



Minnesota Regional Transit  
Board: Records.

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## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
292-8789

DATE: November 13, 1992

TO: Chair and Members of the Administration and Finance Committee

FROM: Edward Kouneski, <sup>FK</sup> Manager of Programs  
Howard Blin, Manager of Planning  
Len Simich, Senior Project Manager  
Michael Opatz, Project Administrator <sup>MO</sup>

SUBJECT: Approval of MTC 1993 Budget

### SUMMARY

This memorandum presents the Regional Transit Board's (RTB) policy and financial review of the Metropolitan Transit Commission's (MTC) 1993 operating and capital budgets. Action is requested to approve the budgets with certain conditions.

### BACKGROUND

A previous memorandum dated October 6, 1992 described elements of the MTC budget and outlined preliminary concerns with some of budget assumptions that were made. This was presented to the A&F Committee at its meeting on October 13, 1992. Subsequent to that meeting, the MTC responded in writing to a list of questions prepared by staff, and this was circulated to the committee at its November 10, 1992 meeting during which MTC representatives spoke.

This final review of the MTC's budget is presented on the basis of available funding, as indicated in the RTB's budget, and the policy direction established in the RTB's Five-Year Transit Plan (FYTP).

### Available Funding

The RTB's Proposed 1993 Budget earmarks \$63,191,012 of subsidy for the MTC to operate fixed route bus service. In addition, there is \$800,000 for the rideshare function, \$450,000 for the Jobseekers program; and \$760,751 for the Metro Mobility administrative function. In total, \$65,201,763 is available to the MTC for operating purposes.

### Policy Direction

The RTB's FYTP provides guidance to the MTC for its service initiatives, work programs, and performance. *Exhibit 1* on the following page shows RTB policies and statements of direction gleaned from the FYTP that are relevant to this review of the MTC operating and capital budgets.

*Exhibit 1*

**RTB Five Year Transit Plan  
STATEMENTS OF POLICY DIRECTION**

**OPERATIONS**

- Be dynamic and flexible in offering transit service options that are appropriately matched to the needs of the public.
- Place priority emphasis on maintaining the core, local radial route system, serving in the following order of importance: transit dependent persons, under-served areas, and congested corridors.
- Improve suburban transit services to keep pace with changing travel behavior and patterns.
- Allow persons with disabilities opportunities to maintain independence through use of accessible public transit routes.
- Use technological advancements to improve the quality and cost effectiveness of transit service.
- Coordinate the involvement of state, regional and local government units and the private sector to effectively meet the transit needs of the region.
- Develop travel demand management strategies as part of the mix of transit options.
- Implement marketing policies that improve security, increase ridership, develop a regional identity, promote the benefits of transit, and establish a simplified transit pricing structure.
- Provide transit service in a secure, comfortable, and reliable manner to ensure customer satisfaction.
- Operate regular route service in conformance with the RTB's service design guidelines.
- Evaluate regular route service using RTB performance standards.
- Maintain a 35 percent farebox recovery ratio.

**CAPITAL**

- Seek to maximize federal funding for transit capital needs.
- Make transit service fully accessible to persons with disabilities.
- Pursue technological advancements in fare collection and other areas to enhance the attractiveness of transit use.
- Examine alternative fueled vehicles.
- Maintain an average fleet age of six to seven years with bus purchases spaced as evenly as possible from year to year.
- Improve facilities, computerization, and other equipment to maintain efficiency in operations.
- Consider RTB funded facilities and vehicles to be regional assets, available for use by all RTB providers.
- Exclude capital costs from the contract service provided to opt-out communities.

## DISCUSSION

### Content of Review

This memorandum focuses on five key areas relevant to MTC activities in 1993.

- Ridership Gains
- Service Priorities
- Goals and Initiatives
- Financial Performance
- Capital Improvements

### Ridership Gains

Loss of ridership has been a major concern in recent years. This prompted the RTB to undertake a marketing research study completed in 1992, the results of which have been incorporated by the MTC in its active pursuit of riders. The commitment of the MTC to increase ridership has permeated the organization. Employees at all levels are working toward this common goal.

Throughout 1992, the MTC has experimented with innovative service demonstrations and promotions with the hope of generating trial use and converting more people to ride regularly. Positive results were evident in the second quarter; and now with the third quarter just completed, ridership gains appear to be solidly established.

In the months July through September 1992, there has been an increase of approximately 610,000 boardings on MTC routes, compared with the same months in 1991. Full fare passenger boardings are up by 284,222; this is the largest portion of the increase. Boardings on special event or innovative demonstration services and other "non-regular route" services are up by 166,118. Combined, these two categories represent 450,339 passenger boardings, or nearly three-fourths (74%) of the increase. The remainder is attributed to social fare boardings, which are up by 95,070, and transfers or free ride boardings, up by 63,914.

### Service Priorities

The RTB's FYTP places emphasis on maintaining local radial service in the core, fully developed service area, and it calls for setting priorities for new service initiatives in the following order: to serve transit dependent persons, under-served areas, and congested corridors. The FYTP also encourages flexibility and innovation in designing services that will attract ridership. Furthermore, it establishes service design guidelines and financial performance standards for individual routes.

The MTC's service plan for 1993 is generally consistent with RTB policy direction. It proposes further expansion of both I-394 and Mall of America service, adding nine and three buses respectively, for a total of 855 peak buses.

**MTC 1993 Budget Approval**  
**November 13, 1992**  
**Page 4**

The MTC proposes to operate a total of 31,078,692 miles, of which 2,344,626 miles are dedicated to contract services. RTB subsidy, then, is contributed toward the operation of 28,734,066 miles of fixed route service.

The MTC projects ridership to increase by 3% to 66.4 million in 1993, and is currently investigating several innovative strategies to facilitate customer use of its services including electronic registering fareboxes, new schedule formats, and improved signage.

Concerns related to the service plan are as follows:

- There is not adequate emphasis on local bus service initiatives to better meet the needs of transit dependent persons. The comprehensive operational analysis (COA) results may be useful here.
- In addition, there is no information on bus service features and passenger amenities that will be added to improve accessibility for persons with various types of disabilities. Meeting the requirements of the Americans with Disabilities Act (ADA) involves more than lifts on buses.
- In the area of new service initiatives, RTB and MTC are both obligated, under federal policy, to involve private operators early in the planning process for new and restructured services. The RTB's Providers Advisory Committee was established for this purpose and should be used this coming year in the review of any new service initiatives or demonstration projects to be undertaken by the MTC.
- While the vast majority of MTC service is provided in the fully developed service area, the MTC is devoting a significant amount of its existing resources to operate routes outside of this core area. It is generally recognized that the most cost effective routes for the MTC to operate are those radially oriented to downtown Minneapolis and St. Paul. This conclusion is supported by a Metropolitan Council analysis which was reported in its comments on the RTB's FYTP last year. Routes that are operated outside of this core area merit investigation to determine alternative arrangements for providing the service.

### **Goals and Initiatives**

This past year, the MTC has revamped its marketing program, launched a COA, and is participating in a management performance audit sponsored by the RTB. These key activities promise to improve the quality and cost effectiveness of service.

Overall, the MTC budget was developed to support the following goals and initiatives:

- increasing ridership 3% over 1992 levels;
- avoiding a fare increase;
- continuing to expand service to the Mall of America and in the Interstate 394 corridor;
- eliminating some of MTC-operated high subsidy service;

**MTC 1993 Budget Approval**  
**November 13, 1992**  
**Page 5**

- improving customer service and product quality through new initiatives; and
- continuing aggressive and innovative marketing campaign.

To support its emphasis in these areas, the MTC is proposing to increase staff for the following functions: transit supervision, maintenance, police and security, human resources, finance, transit information, and transit development, which includes service planning and marketing functions. All new personnel are assumed to be hired as of January 1, 1993.

Concerns that need to be expressed here are as follows:

- The management performance audit will provide direction for staffing levels, and the MTC may wish to revise its hiring plans taking into account the findings which are soon to be released.
- The MTC's marketing plan has been reviewed by RTB staff but has yet to be submitted to the RTB Marketing Committee for input.
- A fare increase cannot be avoided, and the board has approved a new fare structure to take effect during the first half of 1993, no later than July 1, 1993. Planning and marketing efforts for this increase need to begin as soon as possible.

### **Financial Performance**

The MTC has proposed a budget that does not meet the 35 percent farebox recovery standard and assumes more RTB subsidy than is available. In addition, recent action by the board to increase fares no later than July 1, 1993 has not been incorporated by the MTC in its projections of ridership and revenue. The timing of the fare increase was determined based on the need to balance the budget, completing the year without a deficit. A July 1 fare increase will generate an additional \$2.4 million in 1993.

If the MTC's labor settlement, currently in binding arbitration, significantly affects the total level of expenses, \$119,926,000, budgeted by the MTC, it may be necessary to implement the fare increase earlier in 1993. Another factor that may require earlier implementation would be the rejection of our application for \$2.4 million of federal Congestion Mitigation and Air Quality (CMAQ) funds for I-394 service.

An additional issue related to balancing the budget is the MTC's inclusion of approximately \$1.1 million of revenue from its opt-out contracts that represents the capital portion of reimbursement; this will not be realized due to the policy adopted by the board earlier this year that eliminates this payment to the MTC as of January 1, 1993.

### **Capital Improvements**

Investment in transit vehicles and facilities is a critical element in the future success of the regional transit system. As the primary provider for the region's regular route systems, the MTC capital budget is an integral link to the implementation of the Vision For Transit. Following is an analysis of the MTC's 1993 capital plan.

**MTC 1993 Budget Approval**  
**November 13, 1992**  
**Page 6**

The MTC budget proposes \$52.5 million in authorizations for new and amended capital projects, bringing total authorization for active capital projects to \$81.4 million. The proposed net increase for new projects include:

- \$27.7 million in fleet improvements;
- \$2.5 million for MTC facilities;
- \$12.5 million for public facilities;
- \$1.0 million for computerization, and
- \$3.9 million for miscellaneous other projects.

The 1993 capital budget proposes to disburse \$26,616,000 in capital funds, as follow:

- \$10.3 million for electronic fare collection;
- \$8.3 million for public facilities;
- \$4.4 million for MTC facilities;
- \$2.7 million for computerization,
- \$1.0 million on bus and facility-related equipment; and
- \$5,000 for federal arbitrage interest expense.

Note that public facilities include transit hubs, park-and-ride lots, HOV lanes, and other Team Transit improvements.

The funding amounts and sources shown for 1993 disbursements include \$14.3 million from federal sources, \$1.3 million from local jurisdictions, and \$11.0 million from bond proceeds.

MTC projects it will have a balance of \$8 million in bond proceeds at year-end 1992. MTC is requesting that the RTB request the Metropolitan Council to sell, on its behalf, an additional \$13 million of bonds this coming year, leaving MTC with \$10 million at year-end 1993 for use in 1994.

Capital improvements affect future operating cost in some cases. As a result, it is projected that capital improvements implemented this year and next will save \$700,000 in operating costs in 1993.

In general, it appears that the overall 1993 MTC capital budget is consistent with the FYTP and the RTB's Vision For Transit.

The following concerns exist:

- Fleet replacement is consistent with previous capital plans; however, there is a new federal policy which allows an acceleration of bus replacement. One advantage to this would be quicker implementation of the RTB's accessible transit service plan. The merits of accelerating fleet replacement should reviewed against the recommendations of the management performance audit.

- The MTC has proposed two future transit hubs at a total cost of \$2 million which appears to be high. It is recommended that funding for these projects be contingent upon the MTC providing more detailed information for RTB review.
- Team Transit projects are shown to have a total cost of \$2,590,170, but these are not adequately described or justified in the budget document. Funding for these projects should also be contingent on the MTC submitting more detailed information.
- It has come to our attention an additional \$300,000 of federal funds for Team Transit projects may have been secured by the MTC, according to a newspaper account which appeared this week.
- MTC is assuming \$20 million of ISTEA funding in 1993 for MTC capital improvement projects. This will likely represent nearly all of the total ISTEA funding available for the metropolitan area transit and highway projects and is therefore unrealistic. In addition, \$2.4 million will be sought from this source for I-394 operating funding. It is more likely that the MTC would receive \$5-6 million in ISTEA capital funding; requiring a greater share of local funding. Staff recommends that the MTC revise its capital funding equation to include a greater amount of local bonding.

## FINDINGS AND CONCLUSIONS

Following are highlights of the policy review of the MTC's proposed 1993 budget:

1. The MTC's budget generally conforms with RTB policies in its emphasis on ridership gains and new service initiatives, however, more focus is needed on local bus service initiatives, which may emanate from the COA findings, and the MTC's plans to add various accessible bus service features and passenger amenities.
2. It is appropriate for the MTC to involve the RTB's Providers Advisory Committee in the planning process for new and restructured services, and furthermore, to begin investigating more cost effective alternatives for service provided outside of the core, fully developed service area.
3. The budget, as submitted, does not conform with the regional farebox recovery standard, and it does not reflect the recent action taken by the RTB to increase fares no later than July 1, 1993.
4. The marketing plan is an important document that has yet to be reviewed by the RTB's Marketing Committee.
5. The results of the management performance audit will provide valuable direction for future staffing levels in various departments.

6. The MTC's capital plan is generally consistent with the RTB's policy direction. Recent changes in federal policy suggest that the MTC could explore accelerated bus replacement to add more accessible vehicles in its fleet.
7. More detailed capital project descriptions for transit hubs and Team Transit improvements need to be provided to the RTB.
8. The MTC's assumption of available ISTEA funding needs to be modified to reflect the realistic levels available.

Specific elements of the budget recommendation are presented on the following page. Other considerations for approval of the budget include the implementation of I-394 service regardless of whether new federal CMAQ funds are acquired; the removal of the capital portion of revenues from the opt-out contracts at the start of 1993; and the presentation of contingency options for expense reductions with resubmittal of a balanced budget to the RTB.

