RR Track
14.	Min. Parkwy	Elevated past Park	Elevated thru Park
14.	Park	Minnehaha Creek bed should not be distrubed as in 1930's., when a storm-sewer was laid up-stream under its course disruping the tributary water-table. Then a pump well was installed to keep the Falls running. A propsal in '50 (MHD) of moving the Creek or tunnelling is unatural and unnecessary.	
	52nd St.	Run elevated Expressway over old Street-car road-bed.	Run elevated Expressway over old RR road-bed.
	54th St.	City limits.	
15		Runpast east side of resident bldgs. VA	
	57th St.	South bound exit down to Hiawatha and north bound toll-gate here w/reject to Hiawatha normal traffic(curve under)	
16	57½ St.	New relocated (E) Interchange @ Minn. Hughway 62.	

** Note: This non-stop Expressway (Minn. 55)elevated) of 5½ miles could be traversed inless than 10 minutes, and would not have to meet Federal Interstate Specifications, precisely. It could pay for itself. It could be constructed with venture or private Capital. e.g., Invergrove,Min. bridge, Prescott,Wi. bridge (in past), Hudson,Wi. bridge (gone) & Northwest Tollway, NW Illinois.

SUMMARY

Since scoping leaves room for a free outlook to an ultimate solution, may the writer respectfully print the following.

The present day trend to develop the Lowertown as verified in St.Paul could give Mpls. some foresight. The St.P. newspaper has moved out of the Loop to Holman Field Industrial area. Similarly, the Mpls. news paper is planning a move to Burlington Northern's development by the river where a suspension bridge ~~bridge~~ (as the original) to nicollet Island would advance this vicinity.
The Milw. Station Mall development is in keeping with this drift along with many new buildings closer to the river. The Loop is over-building as noting the new Norweat Bank plan has just been reduced in size.

Perhaps the loop tracks for CBD should be reconsidered to run behind the Milw. Sta. on 2nd St. then up Marquette Av. or 2nd Av. As now planned the Metrodome w/o advaned planning is in the way. Had it been on the NW side of downtown, it could be served with many railroads.

A new convention center on lst Av. N. would subtract CBD monies from sub-way financing. A better is no-bhild as the present Auditorium is sturdily built with public money and can suffice its purpose.
There is a subterranean lake from 4th St. - CBD- to 9th St. & Nicollet. Could the rumble of suc-way trains cause problems to other footings.

One sub-way pass thru the Loop should be sufficient, and from the vicinity of the Auditorium LRT could go S. (good density) to the Milw. RR for route to SW,; or it could go NW to CNW RR for route to SW. There are not many riders there (Wash. Av. to 8th St.

As was noted in the description: Venture capital, private funds or S. Mpls. populace share funding could finance the Expressway.

GRAY, PLANT, MOOTY, MOOTY & BENNETT

A PARTNERSHIP INCLUDING PROFESSIONAL ASSOCIATIONS

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• PARTNER

February 20, 1985

Mr. Elliott Perovich
Chairman
Regional Transit Board
300 Metro Square Building
St. Paul, MN 55101

Re: Staff Report on LRT Study

Dear Mr. Perovich:

I am writing to express my disappointment in the staff recommendations concerning the Steering Committee's Alternatives Analysis/Draft Environmental Impact Statement study on transit improvements in the University Avenue-Southwest Corridor. The staff report essentially recommends disregarding transit improvements in the Southwest Corridor, deferring even preliminary engineering evaluation of LRT in this corridor until some undetermined future date. This recommendation runs strongly counter to the needs and desires of the communities affected.

As I am sure you are aware, each of the municipalities traversed by the Southwest Corridor has specifically endorsed installation of light rail transit in this corridor now. In addition, the Citizens Advisory Committee for the Southwest Corridor, which embraces the area from just outside downtown Minneapolis through the Kenwood-Isles area, St. Louis Park, Hopkins, Minnetonka and various other communities, unanimously endorsed the installation of light rail transit in this corridor now. Both the cities in the corridor and the citizens on the Citizens Advisory Committee are extremely disappointed in the staff report.