#### RECOMMENDATION

That the Regional Transit Board:

1. Approve the MTC's operating budget for 1993 with \$65,201,763 total in subsidy, apportioned as follows:
  - \$63,395,424 to operate 28,734,066 miles of fixed route service in conformance with existing RTB policies and service design guidelines;
  - \$614,928 of same level funding for TDM/rideshare activities to be arranged under a separate contract with the RTB;
  - \$760,751 of same level funding for the Metro Mobility administrative function, under a separate contract; and
  - \$430,660 of Jobseekers subsidy, previously approved by the board.

The approval of the operating subsidy is contingent on the MTC acting to:

- (a) Implement I-394 service on schedule at the service levels planned.
- (b) Follow the existing process for review of any new, restructured, or special event service by the RTB's Providers Advisory Committee prior to service implementation.
- (c) Submit its marketing plan to the RTB's Marketing Advisory Committee for input.
- (d) Plan for the fare increase to be implemented no later than July 1, 1993.
- (e) Remove the capital portion from contract revenues for the opt-out programs effective January 1, 1993.
- (f) Resubmit a balanced budget to the RTB, with expenses and revenues adjusted accordingly.

**MTC 1993 Budget Approval**  
**November 13, 1992**  
**Page 9**

- (g) Present a list of contingency options, with the associated savings, that could be enacted in the event that new federal funding is not acquired and/or the labor settlement effects significant costs.
  - (h) Maintain a 35 percent farebox recovery ratio.
2. Approve a 1993 MTC capital budget consisting of \$52,548,904 in authorizations for new and amended capital projects, bringing total authorization for active capital projects to \$81,415,002; and 1993 disbursements of \$26,616,000.

The capital budget assumes the sale of a minimum of \$13 million in bonds during 1993 and is approved with the following conditions:

- (a) Revise the estimates of local bonding needs for future years based on available Intermodal Surface Transportation Efficiency Act (ISTEA) funding of \$5-6 million annually.
  - (b) Provide additional details for the proposed transit hub and Team Transit projects.
  - (c) Explore revisions in the fleet replacement plan to take advantage of federal policy changes, accelerating bus purchases to add accessible vehicles in service.
3. Approve a debt service budget of \$3,060,000.
4. Arrange to receive quarterly reports on MTC financial and operating performance for review and discussion, with topics including progress on implementing recommendations from the comprehensive operational analysis (COA) and the management performance audit.



REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101  
612/292-8789

## Request for Statement of Interest for State and Federal Government Representation

### Background

The Regional Transit Board (RTB) is responsible for the direction and coordination of transit services in the Twin Cities metropolitan area. In the past the RTB has used separate counsel to represent the agency before the federal and state government. The interests of the RTB before federal and state governments is often interrelated and therefore we are seeking one firm to assist at both levels.

### Conflict of Interest

The interests of the RTB may not conflict with the positions of the Regional Rail Authorities and the counties which have Regional Rail Authorities.

### Scope of Work

Will include but may not be limited to securement of dedicated source of revenues for public transit, and be prepared to assist in securing federal funding support for light rail transit or other transit programs.

### Qualifications

May not currently or during the terms of this agreement represent any Regional Rail Authority. Preference will be given to firms that do not work for the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott or Washington.

The representing entity must have established offices and capabilities in both Washington, DC and Minnesota.

A law firm is preferred but not required.

If you are interested, please submit resume and hourly fee to Sherry Munyon.

November 23, 1992 (revised)



REGIONAL TRANSIT BOARD  
 Mears Park Centre, 230 East 5th Street  
 St. Paul, Minnesota 55101  
 612/229-2700

Meeting of the  
 REGIONAL TRANSIT BOARD  
 Mears Park Centre Chambers  
 December 7, 1992  
 4 p.m.

AGENDA

A. CALL TO ORDER AND ROLL CALL

B. APPROVAL OF AGENDA

C. APPROVAL OF MINUTES

- 6. no longer front (no motion)*
1. Joint Meeting of Regional Transit Board and Metropolitan Transit Commission, November 11, 1992
  2. Legislative Committee, November 16, 1992
  3. Regional Transit Board, November 16, 1992
  4. Policy Committee, November 23, 1992

*RF/SF*

D. CHAIR'S REPORT

E. MEMBERS' REPORTS

F. EXECUTIVE DIRECTOR'S REPORT

1. Twin Cities Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement, Final Scoping Report
2. Request for Proposals on Western Suburbs Routes 55 and 65

*mge  
MAC*

*mge  
MAC*

*RF/W*

G. ADVISORY COMMITTEE REPORTS

1. ~~Transportation Accessibility Advisory Committee (Morgan Grant, Chair)~~

H. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE (Ruth Franklin, Chair)

1. Approval of 1993 Metropolitan Transit Commission Budget

*D.C/RF*

I. REPORT OF THE POLICY COMMITTEE (Sandra Hilary, Chair)

1. High Subsidy Regular Route Service
2. Schedule Public Hearing on Metro Mobility Service Options
3. Approval of Metro Mobility 1993 Provider Contract Policies

*mge voted no.*

*SH/TW*

*SH/De*

*SH/De*

TS  
TW

**J. REPORT OF THE LEGISLATIVE COMMITTEE  
(Tom Workman, Chair)**

1. Statement of Interest for State and Federal Government Representation

**K. OTHER BUSINESS**

**L. PUBLIC COMMENT**

**Michael J. Ehrlichmann  
Chair**

mff

6/15/92

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 12/7/92

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Mike Ehrlichmann X

Maryann Campo X

Doris Caranicas X

Sharon Feess X

Ruth Franklin X

Val M. Higgins

Sandra Hilary X

Ruby Hunt

Tom Sather X

Don Scheel X

Tom Workman X

Visitors

Maryann Hunt, Annie Entzgel

Natoko, Judy [unclear]

Jane Wainberg, Bob Thompson

Mike Christman, Bev Child

Diane [unclear] SW Metro, Karen [unclear]

Bob Mains, Sarah Meyer

Tom Johnson

mff

Staff

Clote Luberts, Suzanne

Hanson, Mike Kueh

Donof, Ed K, Mike O

Haworth, Greg A

Judy A, Dale U, Lisa Simons

Randy R, Don Murray



REGIONAL TRANSIT BOARD  
Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

**Minutes of the Joint Meeting of the  
REGIONAL TRANSIT BOARD AND  
METROPOLITAN TRANSIT COMMISSION  
Leeann Chin's Conference Center  
November 11, 1992**

**MEMBERS PRESENT:** Regional Transit Board Members: Michael J. Ehrlichmann (Chair), Maryann Campo, Doris Caranicas, Sharon Feess, Ruth Franklin, Val Higgins, Ruby Hunt, Tom Sather, Don Scheel, Tom Workman, Staff: Gregory L. Andrews, Judy Hollander, Sherry Munyon, Mary Fitzgerald; MTC Members: Robert Mairs, Christine Dean, Allyson Hartle, Todd Paulson, Staff: Tom Johnson, Bev Auld, Jerry Olson, Thomas Weaver

**MEMBERS EXCUSED:** Sandra Hilary, Frank Snowden

**OTHERS PRESENT:** Arnie Entzel and Melanie Benson, Amalgamated Transit Union

This joint meeting of the Regional Transit Board and the Metropolitan Transit Commission was scheduled to afford members an opportunity to discuss the respective roles and responsibilities of the two agencies.

RTB Chair Ehrlichmann called the meeting to order at 4:25 p.m. and roll was taken. A staff report, dated November 10, 1992, prepared by Hollander, Johnson, Auld and Andrews, was distributed. The memorandum identifies some of the issues that regularly create conflict between the two agencies. Members discussed the first four items at length and agreed that more meetings should be scheduled.

Members agreed to meet again on December 4 at 1:00 p.m. and on December 18 at 1:00 p.m.

No action taken and the meeting adjourned at 6:00 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the joint meeting of the Regional Transit Board and Metropolitan Transit Commission on November 11, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the Regional Transit Board on this 7th day of December 1992.



REGIONAL TRANSIT BOARD  
Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

**Minutes of the Meeting of the  
LEGISLATIVE COMMITTEE  
November 16, 1992  
(reconvened November 23, 1992)**

**MEMBERS PRESENT:** Tom Workman, Chair; Michael J. Ehrlichmann; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Ruby Hunt; Don Scheel

**MEMBERS EXCUSED:** Sandra Hilary and Tom Sather

**OTHERS PRESENT:** Mike Robertson, Legal Counsel; Gregory L. Andrews, Stephanie Eiler, Sherry Munyon, Mary Fitzgerald, RTB Staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 5:15 p.m. and roll was taken.

**RECESS AND RECONVENE**

Members agreed to recess the meeting and reconvene on November 19, 1992. Workman so moved and Caranicas seconded the motion. The motion was unanimously approved. The meeting was recessed at 5:20 p.m.

On November 19 at 3:30 p.m. the meeting of the Legislative Committee was reconvened.

**LIGHT RAIL TRANSIT (LRT) FUNDING FOR 1993 SESSION**

Munyon briefed the committee on current LRT activities. Eiler said a final scoping report on the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement will be delivered to the members within the next two weeks. LRT seems to have taken on a life of its own; several legislators have taken on the issue of funding. A chart showing funding scenarios was distributed.

**REQUEST FOR PROPOSAL FOR 1993 STATE AND FEDERAL REPRESENTATION**

Munyon distributed a Request for Statement of Interest that seeks to identify firms interested in representing RTB under the conditions imposed by the board. Sather said the qualifications appear to be restrictive because a firm could represent a county on wholly unrelated issues and would not have a conflict of interest. With that amendment, Sather moved and Franklin seconded:

That the Regional Transit Board direct staff to solicit responses to the Request for Statement of Interest for State and Federal Government Representation, as amended, dated November 23, 1992.

The motion carried (Campo and Ehrlichmann abstained).

**UPDATE ON EFFORTS RELATED TO SECURING DEDICATED SOURCE OF FUNDING**

Scheel said the board of the Metropolitan Inter-County Association approved the change in the distribution of the gas tax and said they will not support an increase in the gas tax unless it includes transit funding. Munyon distributed the formula for standard gas prices with the tax applied. Ehrlichmann said it would be better to get everyone behind one mode of funding. Sather said the survey that the board recently authorized will provide information to help the board determine what people will find acceptable. He agreed the options must be narrowed down. Scheel said the problem of getting the transit portion dedicated remains.

**OTHER BUSINESS**

There being no other business, Campo moved and Scheel seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Legislative Committee meeting that was recessed on November 16 and reconvened on November 19, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the Regional Transit Board on this 7th day of December 1992.



REGIONAL TRANSIT BOARD

Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

**Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
November 16, 1992**

**MEMBERS PRESENT:** Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Ruby Hunt; Don Scheel; Tom Workman

**MEMBERS EXCUSED:** Sandra Hilary and Tom Sather

**OTHERS PRESENT:** Michael Robertson, legal counsel; Gretchen Farnetz, Jerry Eiserman, Rosie Smith-Pilgram, Bruce McFadden, Todd Paulson, Success by 6 Northwest of Northwest Hennepin Human Services Council; Diane Harberts, Southwest Metro Transit Commission; Dick Graham and Mark Hoisser, DARTS, Robert Mairs, Tom Johnson, Mike Christeson, Bev Auld, Metropolitan Transit Commission; Nacho Diaz, Metropolitan Council, Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Howard Blin, Dale Ulrich, Len Simich, Ed Kouneski, Randy Rosvold, Suzanne Hanson, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 4:05 p.m. and roll was taken.

**APPROVAL OF AGENDA**

Feess moved and Caranicas seconded approval of the agenda. The motion carried unanimously.

**EXECUTIVE DIRECTOR'S REPORT**

Andrews introduced the representatives of Success by 6. Bruce McFadden gave a brief summary of the findings and conclusions of the committee. Rosie Smith-Pilgram presented the recommendations. Franklin asked how the RTB will use the report. Blin said the study serves as a needs analysis for the area. On behalf of the Northwest Committee, Feess thanked the communities for their work. All residents of the northwest quadrant will benefit, not only children. No action was taken.

**REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Committee Chair Franklin reviewed the report of the committee's November 9 meeting.

**Financial Statements - September 1992**

Franklin moved and Caranicas seconded:

That the Regional Transit Board receive the September 1992 financial statements and direct that they be placed on file.

The motion was unanimously approved.

**1993 Proposed Budget "Undesignated Savings" In the General Fund**

Franklin moved and Feess seconded:

That the Regional Transit Board further define its Proposed 1993 Budget by

Increase salaries and benefits	\$72,800
Decrease consulting	(100,000)
Recognize 1992 Savings (50%)	<u>(318,200)</u>
Total General Fund Savings	(\$345,400)

The \$36,000 originally budgeted for Professional Services (federal representation) shall be expended on the basis of hourly contractual service as opposed to a retainer basis.

The motion was unanimously approved.

**Actual Ad Valorem Property Tax Levy for 1992, Payable 1993, Resolution No. 92-07**

Franklin moved and Scheel seconded:

That the Regional Transit Board adopt Resolution 92-07, "Resolution Certifying Actual Ad Valorem Property Taxes for 1992, Payable 1993."

On a roll call vote, Resolution No. 92-07 was unanimously approved.

**Approval of City of Shakopee 1992 Contract Amendment**

Franklin moved and Campo seconded:

That the Regional Transit Board authorize its executive director to amend the City of Shakopee's 1992 contract (Contract No. 91/18/11-15) by \$17,015, from \$236,360 to \$253,375.

The motion was unanimously approved.

Approval of 1993 Jobseekers Program

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve the Jobseekers program budget of \$430,660 for calendar year 1993 to offer discounted convenience fares through participating agencies.

The motion was unanimously approved.

Metropolitan Transit Commission Federal Transit Administration 1993 Section 9 Grant Application for Operating and Capital Funds

Franklin moved and Feess seconded:

That the Regional Transit Board approve the Metropolitan Transit Commission's application to the Federal Transportation Administration for federal fiscal year 1993 funding under the Section 9 program in the amount of \$14,750,000.

The motion was unanimously approved.

Approval of 1993 Transit Service Contracts

Franklin moved and Feess Seconded:

That the Regional Transit Board:

Authorize the executive director to renew annual operating assistance contracts effective January 1, 1993 with the following transit service providers in amounts not to exceed those listed below:

Replacement (Opt-Out) Service	
City of Maple Grove	\$512,892
Minnesota Valley Transit Authority	2,211,235
City of Plymouth	1,383,043
City of Shakopee	307,567
Southwest Metropolitan Transit Commission	<u>1,511,484</u>
	\$5,926,221
<u>Regular Route</u>	
North Suburban Lines	\$762,029
Valley Transit	<u>110,117</u>
	\$872,146

<u>County/Rural Special Transportation Service</u>	
Anoka County Traveler	\$444,824
Anoka Volunteer Program	23,500
Carver County	124,332
DARTS (Dakota County)	393,912
Human Services, Inc. (Washington County)	227,047
Lakeville (Dakota)	27,510
Linwood Volunteer (Anoka)	15,796
Scott County	119,519
Senior Community Services	48,521
Senior Transportation Program	24,179
Westonka Rides	<u>31,715</u>
	\$1,480,855
 <u>Small Urban Communities</u>	
City of Columbia Heights	\$83,000
City of Hastings (TRAC)	82,172
City of Hopkins	34,752
Northeast Suburban Transit (NEST)	111,434
St. Louis Park Emergency Program (STEP)	10,800
White Bear Area Transit (WBAT)	<u>90,626</u>
	\$4312,864
 Grand Total	 \$8,692,086

With regard to DARTS funding, Scheel said there is a problem with the \$25,000 reduction. Andrews said that the cost allocation plan approved is an item the Audit Advisory Committee is concerned about. There is an open item that the Audit Advisory Committee considered. Staff is still waiting to resolve the problems in the DARTS allocation plan. Scheel said DARTS wants the \$25,000 to be part of the contract so it is not forgotten and he offered as a friendly amendment:

That the Regional Transit Board direct staff to incorporate language in the contract to restore \$25,000 in funding under the appropriate circumstances.

Mover and seconder accepted the friendly amendment. Andrews said staff will return to the committee and board for approval before the \$25,000 is provided to DARTS.

On behalf of the MTC, Auld requested that the board table the approval of the opt-out communities' contracts because of the issues surrounding the operating portion of the contracts. Andrews said the amount proposed is consistent with the board's policy on capital costs of contracting, adopted in February 1992. He referred to the memo regarding Item 7 on today's agenda, MTC Federal Transit Administration 1993 Section 9 Grant Application for Operating and Capital Funds.

Franklin asked how, since the policy was adopted in February 1992, the information was lost. Andrews said the staff recommendation is consistent with board policy. MTC was under the impression that the policy will go into effect when the contracts expire, not on January 1, 1993. Auld said that the contracts as proposed do not deal with actual funding of the capital portion. She asked how those monies would be accounted for in the current contracts between MTC and the opt-out communities. This action, if approved, will limit funding and cause MTC to be \$1.1 short under the operation portion.

The chair asked that the issues be laid over until there is more information on where the capital funds will come from. Andrews said RTB include \$6 million in the bonding request for a five year period to pay for capital costs of the contracts. In developing the 1993 budget, MTC continued to account for capital cost in the operating budget. They included reimbursement for the capital portion for the entire year. RTB staff is saying that, consistent with the policy. MTC should only account for operating cost. It created a \$1.1 million shortfall in the MTC budget. Ehrlichmann said that it is clear that there is confusion and that communication has been inadequate. Andrews said that with regard to MTC, the capital assets have already been paid for with bonding. To reimburse the MTC for the capital portion of this contract would do what RTB tried to avoid with the opt-outs in the first place--paying twice for capital assets. The issue before the board is when the policy should be implemented. Auld said MTC was working under the assumption the policy applies to contracts that expire in 1993.

Higgins said this could put the opt-outs at a disadvantage. Harberts said the opt-out communities understood that the policy is effective January 1, 1993 and the entire system is based on that. If not, elements of Southwest's management plan will be jeopardized. The entire program will have less operating money. Responding to Higgins' question, Harberts said, speaking only for Southwest Metro, they did not know this would be an issue today. Her understanding is that operating and capital funding would be split out and that is what legislators were told. Every opt-out community will be severely impacted by a change.

Ehrlichmann said there is a shortfall in the MTC budget. Fault is irrelevant, but it has to be accounted for. Ehrlichmann moved and Hunt seconded:

That the Regional Transit Board lay over consideration of the 1993 Transit Service Contracts until the board meeting of December 7, 1992.

Responding to Workman's comments, Hunt said the board should get a better understanding of the issue, but will not necessarily vote against the opt-outs. Franklin said she represents three of the largest opt-outs and does not feel they should be jeopardized because MTC does not know what was passed. Two or three times MTC was asked to develop cuts. She will vote against tabling.

Ehrlichmann said if the board is serious about improving relationships this should be laid over. Higgins questioned what difference it would make for MTC--there will still be a shortfall.

Campo said the board spent a lot of time arriving at this decision. By putting it on hold the board will raise expectations. Scheel asked why it would be laid over if the opt-outs are not affected. Ehrlichmann said that if the board is going to cut \$1.5 million from the budget it should make a judgment on where that will come from. Some service will have to be cut. Combined, all the opt-outs represent only 25 percent of the ridership on one Minneapolis route.

The motion failed (Ehrlichmann, Caranicas and Hunt voted yes). The original motion, as amended, was approved.

Ehrlichmann said the board must fight for the money rather than accept budgetary limitations of five percent.

OTHER BUSINESS

Franklin said the Administration and Finance Committee was scheduled to meet immediately after this meeting but material that was to have been delivered to members did not arrive because the courier service seems to have dropped the envelopes in the U.S. mail. Under the circumstances, members agreed the meeting should be rescheduled to next week to allow time to study the information.

Workman said he would like to reschedule today's Legislative Committee meeting in order to allow more time for discussion.

There being no other business, Scheel moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:10 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of November 16, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the Regional Transit Board on this 7th day of December 1992.



REGIONAL TRANSIT BOARD  
Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

Minutes of the Meeting of the  
**POLICY COMMITTEE**  
November 23, 1992

**MEMBERS PRESENT:** Sandra Hilary, Chair; Maryann Campo; Val M. Higgins; Ruby Hunt

**MEMBERS EXCUSED:** Tom Workman

**OTHERS PRESENT:** Ruth Franklin, Doris Caranicas, Tom Sather, Regional Transit Board; Jack Doolittle, Doolittle and Associates; Mike Robertson, Legal Counsel; Karen Lyons, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; George Bentley, Southwest Metro Transit Commission; Beverley Miller, Minnesota Valley Transit Authority; Robert Mairs, Allyson Hartle, Todd Paulson, Mike Christenson, Tom Weaver, Bev Auld, Jerry Olson, Tom Johnson, Bob Thompson, Leonard Oppenheimer, Metropolitan Transit Commission; George Bentley, Gregory L. Andrews, Judy Hollander, Howard Blin, Randy Rosvold, Paul Moline, Dave Jacobson, Debra Nelles, Ed Kouneski, Suzanne Hanson, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 4:05 p.m. and roll was taken.

**APPROVAL OF AGENDA**

Hunt moved and Higgins seconded approval of the agenda. The motion carried unanimously.

**HIGH SUBSIDY REGULAR ROUTE SERVICE**

Blin described past practices and the current public information process for plans for high subsidy routes. Rosvold reviewed the information in the November 16 staff report. Staff is asking for authorization to conduct public hearings in early 1993. At staff's request, Hilary moved and Higgins seconded that the first recommendation be deleted. The motion was unanimously approved.

Higgins said the action taken by North Suburban Lines on its Rice Street Saturday service is very significant in that it is the first time he has heard of any provider doing this and it should be publicly noted. Hunt moved and Higgins seconded:

That the Regional Transit Board:

1. Approve the changes adopted by the Minnesota Valley Transit Authority, including restructuring of MVTA Route 39 and 77G, and elimination of MVTA Green Line Shuttle.

2. Schedule a public hearing on the proposed elimination of Minneapolis Route 35P weekday service to be conducted jointly by the RTB and MTC in early 1993.
3. Approve the restructuring plan for Plymouth Metrolink Route 92 as adopted by the City of Plymouth.
4. Conduct a public hearing in early 1993 for restructuring of Western Suburbs Route 55 Saturday service.
5. Schedule a public hearing on the proposed elimination of Minneapolis Route 26 Saturday service to be conducted jointly by the RTB and MTC in early 1993.

The motion, as amended, was unanimously approved.

#### **METROPOLITAN TRANSIT COMMISSION PERFORMANCE AUDIT FINAL REPORT**

Jack Doolittle of Doolittle and Associates updated the board on the findings and conclusions of the performance audit team that has been reviewing the Metropolitan Transit Commission. The report is 90-percent complete, except for sections on the marketing function and the executive summary. The comments of appropriate managers are included and the collection recommendations will be ready in about two weeks. The next step is to schedule a joint meeting of the two agencies to review the findings in more detail. The report breaks performance into four categories:

Better Than Average and Improving  
Better Than Average but Declining  
Worse Than Average but Improving  
Worse Than Average and Declining

The audit team met with 80 hourly and supervisory people and a like number of managers. Doolittle spent a great deal of time with senior management people. Measured against industry standards, the internal structure controls are sound and there are no major systemic flaws. The major changes made over the past two years are taking hold.

Some management information systems, such as computerization of internal control systems and maintenance information, are very dated--10 to 15 years behind the industry. The employee relations function is nearly non-existent. Throughout the industry supervisors are beginning to function as managers, dealing with issues of personal problems that affect work performance. MTC does not have enough staff for that. Overhead staffing levels in some areas are too low. Administration and Planning staff levels are also 15 percent below peer systems, even when RTB staff is added in. Maintenance staff levels are marginally below standard.

There are some key structural diseconomies: the peak-to-base ratio is too high and has been worsening since 1970, resulting in a very high cost penalty. MTC schedules its drivers very tightly and, while overtime may be a problem, the auditors were unable to develop a way to improve the figures.

The combined effect of work rules, fringe benefits and non-revenue miles cost about 30-percent of drivers' wages. As a whole, fringe benefits and compensation are just below the national average, including the cost of retiree benefits.

Workers Compensation costs are about 30-percent higher than the industry and the audit team is studying the reasons. Every state is experiencing problems with Workers Compensation costs.

Regarding interagency cooperation, there has been some progress in the past few weeks. The focus in the past has been on how to divide up the turf and the more you focus on separation, the worse the relationships will get. When people focus on how to use the Region's resources, the problem-solving improves.

The overriding question is opt-out community service. Senior MTC staff were asked why they are in the business of providing that service. Weaknesses are worsened by being in opt-out service. The peak-to-base ratio goes up, dead-heading increases, the spares ratio goes down, and the supervisor-to-driver ratio gets worse, leaving supervisors more people to deal with. Facility capacity is negatively affected by being involved with opt-out service. Areas that are improved include service coordination, infrastructure, fare coordination and employee morale.

Responding to Ehrlichmann's questions, Doolittle said there are not enough mechanics. Reliability is high and the spares ratio is low; these factors generally do not go together. Scheduling should be automated, but the hardware is inadequate and out-of-date. There are problems in computer networking.

Franklin said she has always thought part-time drivers receive fewer fringe benefits than full-time drivers. She asked if use of more part-time drivers would help at peak. Doolittle said it would, but is limited by the labor contract. Franklin said it would be less costly to hire part-time drivers because they receive minimal fringe benefits and retirement. Doolittle said all drivers begin at part-time and move into the full-time category. The auditors' recommendation is to pick the ideal number, which they do not attain because of seasonal variations and change the mode of budgeting by using the number of hours rather than drivers to adjust for seasonal variations. Negotiations should strive for more flexibility.

Hilary commented that government entities always short-change themselves on computers. It sounds as though the peak-to-base ratio is creating some of the other problems and those relationships have not been sorted out. Doolittle said some of them are driven by labor contracts, opt-out contracts and the nature of the service MTC provides. The challenge is how to continue to do things internally to reduce the penalty. There are about 1,300 drivers and 20 supervisors as opposed to the current management practice of 30 to 40 supervisors for that size staff. More supervisors tends to benefit service quality.

Hilary said some ways MTC is too lean. Doolittle said his career has been cutting staff, but for the first time in his experience he and his colleagues are saying there should be more staff. Special events place an additional burden on first level management. All but six supervisors have topped out on compensatory time accumulation. They either took

off or lost the time. There are not enough street supervisors. MTC has budgeted for more and Doolittle concurs that those numbers should increase. It is not a matter of people in the wrong places, there are not enough people in the Transportation Department. People are extending themselves beyond limits and the question is how long they can continue to do that.

Hilary said this runs counter to the "fat cat" image and indicates MTC is managing its resources well. Doolittle said that given the indicators, he would have expected very different reliability and safety figures. Someone is doing something right.

Responding to Hunt's question about the timing of budget and work plan approval, and incorporating recommendations of the report, Hollander said the draft report was delivered today and sections have been reviewed with MTC managers. The RTB staff is now beginning to review the report and expects the final report to be the subject of a joint RTB/MTC meeting. RTB will decide how it should be used. The Administration and Finance Committee will be asked to approve the budget during their meeting scheduled after this meeting. The Doolittle report can be used throughout the year and can be revisited.

#### METRO MOBILITY SERVICE OPTIONS

Jacobson reviewed the November 16 staff report. Higgins said that while he concurs with Option 3--it is almost a necessity---he is uneasy about holding a public meeting that is restricted to that option only. Hunt said the board arrived at it through a certain amount of negotiating which would be negated by reopening the issue. Hilary said there is no way to make everyone happy and the board should move forward. If the comments at the public hearing are too negative the board can reconsider.