The staff recommendation to defer consideration of transit improvements in the Southwest Corridor reflects several major conceptual errors. First and foremost, the staff report perpetuates the UMTA-mandated analytical approach of isolating specific

subsegments of the transit system for individual and isolated analysis and decision. Second, the staff report essentially ignores the acute need for transit improvements in the Southwest Corridor. Thirdly, the staff recommendation creates a politically undesirable situation by playing off one corridor against the other, creating dissention in the delicate political consensus that has been painstakingly built through the Steering Committee study.

Designating the University Avenue Corridor as the "best corridor" for LRT is a fallacy. Staff has fallen into a trap set by the UMTA planning process. UMTA, as you know, is strongly inimical to funding new rail-based transit projects. Thus, to minimize its exposure to funding demand, UMTA requires that transit improvements be studied and decided upon on the basis of a "minimum build" isolated line segment. This requirement permits UMTA to compare competing demands for federal funds from different cities, but bears little relationship to defining and analyzing the complete travel flow patterns, transportation needs and transit operating characteristics of travelsheds in the Twin Cities Metro area. The Citizens Advisory Committee in the Southwest Corridor has complained consistently through the study process that following the UMTA-mandated criteria tends to obscure data and create conceptual barriers to the local decision-making needs of our region.

The "best" corridor designation also obscures the fact that both the Hennepin County implementation study and the financial consultant's report to the AA/DEIS study concluded that the entire 36-mile, three-leg LRT system is easily affordable to the community based on state and local funding alone. We have no fiscal-based need to confine ourselves as a community to sub-optimal transit improvements based on a fallacious federal fiscal policy.

Moreover, focusing strictly on isolated subsegments of the corridors under study obscures the inescapable conclusion that the three-leg system is far preferable, operationally and economically, to an isolated leg. First, ridership projections for the three corridors have been based on the "minimum build" assumption. In the Southwest Corridor, for example, the projected daily ridership of 17,000 was arrived at based on existing transit usage and the assumption that a light rail line would extend from Minnetonka only as far as downtown Minneapolis. Having a line extend through downtown Minneapolis to the University of Minnesota and across the Midway Corridor to downtown St. Paul would create an origin and destination matrix substantially larger than one provided by the Southwest Corridor line alone, and would result in significantly increased ridership in the Southwest Corridor segment. This effect would be compounded further if the three-leg system were constructed. I conservatively

estimate that Southwest Corridor ridership, if the Southwest Corridor is combined with a University Avenue line, would be not 17,000, but closer to 25,000 daily riders with corresponding increases in other legsl of the system.

Secondly, construction of a multiple leg system would result in operational efficiencies that could not be achieved based on consideration of isolated single legs. Fixed costs of the system would be amortized over a larger operational base, and operational and staffing efficiencies could be achieved such that the operating expense of a multiple-leg system would be measurably less than the sum of the individual operating expenses projected for the individually considered isolated legs.

Thirdly, evaluation of isolated corridor legs tends to obscure the cumulative ability of a multiple-leg system to alleviate traffic congestion. Daily auto diversions in the Southwest Corridor alone would exceed 5,000, a very significant reduction in automobile congestion in the Calhoun-Isles and Hennepin and Lake areas of southwest Minneapolis, as well as the growing rush hour auto congestion problems on the arterial streets and highways in the Southwest Corridor. Moreover, the studies imply, but do not explicitly state, that each leg of the corridor could exclude up to 100 or more diesel buses each rush hour from the central business district for each corridor.

The second major problem with the staff recommendation is that it overlooks the major and acute mobility problems that now exist in the Southwest Corridor, and can only worsen with time. Significant traffic congestion exists in this portion of the study area. With the possible exception of the University of Minnesota campus, the traffic congestion problems in the Southwest Corridor as they relate to daily CBD commuting are probably the most acute in the entire study area. Very significant commuting-related problems exist in the Calhoun-Isles area of Minneapolis, and the entire corridor suffers from poor and declining accessability to the Minneapolis CBD and U of M campus. The staff recommendation would relegate these problems to conjectural future re-evaluation.

Another shortcoming of the staff recommendation is that it ignores the substantial and growing expense of providing diesel bus-based transit in the Southwest Corridor. This corridor, without LRT investment, will continue to contribute a major portion of the MTC's operating deficit. By investing in LRT in this corridor now, that situation can be entirely reversed and turn the Southwest Corridor travelshed into a highly efficient portion of the MTC's operating budget.