Higgins said the fact that the Transportation Accessibility Advisory Committee has agreed is a tribute to Dave Jacobson. He has noticed a turn around in the past two or three months and he complimented Jacobson on his role in bringing that about. Hollander said she also has gotten positive feedback because staff changed its direction based on input. Higgins moved and Hilary seconded:

That the Regional Transit Board accept the proposed Metro Mobility restructuring alternative No. 3 (Centralized Order-Taking, Scheduling and Dispatching) for the purpose of holding public meetings.

The motion was unanimously approved.

#### METRO MOBILITY 1993 PROVIDER CONTRACT POLICIES

Jacobson reviewed the November 16 staff report. Hunt moved and Higgins seconded:

That the Regional Transit Board approve the following policy changes and direct staff to include them in the 1993 Metro Mobility contract:

1. Set an initial term of nine months through October 1, 1993. Upon 30-day notice, the contract may be extended for up to 90 days.
2. Have Metro Mobility service operate complementary to regular route transit service in order to meet accessibility obligations under

the Americans with Disabilities Act (ADA). This requires the RTB to:

- Provide additional subsidy for contractors to provide all trips requested by an eligible rider in the regular route service area.
  - Expand hours of operation within the city limits of Minneapolis and St. Paul until 1 a.m. on weekdays.
3. Incorporate the new Special Transportation Service (STS) rules, chapter 8840, from the Department of Transportation.

The motion was unanimously approved.

**OTHER BUSINESS**

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of November 23, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the Regional Transit Board on this 7th day of December 1992.

## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
292-8789

**DATE:** December 7, 1992  
**TO:** Members of the Regional Transit Board  
**FROM:** Michael J. Ehrlichmann, Chair   
**SUBJECT:** Nominating Committee

RTB bylaws require that the chair appoint a nominating committee to prepare a written report to the board on selection of officers. The election of officers must take place annually at the first meeting in January, or as soon thereafter as possible following the receipt of the nominating committee's report.

I am hereby appointing the following members, whose terms expire in January 1995, to the nominating committee:

Ruth Franklin  
Sharon Feess  
Val Higgins

I am requesting a motion approving their appointments. I am further suggesting that the membership on the standing committees be maintained until new board members are appointed.

MJE:jmo

## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
292-8789

**DATE:** December 7, 1992  
**TO:** Chair and Members of the Board  
**FROM:** Dale W. Ulrich, Comptroller  
**SUBJECT:** 1993 Agency Budget Adoption

### BACKGROUND

The Regional Transit Board is required by statute to adopt a final annual budget by December 15 of the preceeding year. December 7 is the last scheduled Board meeting prior to that deadline, and therefore the last date at which the 1993 Budget can be adopted on a timely basis.

However, the 1993 RTB Budget process has been delayed by the extensive discussions regarding the MTC subsidy level. Since that subsidy amount and the related Opt-out subsidies constitute such a material element of the RTB Budget, staff determined that it could not produce a final document until the matter was decided.

In order to yet meet the December 15 deadline, the following action is requested once the MTC and Opt-out subsidies are established; the full budget document will be prepared within the limits of the recommendation.

### RECOMMENDATION

That the Regional Transit Board adopt a 1993 Budget which recognizes operating revenues of \$93,779,225 and operating expenditures of \$94,077,697, incorporating all Board changes made to the Proposed 1993 Budget since its presentation by staff in July, 1992. In addition, capital expenditures are recognized which include \$1,295,000 of carryover projects (from 1992), \$1,949,000 of 1993 projects.

**Regional Transit Board  
Sources and Uses by Fund  
1993**

	TOTAL GENERAL FUND	REGULAR ROUTE	METRO MOBILITY	OPT OUT	RURAL SMALL URBAN	LIGHT RAIL TRANSIT	TOTAL SPECIAL FUNDS	TOTAL ALL FUNDS
<b>1993 Revenues</b>								
Property Taxes		55,692,628		8,027,225	562,822		64,282,675	64,282,675
State Appropriation	2,546,700	10,241,400	12,351,300		1,312,350		23,905,050	26,451,750
Federal								
Section 8	316,800					1,000,000	1,000,000	1,316,800
ISTEA		570,000					570,000	570,000
Interest/Misc.	558,000						0	558,000
1993 Agency Reimbursement			600,000				600,000	600,000
<b>TOTAL REVENUES</b>	<b>3,421,500</b>	<b>66,504,028</b>	<b>12,951,300</b>	<b>8,027,225</b>	<b>1,875,172</b>	<b>1,000,000</b>	<b>90,357,725</b>	<b>93,779,225</b>
<b>1993 Expenditures</b>								
93-01 Policy Management	344,880						0	344,880
93-02 Executive Director	246,820						0	246,820
93-03 P & P Administration	170,976						0	170,976
93-04 Transportation Planning	124,298						0	124,298
93-10 Elderly & Disabled Transp. Planning	254,161						0	254,161
93-11 Rideshare Planning	291,743						0	291,743
93-13 Transit System Planning	323,590						0	323,590
93-14 Transit Programs Admin.	350,586	67,426,158	12,951,300	6,847,625	1,893,719		89,118,802	89,469,388
93-15 Administration	517,349						0	517,349
93-16 Finance	244,988						0	244,988
93-17 Personnel	63,772						0	63,772
93-19 Public Information	294,883						0	294,883
93-20 Capital	10,000						0	10,000
93-23 Light Rail Transit	0					1,071,690	1,071,690	1,071,690
93-26 New Services/Grants	591,523						0	591,523
93-27 Community Relations	57,636						0	57,636
Cost allocation	-637,655	190,407		138,771	257,081	51,396	637,655	0
<b>TOTAL EXPENDITURES</b>	<b>3,249,550</b>	<b>67,616,565</b>	<b>12,951,300</b>	<b>6,986,396</b>	<b>2,150,800</b>	<b>1,123,086</b>	<b>90,828,147</b>	<b>94,077,697</b>
Excess Revenues Over (Under) Expenditures	171,950	-1,112,537	0	1,040,829	-275,628	-123,086	-470,422	-298,472
*1/1/93 Beginning Fund Balance	2,281,307	51,514	-934,236	1,754,147	141,965	223,930	1,237,320	3,518,627
Statutory Authorized Transfers		1,754,147		-1,754,147			0	0
12/31/93 Ending Fund Balance	2,453,257	693,124	-934,236	1,040,829	-133,663	100,844	766,898	3,220,155

\* General fund includes \$973,020 in restricted funds for new services

**TWIN CITIES CENTRAL CORRIDOR**

**TRANSIT ALTERNATIVES ANALYSIS  
AND  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**SCOPING REPORT**

**NOVEMBER 1992**

**Federal Transit Administration  
Minnesota Department of Transportation  
Ramsey County Regional Railroad Authority  
Hennepin County Regional Railroad Authority**

## TABLE OF CONTENTS

### SUMMARY

I.	INTRODUCTION	1
	A. Description of the Project	1
	B. Purpose of the Scoping Phase	1
	C. Study Area	3
	D. Need for Project	3
	E. Relationship to Previous and Current Work	4
	F. Joint Lead Agency Responsibilities	6
	G. Comments Received during Scoping Period	6
II.	CONCEPTUAL DEFINITION OF ALTERNATIVES	10
	A. Alignment Alternatives to be Addressed	10
	B. Transit Improvement Alternatives to be Addressed	10
III.	IMPACTS TO BE ADDRESSED	14
IV.	PUBLIC INVOLVEMENT PROGRAM	15
	A. Project Scoping	16
	B. Downtown Minneapolis Advisory Committee	16
	C. St. Paul Downtown Task Force	16
	D. Corridor Management Committee	16
	E. Corridor Technical Committee	17
	F. Individual Commission/Council/Board Updates	17
	G. Draft Environmental Impact Statement Public Hearings	17
	H. Project Newsletter	17
	I. Board of Regents of the University of Minnesota	17
	J. Transit Public Information Program	17
V.	PROJECT SCHEDULE	18
VI.	PERMITS AND APPROVALS REQUIRED	18
	APPENDICES	21
	A. Relevant Previous Studies	22
	B. Definition of Central Corridor Terms	23
	C. Scoping Comments	24
	FIGURES	
	Figure 1: Study Area	2
	Figure 2: Build Alternative Alignments	11

## SUMMARY

The Federal Transit Administration, Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority are jointly leading the study of transit alternatives in the Central Corridor between downtown Minneapolis and downtown St. Paul. These agencies will prepare a federal alternatives analysis/draft environmental impact statement (AA/DEIS) evaluating potential transit improvements in the corridor.

The Central Corridor extends approximately eleven miles, from the Lowertown area of downtown St. Paul to the Convention Center in downtown Minneapolis. The 1992 Regional Transit Facilities Plan cited the need for future high-performance transit service in the corridor, and identified it as the region's priority corridor for light rail transit.

Based on comments received during the scoping process, the Central Corridor AA/DEIS will address four transit alternatives:

- Alternative 1. No Build (retain existing bus service without major improvements)
- Alternative 2. Transportation System Management (low capital cost improvements to the existing bus system)
- Alternative 3. Combined Busway/HOV Facility (reserved lane or exclusive guideway for buses or combinations of buses, carpools, vanpools and motorcycles)
- Alternative 4. Light Rail Transit (LRT)

The DEIS will address the direct and indirect transportation, land use, economic development, social, physical, and financial impacts of the alternatives.

A public involvement program will be established to inform and solicit comment from potentially affected parties, and to encourage participation by those parties in resolving issues which may arise as a result of the project.

Several permits or approvals are likely to be necessary to implement some or all of the project alternatives. Those permits and approvals are listed in Section VI of this report.

Public comments on the scope of the project were solicited and received during the scoping period. Two public scoping meetings were held on August 26 and 27, 1992 at the following locations:

Minneapolis  
Wednesday, August 26  
Open House 6:00 p.m.  
Public Meeting 7:00 p.m.  
Radisson Hotel Metrodome  
615 Washington Ave. S.E.

St. Paul  
Thursday, August 27  
Open House 6:00 p.m.  
Public Meeting 7:00 p.m.  
Concordia College  
275 N. Syndicate St.

The joint lead agencies propose to complete the AA/DEIS in mid-1993.

Comments on the project should be directed to:

Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation

3485 Hadley Avenue North  
Oakdale, Minnesota 55128  
(612) 779-1209

Information on this project may also be requested from:

Paul Fish  
Federal Transit Administration, Region 5  
55 East Monroe Street, Suite 1415  
Chicago, Illinois 60603  
(312) 353-2865

## I. INTRODUCTION

### A. DESCRIPTION OF THE PROJECT

The Federal Transit Administration, Minnesota Department of Transportation (Mn/DOT), Hennepin County Regional Railroad Authority (HCRRRA), and Ramsey County Regional Railroad Authority (RCRRRA) are jointly completing the necessary studies and environmental documents to make major transit capital improvements in the Central Corridor eligible for federal design and construction funding. The federal, state and local governmental units are joint lead agencies developing the project, with Mn/DOT as the Responsible Governmental Unit (RGU). The Regional Transit Board and the Metropolitan Council will participate by providing technical support and assistance as needed. The Regional Transit Board will be the grant recipient for federal funds. The study will produce an alternatives analysis/draft environmental impact statement (AA/DEIS) for the Central Corridor, reactivating an alternatives analysis put on hold several years ago.

The Central Corridor links downtown St. Paul, the State Capitol area, the main campus of the University of Minnesota, and downtown Minneapolis. It is identified in the 1992 Regional Transit Facilities Plan as the region's priority corridor for light rail transit, and is the first of two corridors proposed as an initial two-corridor LRT system for the Twin Cities. The Central Corridor (Figure 1) extends from the Convention Center in downtown Minneapolis to the Union Depot area in St. Paul. Three of the Twin Cities' major trip generators -- the two downtowns and the University -- are in the corridor.

The AA/DEIS will define the physical, operational, economic and financial characteristics of various transit alternatives in the corridor. It will also provide an analysis of environmental impacts for each alternative, including air quality, noise, water quality, energy, historic, economic and aesthetic impacts. The work will include the generation of a preferred LRT alignment in downtown Minneapolis consistent with the previously developed I-35W, Northeast and HCRRRA Stage I corridors.

Later phases of the study will include a final environmental impact statement and continued preliminary engineering. The detailed work program for the Final EIS will be based on the transit alternative selected and Federal Transit Administration (FTA) approval to enter the preliminary engineering/Final EIS stage of project development.

### B. PURPOSE OF SCOPING PHASE

The initial, or scoping, phase of the project defines the scope of work to be conducted during the alternatives analysis and preparation of the draft environmental impact statement. During the scoping process, the following major aspects of the study were defined:

- o Potential transit improvements to be studied.
- o Scope of the analysis, including the geographic limits of the study area, the impacts to be assessed, and the level of detail of the assessment.
- o Public agencies responsible for conducting the study.
- o Program for public involvement.
- o Proposed schedule for the project, including major review points.

These aspects were summarized in the scoping package and presented to the public for comment at two public scoping meetings. After the close of the scoping comment period on September 11, the scoping package was revised to reflect the comments received and reissued as this Scoping Report.

### C. STUDY AREA

The Central Corridor extends from the Lowertown area of downtown St. Paul on the east to the Convention Center in downtown Minneapolis on the west. The corridor is approximately eleven miles long, extending east-west through the fully-developed core of the Twin Cities metropolitan area. The study area for the Central Corridor transit project is illustrated in Figure 1.

Ramsey County and Hennepin County Regional Railroad Authorities have already completed extensive analysis of light rail transit in the Central Corridor. As a result of previous studies, an LRT alignment has been identified in all but three segments of the corridor. Alignment alternatives for the busway/HOV alternative are based on previous studies by the Metropolitan Council, together with Mn/DOT and the Regional Transit Board, during the development of the **Regional Transit Facilities Plan**. The scoping process will describe one alignment in those segments of the corridor in which there is agreement, and alternative alignments for the build alternatives where they differ or in the segments of the corridor still under study.