Designation of the University Avenue Corridor as the "best" candidate for continued LRT study is, itself, a rather bizarre concept. Apart from UMTA's requirement that a "priority" corridor be designated, for federal purposes, it is difficult to conceive how the RTB staff could sift all of the many decision criteria to arrive at such a sweeping generalization. The Southwest Corridor has some of the most acute problems, and offers the cheapest and fastest LRT solution of any of the three corridors. It also offers the greatest political constituency in terms of participating municipalities, and consensus-forming capability in the state legislature. I do not suggest that these factors compel the conclusion that the Southwest Corridor is the "best" candidate for LRT implementation, but only to suggest that in the face of such factors, designation of any of the other corridors as a "best" candidate is implausible. No corridor is "better" or worse than any other. All have compelling arguments for at least preliminary engineering for possible LRT investment. This community should consider this transit system as a system for purposes of the present decision whether to proceed with preliminary engineering. Neither UMTA's arbitrary and non-germane protocols nor any local fiscal constraint mandate that we should not continue our process of parallel evaluation of LRT in all three legs of this system.

I respectfully suggest to you and the members of the Board that the question of the advisability of LRT investment in this community has been studied to death. The time is at hand to act to initiate the process necessary to bring significant mobility benefits to our communities. Preliminary engineering on the Southwest Corridor is a very small commitment to ask of the RTB, particularly when money to conduct that study on all three candidate corridors is already available. Indeed, an argument could be made that the preliminary engineering funding for the University Avenue Corridor, if that is to be the "priority" corridor for federal purposes, will be forthcoming from UMTA, freeing up substantial amounts of state MVET transfer funds for preliminary engineering on the other two legs of our system.

Thank you for your consideration of these thoughts. I know the Board faces a difficult task, especially insofar as members of the Board who have not been personally involved in these studies for two or more years do not have the thorough familiarity with the data that members of the Steering Committee and the Citizens Advisory Committees have gained. Still, the observations of those members of the Board who have visited LRT systems in

Calgary, Edmonton, San Diego and Portland and who have seen what LRT is capable of achieving in communities smaller and less economically healthy than ours, should offer substantial comfort to other members of the Board who have not had this first-hand observation.

Respectfully,

Andrew C. Selden

Andrew C. Selden
Chairman, Southwest Corridor
Citizens Advisory Committee

ACS:sm

cc: Mr. Larry Donlin
Mr. Robert Miller
Mr. James L. Brimeyer
Ms. Barbara Carlson
Mr. Jeff Spartz
Mr. Dirk DeVries

323 Eleventh Avenue North
Hopkins, Minnesota 55343
February 22, 1985

Mr. Elliott Perovich
RTB Board
270 Metro Square Building
St. Paul, Minnesota 55105

Dear Mr. Perovich:

It is my understanding that the RTB Board will be considering the possibility of doing an engineering study of the Southwest Corridor for Light Rail Transit.

I would like to urge that those studies be done so that costs for developing a Light Rail Transit system can be evaluated and compared with alternative routes in the proposed system.

Thank you for your consideration.

Sincerely,

James C. Shirley
Council Person
City of Hopkins

CITY OF **HOPKINS** MINN.

OFFICE
OF THE
MAYOR

February 22, 1985

Elliott Perovich, Chair
Regional Transit Board
300 Metro Square Building
St Paul MN 55101

LRT STUDY - RTB STAFF REPORT

As Mayor of the City of Hopkins and a member of the Steering Committee Alternative Analysis/Draft Environmental Impact Study, I think it's a mistake not to continue with the total transit system study, Elliott.

You know the cities of Golden Valley, St Louis Park, Minnetonka, Hopkins, and others have been looking at total metro transit assessment alternatives since 1981 when I became Mayor and before that time. To those of us who insisted this not become a parochial issue but one of Metro wide concern, the staff report has turned back the clock.

Those of us who took the Metro wide charge very seriously have made sure that both cities of St Paul and Minneapolis as well as the Southwest cities were included in the process. That process also gave plenty of time and concern to the citizens affected. We've held many public meetings and have integrated the county's efforts as well. The 8 City Chamber of Commerce-Twin West--has had both a Transportation Committee and a LRT Committee in place during this time. We think we've included all those who will be affected by this study. Now to exclude the needs of the SW corridor is very unfair to both our citizens and the Metro wide transit system.

We are aware of Andy Selden's letter representing the Citizens Advisory Committee, and highly endorse his comments. Elliott, if you agree that transit needs are today encompassing the entire metro area then decisions made now for recommendations to the legislature should be complete and not try to functionalize the parties involved.

We simply must look at the best way to get the congestion of single person cars out of the downtowns; ours, Minneapolis, and St Paul, as well as the Capitol area, and the University area. To do this effectively we need a complete transit system serving people who work in the downtowns and live outside them and those who live downtown and work outside.

We are a mobile society no longer enjoying working or using recreation in only our backyard. That's why our transit decisions will effect the entire lifestyle of all people in the State.

Bob Miller

Bob Miller

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EAST BANK RIVERFRONT PARTNERS
10 Second Street, N.E., Suite 109, Minneapolis, Minnesota 55413/612-379-2890

February 19, 1985

Mr. Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Building
Seventh and Robert Streets
St. Paul, MN 55101

Re: Transit Improvements on University Avenue

Dear Mr. Perovich:

The purpose of this letter is to comment on the staff recommendations prepared for the Regional Transit Board, dated February 11, 1985, regarding transit improvements on University Avenue.

We concur with the following staff findings and conclusions:

1. University Avenue through the two downtowns should be selected as the priority corridor for transit improvements, and;

2. Light Rail Transit should be selected as the preferred fixed guideway alternative, and;

3. The final decision on implementation of Light Rail Transit should be made after preliminary engineering, additional development planning, regional needs assessment, and financial resource anaylsis are completed.

4. A work program for the next 18 months should be adopted that includes the following:

   A. Preliminary engineering for Light Rail Transit in the University Avenue corridor, including logical connections to other corridors through the two downtowns and connections to maintenance yards and shops, as well as site specific development planning for corridor stations in the University Avenue corridor (completed by December 1986).

In addition to our support of the staff findings and conclusions we would like to recommend that the preliminary engineering studies for the University Avenue corridor include a study of both alignments being considered (Washington Avenue (LRT-1) river crossing and Hennepin Avenue (LRT-2) river crossing).

In January we recommended that the University Avenue Light Rail Transit line enter downtown Minneapolis via Hennepin Avenue. We continue to support that recommendation because this route best meets the transit program objective, better serves Minneapolis neighborhoods, is the most feasible and cost effective route, and will stimulate a significant amount of new developemnt in Minneapolis and St. Paul.

For these reasons we ask that the Regional Transit Board adopt the staff recommendations and direct the staff to study the LRT-2 route as part of the work program.

We appreciate the opportunity to comment on this matter and look forward to working with you in the future.

Sincerely,

William L. Schatzlein

William L. Schatzlein
Managing Vice President

WLS/sf

cc: Metropolitan Council
East Bank Riverfront Partners

TA Metrop. Systems Comm. report tells us that from 1971 to 1983 both costs per mile & costs per passenger on MTC Buses increased by more than 450%. Even adjusted for inflation the real cost increases were over 200%
Around 60% of the MTC operating budget is for salary & fringe benefits. LRT offers an opportunity to reduce operating costs & increase efficiency.
a 40 foot Bus carries about 80 passengers
an articulated " " " 60 "
an LRT vehicle carries " 166 "
~~a~~ 2 LRT " with 1 driver " 332 "
3 " " " " " 498 ".
~~Each of these~~ In busy corridors - ~~this~~ the LRT would help reduce operating costs.

One cost point - not talked about alot. There is a ripple effect on the local economy in the construction of any major project. Portland is in the process of building a light rail line & has estimated the ripple effect could be as much as $385 million added to the local economy & that the project means around 665 construction jobs per year over four years.
We as a regional transit board have the responsibility ~~to~~ to solve problems by planning ahead - not just for 10 or 20 years but for the future - 40 to 50 years ahead.
I ~~will support this~~ wish we could move ahead with LRT, not only in these three corridors but in other potential corridors in the Region, but I understand that we can't do all at one time & that we have to prioritize or stage the effort, & will support the steps outlined in the staff report.