### D. NEED FOR PROJECT

The Central Corridor extends from the Convention Center through the Mills District and stadium areas adjacent to downtown Minneapolis, the main campus of the University of Minnesota, the Midway commercial area in St. Paul, the State Capitol, and into downtown St. Paul. The downtown St. Paul end of the corridor contains the city's emerging "cultural corridor" and Lowertown, a renovated warehouse district. The two central business districts and the University are the three largest transit trip generators in the Twin Cities region.

The 1992 **Regional Transit Facilities Plan** identified the need for a high-performance transit solution in this corridor, identified as one of two corridors in the high need/problem category in the region. This corridor serves a very high number of transit riders and a very high number of transit-dependent people. The **Transit Facilities Plan** also noted that the Central Corridor will need significant future transportation capacity west of Trunk Highway 280, where congestion is projected to be high in 2010.

Transit improvements are needed to:

- o Strengthen the "spine" of the regional transit system with a reliable, high-performance transit facility
- o Add people-moving capacity in the Central Corridor
- o Reduce the need for additional roadway construction by stabilizing and increasing the transit mode share of trips in the corridor
- o Improve air quality in the corridor

- o Improve access to downtown Minneapolis, downtown St. Paul, and at the University of Minnesota
- o Reduce congestion in downtown Minneapolis, downtown St. Paul, and at the University of Minnesota
- o Reduce the demand for additional parking in both downtowns, at the University of Minnesota and the State Capitol
- o Maintain and improve mobility for people who depend on transit for access to employment and activity centers
- o Provide energy-efficient transportation

Transportation is a utilitarian function which serves land use. In addition to meeting the transportation needs listed above, the project offers the potential for significant land use and economic development benefits. Transit improvements in the Central Corridor can help to :

- o Revitalize the urban core of the region
- o Maintain the viability of major employment concentrations
- o Link transportation investments with "transit-friendly" land use and development patterns
- o Improve the quality of the physical environment of the two central business districts and the University of Minnesota
- o Reduce the environmental costs of transportation

#### **E. RELATIONSHIP TO PREVIOUS AND CURRENT WORK**

The region has completed a substantial amount of work on transit studies in the Central Corridor, including systems planning for several alternatives and preliminary design and environmental review for light rail transit. State draft environmental impact statements have been completed for two of the proposed project alternatives within the corridor. Table 1 describes the status of current planning, design and engineering activities in the Central Corridor. Much of this work will be incorporated into the proposed Central Corridor project. Relevant previous studies are listed in Appendix A. Appendix B identifies the terms used to describe various elements of the project.

Considerable work has been completed for the LRT alignment alternatives. It is expected that further work will not be required on LRT unless new information developed during preparation of the AA/DEIS requires reconsideration of the following issues:

- o Location/alignment alternatives for downtown St. Paul. Alternative alignments were addressed previously by the City of St. Paul and the St. Paul Downtown Task Force throughout the Midway Corridor Draft Environmental Impact Statement process.
- o Location/alignment alternatives in the State Capitol Area. Consensus was reached on the alignment with the Capitol Area Architectural and

Table 1

STATUS OF CURRENT PLANNING, DESIGN AND ENGINEERING ACTIVITIES IN  
CENTRAL CORRIDOR

ACTIVITY	STATUS AS OF AUGUST 1992
Preliminary Design of LRT for Midway Corridor	Design activities completed, not all required community meetings held, not all RRA approvals completed.
State EIS for Midway Corridor (LRT)	DEIS/Public hearing complete.
Preliminary Engineering of LRT for Midway Corridor.	In process, with approximately 40 percent complete.
Preliminary Design of LRT for University Connector	Complete for short tunnel and Soo Line Railroad connector (approved preliminary design alignment).
Preliminary Engineering of LRT for University Connector	Work has stopped; new tunnel alignments studied, no conclusions reached.
Preliminary Design of LRT for Central Minneapolis	Complete for tunnel. Preliminary design for surface alignment began as part of AA/DEIS.
State EIS for HCRRA Stage I LRT System	DEIS/Public hearing complete.
Preliminary Engineering of LRT for Central Minneapolis	Work stopped on tunnel design last fall; surface alignment work to be done in AA/DEIS.

Planning Board and documented in the Capitol Area Final Design Framework Report in January 1992.

- o Location/alignment alternatives for the area between the Capitol and Vandalia Street, which were addressed previously in the **Midway Corridor Draft Environmental Impact Statement**, 1990. See also Section G, Comments Received During The Scoping Period.
- o Location/alignment issues along the University Transitway east of Oak Street, where University parking facilities are located.
- o Navigation and commerce on the Mississippi River. The project proposes using the current width of the Washington Avenue bridge, with no pier relocation.

#### **F. JOINT LEAD AGENCY RESPONSIBILITIES**

FTA, Mn/DOT, HCRRA and RCRRA are joint lead agencies for the alternatives analysis, environmental review, and preliminary engineering (up to 30%) of the Central Corridor. Mn/DOT, HCRRA and RCRRA, in cooperation with FTA, comprise the Project Management Team, responsible for overall direction of the study. The Metropolitan Council and Regional Transit Board support the joint lead agencies with necessary information and related studies.

The joint lead agencies have established a Corridor Management Committee comprised of the seven metropolitan regional railroad authorities, the regional agencies, the cities of Minneapolis and St. Paul, and the University of Minnesota. This committee will advise the joint lead agencies on issues related to the AA/DEIS.

#### **G. COMMENTS RECEIVED DURING THE SCOPING PERIOD**

The Joint Lead Agencies received several written responses commenting on the scoping package. Written comments are included in Appendix C of this report. Oral comments were received and recorded at the public meetings. Oral comments are summarized in Appendix C.

The majority of the comments reiterated the need to evaluate impacts either specifically listed or generally included in the scoping package. Where clarifications were necessary, items have been added to the list of impacts to be addressed. In addition, several issues were raised during the scoping process which require additional comment. These issues are addressed in the comments summarized below.

- o **Comment:** The federal DEIS should demonstrate that the state EIS process which resulted in a preferred alignment for LRT satisfied National Environmental Policy Act guidelines, and that public involvement in the selection process was satisfactory.

**Response:** Minnesota environmental assessment and documentation guidelines are generally consistent with NEPA requirements except in the areas of parkland and historic resources. The Central Corridor (federal) EIS will therefore include Section 4(F) and/or Section 106 reports if any of the proposed alternatives impact parkland or historic resources. A federal EIS also requires

review by additional federal agencies. The Central Corridor DEIS will be submitted for review and comment to all required parties.

Local public involvement expectations and practices in the Twin Cities far exceed federal requirements. The public involvement process followed by both Ramsey County and Hennepin County Regional Railroad Authorities during the previous state environmental impact statements was extensive. The process was documented in both EISs, and has been the subject of local press and academic comment.

- o **Comment:** The HOV alternative was considered in the Regional Transit Facilities Plan and found to have significant drawbacks. Severe right-of-way constraints would require the HOV lane to be on an elevated structure between downtown Minneapolis and Trunk Highway 280. In addition, the HOV alternative could not directly serve the University of Minnesota. For these reasons, the HOV alternative should not be considered in the AA/DEIS.

**Response:** The HOV alternative following I-94 will be replaced - see comment below.

- o **Comment:** An alternative which combines the most feasible features of both a busway and an HOV facility should be considered.

**Response:** The HOV alternative along I-94 was not considered feasible in the western third of the Central Corridor during development of the **Regional Transit Facilities Plan**. An exclusive busway which duplicates the LRT alignment may not present the most cost-effective solution either. The AA/DEIS will therefore evaluate an alternative that combines the best features of a busway and an HOV facility. This "hybrid" alternative will also serve the University of Minnesota.

- o **Comment:** Include an improved no build alternative.

**Response:** The Transportation System Management System (TSM) alternative is the improved No Build alternative. The No Build alternative, also known federally as the "Do Nothing" alternative, provides the base against which all others are compared. It must describe the existing system updated to the forecast year (2010) with improvements which can realistically be assumed, operating under budget assumptions consistent with the existing system.

- o **Comment:** Facilities for pedestrian and bicycle transportation should be fully incorporated into the alternatives.

**Response:** The build alternatives will include bike racks on buses, bicycle storage facilities at stations, and connections at interface points with existing or planned bikeways. A new, parallel facility for bicycles and pedestrians would not be appropriate in the high-speed/freeway portions of the alignment, and is therefore not considered as part of this project. The Metropolitan Council, RTB, and cities of St. Paul and Minneapolis are jointly preparing a regional Bicycle Facilities Plan that will evaluate options for parallel bicycle facilities.

- o **Comment:** The federal DEIS should discuss the use of incentives such as convenient connections with bus feeder routes, strong public relations efforts, and parking policies which encourage transit use.

**Response:** Convenient feeder bus connections are assumed under all build alternatives. The region plans to implement a public information program to support both transit in the Central Corridor and transit use throughout the metropolitan area. It is expected that parking policies will be examined by the region.

- o **Comment:** Consider the Pierce Butler Route/Burlington Northern Railroad alignment north of the corridor. This alignment may have transit, land use, social, environmental and financial benefits.

**Response:** This alignment was one of three alternatives evaluated in depth in the Midway Corridor Draft Environmental Impact Statement distributed in December 1990. Although the Pierce Butler Route alternative was comparable in estimated operating, maintenance and construction costs to the other alternatives, it was not selected for two reasons: it generated significantly fewer LRT riders than the other alternatives, and it produced the least reduction in average annual vehicle miles travelled (VMT).

- o **Comment:** The DEIS should include the information on contaminated soils and mitigation measures previously presented in the Midway Corridor Draft EIS. The federal EIS should also evaluate incineration as a potential mitigation measure for contaminated soils.

**Response:** It is the intent of this project to provide a comprehensive evaluation of impacts of all alternatives. All reasonable mitigation measures for soil contamination, such as incineration, will be discussed.

- o **Comment:** North-south arterial streets in St. Paul along the I-94 portion of the Corridor are heavily congested. Transit stations at Snelling, Lexington and Dale Avenues as proposed may worsen, not improve conditions.

**Response:** The traffic impact analysis of the AA/DEIS will address the impacts of the alternatives on those streets.

- o **Comment:** LRT should be the alternative selected, and in the downtowns, LRT should be above or below street level.

**Response:** Ramsey County solicited input from the City of St. Paul and the St. Paul Downtown Task Force on whether LRT should be at grade in downtown St. Paul. After an in-depth study, both groups recommended and RCRRRA selected the at-grade LRT alternative for that city.

In downtown Minneapolis, Hennepin County and the City of Minneapolis recommended a tunnel for the proposed six-corridor system in the Hennepin County Comprehensive LRT System Plan. HCRRA completed a significant portion of preliminary engineering on a downtown LRT tunnel, including cost estimates. In the Transit Facilities Plan, the proposed multiple-corridor LRT system was replaced by a recommended initial two-corridor system with an at-grade alignment in downtown Minneapolis.

If LRT is selected as the preferred Central Corridor alternative, additional future LRT corridors and a possible future downtown tunnel are not precluded by the **Transit Facilities Plan**. However, the region has determined that the Central

Corridor project is more cost-effective with a surface transit system in both downtowns, and should be developed and evaluated as an at-grade system.

- o Comment: Include Automated Guideway Transit (AGT) as an alternative.

Response: Automated guideway systems use automated controls and typically receive power from a third rail. They must therefore be completely grade-separated from all other traffic. As a result, these systems are significantly more expensive to construct.

Experience has also shown that AGT systems are generally more expensive to operate. The level of expertise needed to maintain AGT computers and electronic control equipment requires more highly trained and highly paid personnel than a light rail system. Without the presence of operators, AGT tracks, trains and stations require more supervision than systems with operator-controlled vehicles. AGT vehicles are typically smaller than light rail vehicles. More vehicles are therefore required to carry the same ridership. The cost to maintain the additional vehicles, signals, and safety devices can exceed the cost of the operators displaced.

The scoping comment cited AGT systems in Lille, France, and Vancouver, British Columbia, Canada as top performers. In a November 1990 evaluation<sup>1/</sup> using French government statistics, the Lille AGT line was compared to the Nantes, France, LRT line. Lille is twice the size of Nantes, and would therefore be expected to contain stronger transit corridors. During the period in which both cities opened rail lines, both experienced similar gains in ridership, but the system operating cost and subsidy grew at a much faster rate in the Lille AGT system.

The same study compared the Vancouver Skytrain, an AGT system, with Portland's LRT line. The author notes that while Portland has a centrally located CBD, Vancouver is a larger city with its CBD on the waterfront and all the suburbs on one side. For this and other primarily non-modal reasons, according to the evaluator, the Portland LRT corridor produces less than half the Skytrain corridor ridership. When an LRT operation was simulated to see how it would perform on the Skytrain line, the data suggested that LRT would have been more productive than LRT on this corridor when compared under identical conditions.

<sup>1/</sup> Fox, Gerald D., *Tri-County Metropolitan Transportation District of Oregon, "LRV vs AGT - A Comparison of Some New Light Rail and Automated Guideway Transit Systems." Electric Lines. November-December 1990.*

## II. CONCEPTUAL DEFINITION OF ALTERNATIVES

### A. ALIGNMENT ALTERNATIVES TO BE ADDRESSED

Alignment alternatives for LRT have previously been evaluated in the **Midway Corridor Draft Environmental Impact Statement** and the **Hennepin County Stage One System Draft Environmental Impact Statement**. These studies were completed according to the procedures of the Minnesota Environmental Quality Board environmental assessment process. As a result of the previous detailed analysis, an LRT alignment has been identified with the concurrence of the surrounding communities, governing municipalities, and regional agencies, in all but three segments of the corridor:

- o the Westgate/Franklin Avenue area
- o the University of Minnesota
- o downtown Minneapolis

The scoping report therefore describes one LRT alignment in those segments of the corridor in which there is agreement, and alternative alignments in the segments of the corridor still under study.

The busway and LRT alignments were previously studied in the **Regional Transit Facilities Plan**. East of T.H. 280, the Busway/HOV alternative may follow the HOV alternative alignment studied in the **Regional Transit Facilities Plan**. West of T.H. 280, service to downtown Minneapolis and the University of Minnesota will be evaluated using I-94, T.H. 280, the LRT/transitway alignment, and/or the Soo Line Railroad alignment.

Figure 2 conceptually illustrates the build alternative alignments.

### B. TRANSIT IMPROVEMENT ALTERNATIVES TO BE ADDRESSED

Four alternatives for transit improvements will be addressed:

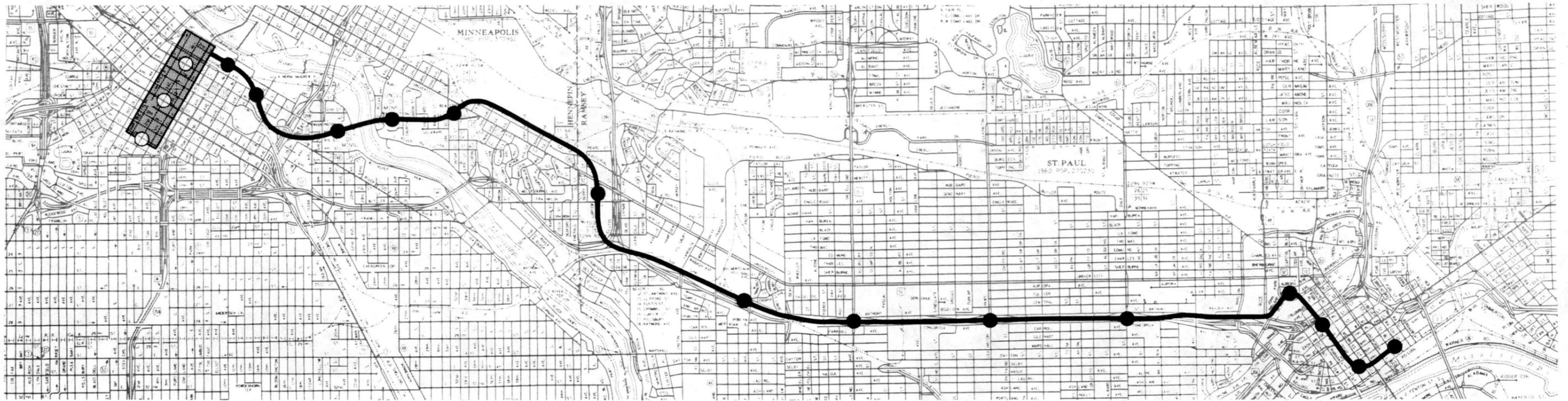
- Alternative 1. No Build
- Alternative 2. Transportation System Management
- Alternative 3. Busway/High Occupancy Vehicle (HOV) Facility
- Alternative 4. Light Rail Transit (LRT)

These alternatives are conceptually defined below.

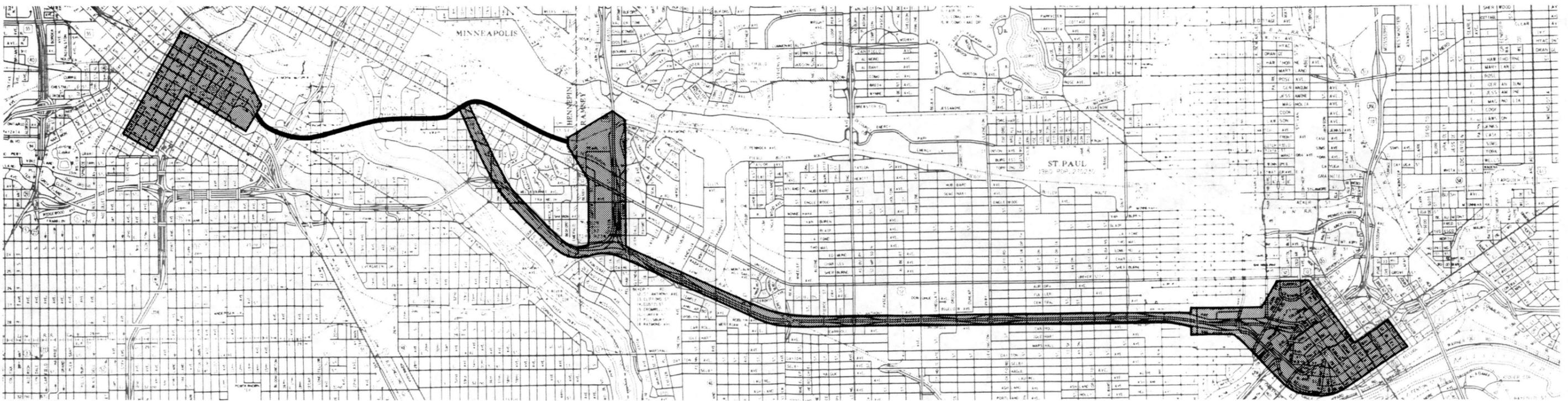
#### ALTERNATIVE 1. NO BUILD

The No Build alternative represents year 2010 conditions in the corridor assuming programmed improvements only are made. This alternative assumes:

- a. Bus service routes and frequencies based on today's system, adjusted to meet anticipated 2010 demand within anticipated 2010 transit budget. Improvements



**LRT ALIGNMENT**



**HOV/BUSWAY ALIGNMENT**

**CENTRAL CORRIDOR**

-  PROPOSED ALIGNMENT
-  PROPOSED STATIONS
-  ALIGNMENT STUDY AREAS

**FIGURE 2  
BUILD ALTERNATIVE ALIGNMENTS**



committed through 1994 in the Regional Transit Board's **Vision for Transit** are assumed.

- b. Exclusive bus facilities currently becoming operational: restructured bus service and lanes in downtown St. Paul, and the University of Minnesota transitway.
- c. Improvements programmed for I-94 by the Minnesota Department of Transportation. These improvements include ramp metering, and HOV bypasses of ramp meters at interchanges where appropriate. The No Build alternative does not include changes in access points along I-94.
- d. Continued transit marketing efforts, including rideshare opportunities, incentives for car-poolers, pedestrians and bicyclists, and Transportation Management Organizations (TMOs).
- e. Bicycle racks on buses as feasible.

The improvements programmed for I-94 and transit marketing efforts are assumed in every alternative. Improvements in vehicle accessibility and emissions, mandated by the Americans with Disabilities Act and the Clean Air Act, are also assumed in every alternative.

#### ALTERNATIVE 2. TRANSPORTATION SYSTEM MANAGEMENT (TSM)

The TSM alternative represents 2010 service in the corridor with low capital cost improvements that would increase the quality of the transit service. The TSM alternative proposes the following:

- a. Restructuring existing bus service according to concepts proposed beyond 1994 in the **Vision for Transit**.
- b. Improved roadway geometrics and traffic control measures to expedite bus travel at bottlenecks and stops.
- c. Improvements in vehicle size.
- d. Feasible Intelligent Vehicle/Highway System (IVHS) features to provide fleet management, improved traffic information, and incident management systems.
- e. Improvements programmed for I-94 by the Minnesota Department of Transportation, plus additional HOV bypasses of ramp meters and other improvements as appropriate.
- f. Intensified transit marketing efforts, including rideshare opportunities, incentives for car-poolers, and Transportation Management Organizations (TMOs).
- g. Bicycle racks on buses as feasible, intensified marketing and incentives for pedestrian and bicycle travel.

### ALTERNATIVE 3. BUSWAY/HOV FACILITY

This alternative provides a facility which combines the most effective features of a busway and a high occupancy vehicle lane. The Busway/HOV alternative will be designed to accomplish the following:

- a. Provide travel advantages to buses, carpools, vanpools and motorcycles superior to those provided to single-occupant vehicles travelling in the corridor.
- b. Serve key activity points in the corridor: downtown Minneapolis, downtown St. Paul, the University of Minnesota main campus, the Westgate redevelopment area, and the State Capitol.
- c. Optimize existing (bus) technology.
- d. Meet the principal transportation needs in the Central Corridor, including:
  - Express service between the two downtowns
  - Local service between points in the corridor
  - Convenient service to the University of Minnesota

The facility proposed under the Busway/HOV alternative may be an entirely separate roadway, it may be barrier-separated from arterial streets and highways, or it may be striped and signed to differentiate between transit and mixed-use traffic lanes.

This alternative may have reserved lanes or exclusive guideway for buses only in some portions of the corridor, with concurrent service for other high occupancy vehicles on a connecting nearby facility within the corridor. The Busway/HOV alternative will be designed to maximize travel advantages for transit users of either mode.

Transit stations will be appropriate in number and location to serve the facility.

Buses will have bike racks as feasible. Stations will provide bicycle storage facilities.

The Busway/HOV alternative assumes that improvements programmed for I-94 by the Minnesota Department of Transportation are made. This alternative also assumes the intensified transit marketing efforts common to all the build alternatives, including rideshare opportunities, incentives for car-poolers, pedestrians and bicyclists, and Transportation Management Organizations (TMOs).

### ALTERNATIVE 4. LIGHT RAIL TRANSIT

The light rail transit alternative assumes:

- a. Construction of a medium to high-capacity electric railway system of proven technology, powered by overhead electrical wires, operating in single or multiple-unit trains along primarily exclusive right-of-way.
- b. An operator controlling each train.
- c. 17-18 on-line transit stations, with supporting feeder bus service and bicycle storage facilities. Bicycles will be allowed on trains with certain restrictions.

- d. Improvements programmed for I-94 by the Minnesota Department of Transportation.
- e. Intensified transit marketing efforts, including rideshare opportunities, incentives for car-poolers, and Transportation Management Organizations (TMOs).

### III. IMPACTS TO BE ADDRESSED

The impact areas listed below have been identified as areas of potential concern during the scoping process and in previous environmental studies of the project area. The Central Corridor transit alternatives will be evaluated and compared in terms of these impacts.

- o Transportation Impacts
  - Consistency with federal, state, regional and local goals
  - Transit levels of service
  - Patronage/ridership
  - Total travel time
  - Roadway congestion
  - People-carrying capacity
  - Access to activity centers and stations
  - Traffic impacts
  - Pedestrian impacts
  - Compatibility with existing or proposed bicycle trails
  - Cost-effectiveness
  - Consistency with future connections to additional corridors
  - User convenience
- o Land Use and Economic Development Impacts
  - Consistency with regional and local goals
  - Urban development potential
  - Corridor level impacts
  - Neighborhood impacts
  - Station area impacts
  - Impacts on services and tax base
  - Employment impacts of construction and operation
- o Social Impacts
  - Residential and business displacement
  - "Undue burden" on vulnerable citizen groups
  - Accessibility for handicapped users
  - Safety and security
- o Impacts on the Physical Environment
  - Air quality
  - Water quality and quantity
  - Visual/aesthetic
  - Noise and vibration
  - Wetlands, vegetation and wildlife
  - Energy
  - Historic/cultural

- Parkland
  - Soil Contamination
  - Utilities
  - Steep slopes
  - Mississippi River Critical Area
- o Financial Impacts
    - Capital cost to construct alternatives
    - Operating and maintenance cost to begin and maintain service
    - Debt service cost of finance plan
    - Impact on local and state taxpayers
    - Financing plan
    - Financial capability
  - o Construction Impacts

Both direct (e.g. - improved travel time) and indirect (e.g. - increased development) impacts will be identified.

The DEIS will identify potential temporary and permanent mitigation measures where impacts cannot be avoided or minimized.

The EIS will incorporate material by reference when the effect will be to reduce bulk without impeding governmental and public review of the project. The incorporated material will be cited in the EIS, and its content briefly described. Any material incorporated by reference will be readily available for review within the time allowed for comment.

#### IV. PUBLIC INVOLVEMENT PROGRAM

Public participation will be a critical element of the study process. Opportunities to participate in the project will be offered through several mechanisms:

- A. Project Scoping
- B. Downtown Minneapolis Advisory Committee
- C. St. Paul Downtown Task Force
- D. Corridor Management Committee
- E. Corridor Technical Committee
- F. Individual Commission/Council/Board Updates
- G. Draft Environmental Impact Statement Public Hearings
- H. Project Newsletter
- I. Board of Regents of the University of Minnesota
- J. Transit Public Information Program

These participation mechanisms are described below.

## **A. PROJECT SCOPING**

The joint lead agencies issued a scoping package and held scoping meetings on August 26 and 27, 1992. The scoping package was distributed to affected agencies, organizations, and individuals who participated in the corridor planning process through previous projects. Oral comments on the alternatives and impacts to be addressed were recorded. They are summarized and included with written comments received in Appendix C of this report.

The public comment period closed on September 11, 1992. Information on the project can be requested from:

Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128  
(612) 779-1209

Paul Fish  
Federal Transit Administration, Region 5  
55 East Monroe Street, Suite 1415  
Chicago, Illinois 60603  
(312) 353-2865

## **B. DOWNTOWN MINNEAPOLIS ADVISORY COMMITTEE**

A surface alignment in downtown Minneapolis will be identified and evaluated as part of the Central Corridor AA/DEIS. A committee representing downtown Minneapolis business interests, planners and traffic engineers will be convened to advise the joint lead agencies on alignment alternatives.

## **C. ST. PAUL DOWNTOWN TASK FORCE**

The St. Paul Downtown Task Force, an advisory committee to Ramsey County Regional Railroad Authority throughout previous work on the Midway Corridor, will be reconvened as necessary to review issues affecting downtown St. Paul.

## **D. CORRIDOR MANAGEMENT COMMITTEE**

A Corridor Management Committee has been established to advise the joint lead agencies on issues related to the alternatives analysis, environmental review, preliminary design, and preliminary engineering; and to advise the Commissioner of Transportation on issues related to final design, implementation and construction of the locally preferred alternative.

The Corridor Management Committee is comprised of the seven regional railroad authorities sitting as the Metropolitan LRT Joint Powers Board, the cities of Minneapolis and St. Paul, Minnesota Department of Transportation, Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission, and University of Minnesota.