As I look on this as a very positive step for transit for our region

We have the opportunity today to take a giant step forward for transit in the metropolitan area. We have been charged with the responsibility of solving transit problems and with planning transit for our area. After a great deal of reading, listening to presentations, questions & answers I have come to the conclusion that the best ~~answer~~ transit system for ~~future transit~~ our region is a combination of LRT & ~~feeder~~ buses.

Significant growth in employment, retail activity & entertainment functions in our downtowns will add to the existing congestion, pollution & parking problems. Rush hour traffic already causes frustration, delay, & some pollution. If we don't address this issue, the situation will become worse, as more jobs are created to fill all the new buildings under construction. Whether we live in Mpls, St. Paul or the suburbs we all make many trips a year to the center cities for work, shopping, education or for entertainment. If traffic is snarled & we can't find parking we would in time avoid the downtowns - & they are too important to the total area to have that happen. ~~Adding LRT will improve.~~ To summarize the area needs effective, efficient mass transit & S Hiawa LRT is the answer for several corridors.

~~The~~ My other reason for supporting LRT is because of operating costs

CALGARY TRANSIT

FINANCIAL STATISTICS
1973 - 1983

Year	Capital Grants	Capital Expenditures	Operating Expenditures	Operating Revenue	Provincial* Grants	Millrate Contribution
1973	250,000	677,496	10,845,934	6,760,348	101,457 (-)	3,900,216
1974	7,500,000	895,654	13,316,345	7,733,606	1,350,167 (1,200,000)	4,036,862
1975	7,500,000	15,340,914	17,617,240	8,540,664	1,410,770 (1,300,000)	6,389,015
1976	7,500,000	6,608,732	22,640,275	12,589,597	1,741,815 (1,600,000)	7,402,360
1977	7,624,582	12,928,920	26,711,177	13,079,574	1,881,446 (1,700,000)	11,665,288
1978	7,516,000	21,100,000	30,985,283	15,161,843	1,966,865 (1,700,000)	13,617,798
1979	12,500,000	51,691,834	35,795,470	18,115,179	3,934,228 (3,400,000)	13,277,481
1980	17,040,663	91,714,967	48,702,634	21,449,284	5,824,115 (3,600,000)	20,510,844
1981	20,682,350	42,386,398	74,766,441	29,801,816	9,916,852 (4,700,000)	33,505,890
1982	23,793,096	114,772,943	96,870,881	34,574,545	12,923,861 (5,100,000)	44,654,873
1983 E	30,549,934	76,094,000	98,880,000	34,255,000	13,980,000 (5,300,000)	49,440,000

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* Provincial Grants include interest subsidies on debenture borrowings
Subsidy indicated in parenthes.

9. The Citizens League and the Metropolitan Council staff have raised a number of basic issues relative to effectiveness and if shifts in population and ~~wrok~~ work location make this an investment which does not meet future demand. ~~I would recommend that~~ They have issues which they raise ~~have~~ stated more eloquently problems with this decison, than many things I can state.

10. It has been said that we are building a system for not only 2000,but 2030 and 2030.. that is why it should be relevant to our ~~issues~~ needs and able to have an impact. We should build a system for the long haul. But the data on ridership,congestion and location indicate that investment in LRT will have very,very limited impact ....

11. Is it realistic to assume that all of the growth in the Twin Cities will go into these three corridors...will that density occur. Will there be other options throughout the city and suburban region that will lessen our figures. I was very struck by the comments of our economic experts, who suggested that we may be high as to economic impact.

12. Operation vs. capital costs.... it has been stated that operating costs make the system cost effective....Read Jose Gomez-Ibanez...

13. Will we be in the position of continually having to expand the system to justify our initial expense..People Mover..

14. What would I suggest instead....busway...freeway changes...change in bunching of streets for buses downtowns...let us ask as the Citizens League has asked...how is the problem defined...there is no single strategy...HOVs..flexible vehicles..other solutions.. The one thing that is certain that LRT comes back the wrong answer. We should not go to preliminary engineering,because it becomes too easy to become ~~coopted and~~ c-mmitted to a decison and then seek the information to justify our decison. I have realized how my perceptual filter has affected my bias against fixed rail systems...I sought out those facts on the trip and during meetings and reading which justified my biases. I am afraid that commitment to LRT,no matter how it is phrased...and this is a commitment to LRT, increases the psychological commitment to that system.