#### **E. CORRIDOR TECHNICAL COMMITTEE**

A Corridor Technical Committee has been established to carry out the directives of the Corridor Management Committee. The technical committee is comprised of staff representatives of each member body represented on the management committee and a representative of the Capitol Area Architectural and Planning Board.

#### **F. INDIVIDUAL COMMISSION/COUNCIL/BOARD UPDATES**

Members of the Corridor Management Committee represent public entities with open, regularly scheduled meetings, mailings, and committee hearings. Updates on the Central Corridor AA/DEIS will be a periodic agenda item for all of the member bodies, providing opportunities for public information and comment during the conduct of the commission/council/board's regular business.

#### **G. DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARINGS**

Following distribution of the Draft Environmental Impact Statement, the joint lead agencies will solicit public review and comment on the document. A comment period will be established, during which interested parties are invited to submit written comments. One or more public hearings will be scheduled and publicized, offering a public opportunity to comment orally or in writing on the project.

#### **H. PROJECT NEWSLETTER**

The joint lead agencies will produce a newsletter summarizing the progress of the study. The newsletter will be mailed to persons on the project mailing list and will be available to all interested parties.

#### **I. BOARD OF REGENTS OF THE UNIVERSITY OF MINNESOTA**

In addition to the participation of its professional staff on the Corridor Management and Technical Committees, the Board of Regents will adopt a resolution addressing alignment, station location and station design alternatives impacting the Minneapolis campus. The University will establish an internal committee with student, faculty and administrative representatives to monitor the project and advise the Board.

#### **J. TRANSIT PUBLIC INFORMATION PROGRAM**

The regional agencies will take the initiative to develop a broad public information program to support transit improvements in the Central Corridor. The program will also encourage greater awareness of the benefits of transit for the entire Twin Cities metropolitan area. The public information effort will use marketing materials and public relations techniques to promote the transportation, land use, environmental and economic benefits of increased transit use.

### **V. PROJECT SCHEDULE**

The Central Corridor AA/DEIS is expected to be complete within twelve months. The schedule which follows outlines the benchmark dates for completion of key project elements.

- |    |   |              |
|----|---|--------------|
| 1. | Development of Alternatives and Methodology | 12/1/92      |
| 2. | Analysis and Refinement of Alternatives     | 12/31/92     |
| 3. | DEIS Preparation                            | 2/1/93       |
| 4. | Selection of Locally Preferred Alternative  | June-July/93 |

## VI. PERMITS AND APPROVALS REQUIRED

Permits and approvals will be required as part of the Central Corridor project approval process. These permits include or may include those listed in the following table.

Table 2

**PERMITS/APPROVALS REQUIRED  
Under Current Law**

<b>LEVEL OF GOVERNMENT</b>	<b>TYPE OF APPLICATION</b>	<b>STATUS</b>
<b>FEDERAL</b>		
U.S. Coast Guard	Bridge Permit for Washington Avenue Bridge Modifications	To be determined
U.S. Army Corps of Engineers	Permit for Temporary Placement of Fill Material	To be determined
Federal Highway Administration	Approval for Use of Interstate 94 Right- of-Way	To be applied for (if required)
<b>STATE</b>		
Minnesota Pollution Control Agency	NPDES Permit	To be determined
	Indirect Source Permit	To be determined
Minnesota Public Service Commission	Permit to Operate a Transit System	To be determined
Minnesota Department of Transportation	Permit to Use/Access a Trunk Highway	To be determined
Minnesota Department of Natural Resources	Permit to Work in Protected Waters	To be applied for (if required)
	Water Appropriations/Dewatering Permit	To be applied for (if required)
Capitol Area Architectural and Planning Board	Final Design Approval in Capitol Area	To be submitted
<b>REGIONAL</b>		
Metropolitan Council	Controlled Access Highway Change Approval	To be determined
Regional Transit Board	Preliminary and Final Design Plan Approval (LRT)	To be determined

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Ramsey County Regional Railroad Authority	Preliminary Design Approval (LRT)	To be determined
	Final Design Approval (LRT)	To be determined
Hennepin County Regional Railroad Authority	Preliminary Design Approval (LRT)	To be determined
	Final Design Approval (LRT)	To be determined
Ramsey County Board of Commissioners	Preliminary Design Approval (LRT)	To be determined
	Final Design Approval (LRT)	To be determined
Hennepin County Board of Commissioners	Preliminary Design Approval (LRT)	To be determined
	Final Design Approval (LRT)	To be determined
OTHERS		
Burlington Northern Railroad	Operating Agreement	Need will be determined by alignment
Soo Line Railroad--now a subsidiary of Canadian Pacific	Operating Agreement	Need will be determined by alignment
Middle Mississippi River Watershed Management Organization	Varies	To be determined

#### LOCAL

Preliminary design plan approval and final design plan approval is required from the cities of St. Paul and Minneapolis for LRT plans.

Any and all permits associated with zoning will be required from municipalities, including platting, subdivision, site plan, and building processes where and if applicable.

The required information for these permits will be collected at appropriate times during project development. Appropriate permit application forms will be filed as required.

## APPENDICES

- A. RELEVANT PREVIOUS STUDIES
- B. DEFINITION OF CENTRAL CORRIDOR TERMS
- C. SCOPING COMMENTS

## *Appendix A Relevant Studies and Documents*

- University Avenue/Southwest Corridor Draft Alternatives Analysis/Draft Environmental Impact Statement, 1985
- Regional Coordination Plan, Regional Transit Board, February, 1991
- Regional Transit Facilities Plan, Metropolitan Council, 1992
- Draft Environmental Impact Statement for the Midway Corridor, Ramsey and Hennepin County Regional Railroad Authorities, December, 1990
- Preliminary Design of the Midway Light Rail Transit Corridor; Ramsey and Hennepin County Regional Railroad Authorities, May, 1991
- Draft Environmental Impact Statement for Hennepin County Stage 1 LRT System, Hennepin County Regional Railroad Authority, November, 1989
- HCRRA Stage I Preliminary Design (Downtown Minneapolis and University Connector) May, 1990
- Evaluation of University East Bank LRT Alternatives, December, 1990
- HCRRA Design Criteria, October, 1991
- HCRRA LRT Vehicle Specifications, August, 1991
- Central Maintenance and Storage Facility, October, 1991
- MnDOT Draft Design Criteria, 1991

## Appendix B

### Definition of Central Corridor Terms

The following terms are used in the description of the status of the project:

**Midway Corridor** - The area between Oak Street/Washington Avenue on the East Bank Campus of the University of Minnesota and downtown St. Paul.

**University Connector** - The area between 2nd Street South and 3rd Avenue South and Oak Street/Washington Avenue.

**Central Minneapolis** - The area between I-35W/29th Street and 2nd Street South/3rd Avenue South.

**Downtown Minneapolis** - The area between the Convention Center area and 2nd Street South/3rd Avenue South.

**Downtown St. Paul** - The area between 11th Street/I-94 and the Union Depot area.

**Capitol Area** - The area between Marich/I-94 and 11th Street/I-94.

**Central Corridor** - A corridor between the Convention Center area in downtown Minneapolis and the Union Depot area in downtown St. Paul, encompassing all of the segments listed above.

**HCRRA Stage 1 System** - A plan developed in 1988 for 29 miles of LRT service in five corridors radial to downtown Minneapolis. The corridors include:

1. Hiawatha to 46th Street South;
2. Southwest to Hopkins;
3. Northwest to 63rd Avenue North;
4. University Connector; and
5. Central Area of Downtown Minneapolis linking the four corridors together.

**APPENDIX C**

**SCOPING COMMENTS**

SCOPING MEETING COMMENT SUMMARY  
AUGUST 26, 1992  
RADISSON METRODOME

Lawrence Coleman  
1138 Plymouth Bldg  
(Earth Protector Inc.)

Consider Pierce Butler Route as an alignment alternative. Suggests benefits to transit, existing land use, social, environmental & financial impacts.

SCOPING MEETING COMMENT SUMMARY  
AUGUST 27, 1992  
CONCORDIA COLLEGE

Margaret Martin  
1366 Selby Avenue

Process - Will there be an opportunity for comments between scoping & DEIS?

Need realistic look at the advantages of an LRT system over existing bus service.

I35W seems to have greater need for improved transportation than I94.

Al Lovejoy  
St. Paul PED

City Council has taken no action on scoping package. Sept. 91 resolution more analysis of ridership & alternatives to LRT. Look at hybrid alternate.

Pam Bloedoorn  
301 N. Chatsworth

Will EIS study soil contamination & hazardous material? Employment impacts of construction station impacts and coordination with feeder buses, capacity increases to TH 280?

Elin Skinner  
1485 Portland  
Midway CCA

Remove Pearl St. from base maps. What has been the region's experience with the success of HOV lanes?

Tim Prescott  
1917 Emerson

What are goals of the study? How will needs be served (downtown to downtown & local)?

Tresta Brown  
Blair Avenue

North-south traffic in St. Paul. Need to link systems (Amtrak, airport, bikeways, U of M Transitway, etc.).

Current bus fares too high for service. Discourages transit use.

Current bus service does not serve the demand for the reverse commute.

Mitch Lancman  
1541 Carroll Ave.

Impact on property values along corridor. Opportunities for public involvement throughout the process.

Lester Myles  
817 Carroll

Vibration impacts to adjacent property. Neighborhood traffic impacts at stations. Consider alternate station locations.

Herb Treichel  
1277 Dayton  
(Lex-Hamline)

What are ridership projections?

## SUMMARY OF WRITTEN COMMENTS ON SCOPING PACKAGE

- Metropolitan Council
- Emphasize long-term urban development potential
  - Emphasize "people-moving" in corridor west of TH 280
  - Eliminate HOV alternative
- Regional Transit Board
- Evaluate a hybrid alternative of HOV & busway alternatives.
- City of Minneapolis
- Supports the Westgate alignment with a station east of Oak St. and below grade through the U of M campus provided certain conditions are met. (See City of Minneapolis Resolution in Appendix C.)
- Dakota County
- Provide options in LRT alternative for extension from downtown Saint Paul to Dakota County.
  - Retain all alternative modes identified.
- US EPA
- Supports concept of improved mass transit in central corridor in particular assessment of LRT.
  - Environmental concerns to be addressed:
    - Alternatives analysis, noise impacts, air quality impacts, noise & air construction impacts, water quality impacts, impacts to wetlands and terrestrial resources, contaminated sites, need for incentives to encourage mass transit ridership.
- MN DNR
- Expand project alternatives to include pedestrian and bicycle transportation modes.
  - Add "water quantity" as an impact to be assessed. Address protected wetland 620224 near Pierce Butler Road.
- Margaret Martin
- Evaluate ridership in comparison to existing bus service.
- Peter Angelsior
- Supports LRT alternative.
  - Work to ensure high density zoning around stations.
  - Design terminals for future expansion.
  - Coordinate with other planned systems.
  - Maximize exclusive right of way & minimize at-grade crossings.
  - Plan for short headways.
- Lisa Lee
- Include an improved No Build alternative.
  - Include an alternative that is a combination of HOV & busway.
  - Give comparable costs (capital & operating) for all alternatives.

- Evaluate downtown bus system as it existed before 1992 consolidation.
- Minimize need for transfers.
- Maintain & develop service that is convenient for most riders.
- Evaluate linked ridership & new ridership.
- State assumptions for projections of ridership, capital cost & operating cost.
- Travel time estimates need to include walking, waiting & riding.
- Impact on existing bus service must be discussed.
- Bus improvements should include quieter buses.
- Relevant study documents should be at public libraries.

Tim Prescott

- Include automated transit (AGT) as an alternative.
- Use largest number of people provided with pedestrian access to stations as a goal.
- Measure cost effectiveness by projected new transit riders per total dollar cost.

Lawrence Coleman

- Recommends evaluating Pierce Butler Route as an LRT alignment alternative.
- Pierce Butler Route has advantages relative to transit impacts, impacts upon existing land use, social impacts, environmental impacts, and financial impacts.
- In downtowns recommends location above or below street level.
- Minimize number of stations between downtowns to reduce travel time which will encourage increased ridership.

Peter Berglund

- Advocates mass transit.
- Supports bus alternatives.
- LRT should be long-term goal.

Julia Wallace  
PPERIA

- Concerned about neighborhood impacts of alternative modes and alignments.
- Concerns about energy conservation & pollution.
- Concerns about service to the U of M.
- Concerns about impacts on existing businesses & future development.
- Need more information to evaluate Westgate alignment. Impacts on neighborhood.
- Concerns about I94 roadway capacity increases.
- Referenced previous comments dated March 16, 1992 & January 28, 1991.



**METROPOLITAN COUNCIL**

Mears Park Centre, 230 East Fifth Street, St. Paul, MN 55101-1634 612 291-6359 FAX 612 291-6550 TTY 612 291-0904

September 11, 1992

Robert Winter  
Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55128

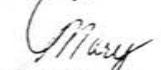
RE: Draft Scoping Package - Central Corridor Transit Alternatives Analysis  
and Draft Environmental Impact Statement  
Metropolitan Council Referral File No. 15705-1

Dear Mr. Winter:

At its meeting on September 10, 1992, the Metropolitan Council considered the draft scoping report for the Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement. This consideration was based on a report of the Metropolitan Systems Committee, Referral Report No. 92-56. A copy of this report is attached.

The Metropolitan Council submits these comments to Mn/DOT for consideration in the scoping phase of the AA/DEIS.