Process

1.. We have defined the problem well-problem is that our proposed solution doesn't relate to the defined problem.

~~2. Not only issue of legislative support..or opposition..but what do we believe in..~~

3. Not an issue of technology....technology is feasible

4. Not an issue of financing or cost-if we wish to spend the money and believe it is a priority, as a region,it can be afforded. However,the issue is not cost-nor cost of LRT relative to altrnative freeways or public works...but cost effectiveness of this project as a limited resource relative to how well this proposal will solve our problems-it is on this point and others that LRT fails to meet our test and should be rejected. Is this the best thing for Twin Cities

5. Thus the issue is not whether it is plausible in Portland,sauve in San Diego, ~~cool in Calgary~~ or efficacious in Edmonton,but is this the best thing for the Twin Cities.

6. We appear to have a fascination with technology. Call it warm fuzzies for street cars,or a confusion between a belief in a technological fix and what the problem is, that is facing us.

7. What exactly are we doing. I have heard from proponents that we are doing a transportation solution,or at least a contribution to an overall transportation issue...I have heard others say it is economic development...for others,air pollution and for others ..downtown congestion...

I realize this is not a panacea..but what we must ask as public officials is whether the cost ,relative to investment justified the expenditure. It is a subjective decison, and I have determined that 2 % of riders off freeways,modest or questionable development,little ridership gain and potential costs do not meet our needs.

8. A number of questions remain for me which have not been answered and will not be answered by preliminary engineering.

a. Are we replacing bus riders for street car riders..if this is the majority of our action,then is the justification worth the expense.

b. Are we by this action redirecting a major portion of our resources,relative to future overall transit needs. If most of our people are going where buses and fixed rail systems are not..then are we in fact limiting our future financial options

Jose A. Gomez-Ibanez JFK School

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" While LRT systems probably do save on vehicle operator costs,as LRT proponenets suggest,these gains are likely to be offset by the added expense of maintianing the LRT vehicles and right of way unless the passenger volumes on the LRT are extrememly high. An LRT vehicle is considerable more complex than a bus,and thus the ratio of car maintenance employees to vehicles is likely to be higher on an LRT than a bus system. Maintennace of track,signalling,overhead catenary,power distribution systems,fare collection systmes and stations also tend to increase the operating costs of LRT over those of buses. The ratio of employees per vehicle is twice as high on the San Diego LRT as on the bus sytem,for example,which suggests that San Diego's passenger densities are far too low for the savings in operating costs to offset other LRT costs."

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" LRT maintenance costs may be understated during those early years of operation because the vehicles and right of way were brand new and much of the equipment under warranty. In addition,the simple comparison of bus and LRT operations in the same system disguises the cost of LRT feeder service. The new LRT lines may "skim the cream" off the older bus system by taking over one or two of the of the most heavily travelled and profitable trunk bus routes and leaving the buses to operate the less profitable,but necessary feeder services.

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Costs of LRT vehicles,track,power and signal systems should increase as the new systems age. Whatever the ultimate operating costs increase,the added costs of LRT vehicle and way maintenance and feeder service have clearly offset any economies the LRT might offer in a larger vehicle or a greater number of passengers carried per operator.

(1) (a) ~~[illegible]~~ issue is not ~~[illegible]~~ other expenditures ~~[illegible]~~
~~Is~~ choice the issue
Is ~~that~~ the bus will still be the major source) Chevrolet Cadillac

(2) Study a penetrating cost

(3) Is this answer

(4) 27 - 94

Air pollution - mall
Congestion

(5) [Heavy expenditures may compound financial woes

(6) not all of trips to downtown or right corridor

Pot holes

2-25-85

_____ moves that the RTB Chairman appoint a special committee of 3 Board members to assist in the scoping of preliminary engineering tasks associated with LRT. The charge of this committee will also include making recommendations to the full Board concerning the maximum cost of such preliminary engineering work.