Sincerely,

  
Mary E. Anderson  
Chair

MEA:lv  
Attachment

cc: Gregg Downing, Environmental Quality Board  
Fred Tanzer, Mn/DOT  
Steve Wilson, Metropolitan Council Staff

Metropolitan Council Meeting of September 10, 1992

Business Item: C-2

**METROPOLITAN COUNCIL**  
Mears Park Centre, 230 East Fifth St., St. Paul, Minnesota 55101

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE  
Referral Report No. 92-56

DATE: September 3, 1992  
TO: Metropolitan Council  
SUBJECT: Draft Scoping Package - Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement, Referral No. 15705-1

BACKGROUND

At its meeting on September 1, 1992, the Metropolitan Systems Committee reviewed the draft scoping report for the Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement. The scoping phase represents the initiation of the study of the corridor as recommended by the Council's *Regional Transit Facilities Plan* adopted in February, 1992. During the scoping phase, comments are sought from the general public and units of government on the alternatives, impacts and issues to be addressed in the alternatives analysis/draft environmental impact statement (AA/DEIS).

ISSUES AND CONCERNS

Committee members questioned whether Intelligent Vehicle Highway Systems (IVHS) alternatives and technologies should be included, since they may have an impact on the need for transportation capacity improvements in the corridor. Staff responded that IVHS concepts have not been developed enough to adequately assess the potential benefits and costs of IVHS. Some research and development applications are being conducted in the Twin Cities, but they do not involve anything that would have a dramatic impact on capacity needs.

RECOMMENDATION

That the Metropolitan Council:

1. That the Metropolitan Council submit these comments to Mn/DOT for consideration in the scoping phase of the AA/DEIS.

Respectfully submitted,

Dirk deVries, Chair  
09-10C-2

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METROPOLITAN COUNCIL  
Mears Park Centre, 230 E. Fifth St., St. Paul, Minnesota 55101

DATE: August 25, 1992  
TO: Metropolitan Systems Committee  
FROM: Steve Wilson, Transportation Division  
SUBJECT: Draft Scoping Package - Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement, Referral No. 15705-1

#### BACKGROUND AND AUTHORITY TO REVIEW

In February 1992 the Metropolitan Council adopted the *Regional Transit Facilities Plan*. This plan recommended that a Central Corridor Light Rail Transit line be built first and that a federal alternatives analysis be initiated to further resolve any remaining issues of alignment and cost-effectiveness and to make the corridor eligible for potential federal funding.

This scoping phase represents the initiation of that study by the three joint lead agencies of the Minnesota Department of Transportation (Mn/DOT), Hennepin County Regional Railroad Authority (HCRRA) and Ramsey County Regional Railroad Authority (RCRRA) under the sponsorship of the Federal Transit Administration (FTA). During the scoping phase, comments are sought from the general public and units of government on the alternatives, impacts and issues to be addressed in the alternatives analysis draft environmental impact statement (AA/DEIS). The Council, in addition to submitting these comments as part of the scoping effort, will have ongoing participation in the AA/DEIS through the Corridor Technical Committee and Corridor Management Committee, and will approve the preferred alternative in accordance with the recommendations of the *Regional Transit Facilities Plan*.

#### AREAS TO BE ADDRESSED IN THE AA/DEIS

The draft scoping report identifies issues, alternatives and impacts to be addressed. Because most of these issues were already identified and examined as part the state EISs prepared by the Hennepin and Ramsey County Regional Railroad Authorities, these comments will focus on additional areas relevant to the AA/DEIS.

#### Need for Transit Improvements

The scoping report identifies several objectives to be achieved with major transit improvements in the Central Corridor. The objectives include most that were identified in the *Regional Transit Facilities Plan*. In addition to those already cited in the scoping report, the AA/DEIS should consider that transit improvements would provide much-needed future transportation capacity in a

corridor where additional highway capacity cannot be added west of T.H. 280, and that transit improvements would help focus development/redevelopment along the corridor, which forms the core of the urban area.

#### Alternatives

The scoping report proposes to evaluate five alternatives:

1. **No Build:** This alternative would generally consist of a continuation of existing bus routes.
2. **Transportation Systems Management (TSM):** This would primarily include restructuring bus routes according to concepts proposed in the *Regional Transit Facilities Plan* and the Regional Transit Board's *Vision for Transit*.
3. **Busway:** This alternative would include reserved lanes or exclusive guideway for buses, approximately following the same alignment as an LRT alternative, with commensurate changes in bus service to use the busway.
4. **High Occupancy Vehicle (HOV) Facility:** This would be reserved lanes on arterial streets on I-94 for use by multi-occupant vehicles including a restructured transit service.
5. **Light Rail Transit (LRT):** This alternative would follow the alignment shown in Figure 1, and include an at-grade alignment in downtown Minneapolis.

The alternatives represent a broad range of capital investment requirements which should be capable of showing the capabilities of bus and rail.

The HOV alternative was considered in the *Regional Transit Facilities Plan* and found to have serious drawbacks. Conceptual engineering was prepared for an I-94 HOV alternative, and it was concluded that severe right-of-way constraints would require the HOV lane to be on an elevated structure between downtown Minneapolis and T.H. 280. The plan found that:

"The environmental impacts associated with a 'double-deck' freeway, the high cost, and the limited use of an HOV lane in the remaining portion of the corridor, preclude a Central Corridor HOV lane as a viable solution."

For this reason, and because the HOV alternative could not directly serve the important University of Minnesota market, the HOV alternative should not be considered in the AA/DEIS. The busway and TSM alternatives can adequately demonstrate the capabilities of non-rail alternatives.

#### Impacts to be Considered

The impact areas to be considered will include those addressed in the state EIS. In addition, several other impact areas will be included as a requirement of the Federal Transit Administration AA/DEIS process. These areas include cost-effectiveness measures and financial impacts that the Council has previously found to be less than satisfactory addressed in the state EISs.

### CONCLUSIONS

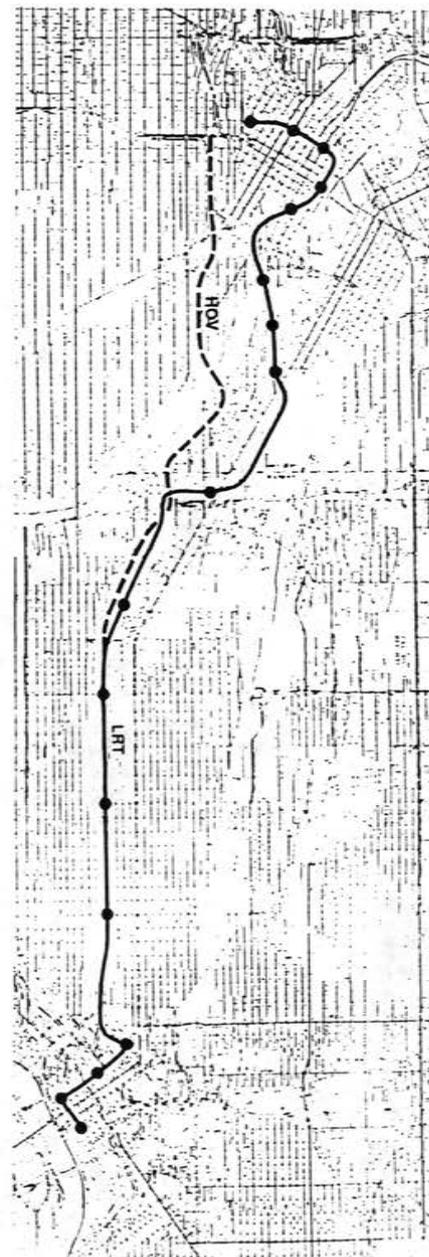
1. Comments are being requested on the scope of analysis for the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement. The draft scoping report identifies issues, alternatives and impacts to be addressed, most of which were already identified and examined as part the state EISs prepared by the Hennepin and Ramsey County Regional Railroad Authorities.
2. The study's objectives should emphasize the long-term urban development potential that could be achieved in this important corridor, which is the "spine" of the regional transit system. In addition, it should consider the need to provide additional "people-moving" capacity in a corridor where additional highway capacity cannot be added west of T.H. 280.
3. The *Regional Transit Facilities Plan* found that an HOV alternative, because of environmental impacts associated with a 'double-deck' freeway, high cost, and limited use west of T.H. 280, was not a viable alternative. The AA/DEIS should therefore eliminate the HOV alternative from further consideration. The busway and TSM alternatives can adequately demonstrate the capabilities of non-rail alternatives.
4. The cost-effectiveness and financial impacts covered in the AA/DEIS will incorporate concerns that the Council has raised in previous reviews of light rail transit EISs.

### RECOMMENDATION

1. That the Metropolitan Council submit these comments to Mn/DOT for consideration in the scoping phase of the AA/DEIS.

## CENTRAL CORRIDOR

FIGURE 1  
BUILD ALTERNATIVE ALIGNMENTS





REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
292-8789

September 9, 1992

Mr. Robert Winter, P.E.  
Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55128

Re: Central Corridor Alternatives Analysis/Draft EIS  
Scoping Package

Dear Mr. Winter:

Thank you for the opportunity to comment on the scoping package for the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

At its meeting on September 8, 1992, the Regional Transit Board approved the recommendations contained in the attached memorandum describing the scoping phase of the Central Corridor project. We are hereby forwarding these comments to you and the Joint Lead Agencies for consideration as the scoping package is revised and a final scoping report issued.

Sincerely,

Judith G. Hollander  
Director of Planning and Programs

enclosure

DATE: August 31, 1992  
TO: Chair and Members of the Regional Transit Board  
FROM: Stephanie Eiler, AICP *SE* *HB*  
Senior Planner, LRT Development  
SUBJECT: Scoping Package  
Central Corridor Alternatives Analysis/Draft Environmental Impact  
Statement  
Board Update No. 2

SUMMARY

Mn/DOT, Hennepin County and Ramsey County Regional Railroad Authorities have initiated the Central Corridor AA/DEIS by distributing a draft scoping report and holding two public meetings to solicit comment on the study. The draft scoping report, part of the scoping package required by the Federal Transit Administration, was developed by the joint lead agencies with the assistance of the RTB. The report identifies alternatives, issues, and impacts to be addressed in the study.

While the LRT alternative has been previously addressed in state-level EISs by the two rail authorities, the Central Corridor AA/DEIS will provide a comprehensive evaluation of other feasible transit improvements as well. The project approach described in the draft scoping report is consistent with the recommendations of the RTB Five Year Plan, the Regional Transit Facilities Plan and the Legislative Audit Commission's recent report on transit planning.

BACKGROUND

The goal of a scoping process is to establish the parameters of a project: alternatives to be studied, impacts anticipated, the public participation process, who is in charge, and the time frame for decisions.

The draft scoping report identifies five conceptual alternatives for discussion and evaluation:

1. No Build
2. Transportation System Management (TSM)
3. Busway
4. High Occupancy Vehicle (HOV) Facility
5. Light Rail Transit

The report lists impacts to be addressed in the following areas: transportation, land use, economic development, social/residential, physical environment, and finance. The AA/DEIS will evaluate the cost-effectiveness and financial impacts of all of the transit alternatives.

Public scoping meetings were held on August 26, 1992 in Minneapolis and August 27, 1992 in St. Paul. The meetings were held to describe the project and to solicit public and agency responses to the issues and alternatives to be studied in the AA/DEIS. The alternatives and impacts to be addressed may be modified based on comments received during the scoping process.

#### RECOMMENDATIONS

1. The project approach described in the draft scoping report is consistent with the recommendations of the RTB Five Year Plan, the Regional Transit Facilities Plan and the Legislative Audit Commission's recent report on transit planning.
2. In addition to the HOV and Busway alternatives proposed in the draft scoping report, the joint lead agencies should evaluate an alternative which combines the best features of both. Such a combined or hybrid alternative may offer patronage, operational and cost advantages, and should be compared to the LRT alternative.
3. The RTB will continue to support the project and provide staff assistance and information as needed by the joint lead agencies.



## DAKOTA COUNTY

DAKOTA COUNTY GOVERNMENT CENTER  
1560 HWY 55, HASTINGS MINNESOTA 55033 (612) 438-4429

DONALD R. CHAPDELAINÉ  
COMMISSIONER - THIRD DISTRICT  
575 CHAPEL LAINE  
EAGAN, MN 55121  
TELEPHONE  
HOME 454-2533

September 9, 1992

Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128

Dear Sir:

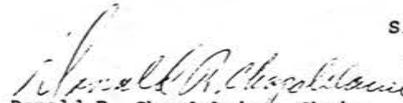
We appreciate the opportunity to provide comments on the Scoping Package for the Transit Alternatives Analysis and Draft Environmental Analysis for the Central Corridor. Dakota County has been a participant in the planning of Light Rail Transit in the region for the last several years. We are interested in seeing a thorough analysis of alternatives for the Central Corridor as one of the region's priorities for light rail transit in the Twin Cities. This process could become a model for future analysis of other corridors in the metropolitan area.

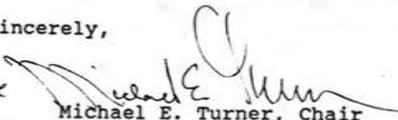
Dakota County has cooperated with Ramsey County in conducting an analysis of a potential connection to the Central Corridor in downtown St. Paul from the south. We would expect that the alternative analysis would continue to leave options open for possible future extensions to Dakota County in the light rail transit alternative. Possible alignments were identified in a draft Scoping Decision Document prepared for the Saint Paul South Corridor by Dakota and Ramsey County Regional Railroad Authorities.

We would encourage you to maintain all the alternatives identified in the Scoping Package including transportation system management, busway, high occupancy vehicle lanes, and light rail transit. It will continue to be important to review the potential for some of these options as they relate to other projects in the metropolitan area, especially the reconstruction of I-35W.

Thank you for the opportunity to provide comments at this point in the project. We will continue to keep abreast of the status of this important project in the region and expect to continue our participation in the process.

Sincerely,

  
Donald R. Chapdelainé, Chair  
DAKOTA COUNTY COMMISSIONER

  
Michael E. Turner, Chair  
REGIONAL RAILROAD AUTHORITY

DRC/MET/jmn  
cc: Dakota County Board of Commissioners

REFERRED TO (NAME OF COMMITTEE)
DATE

**RESOLUTION  
of the  
CITY OF  
MINNEAPOLIS**  
Campbell

By \_\_\_\_\_

Conditionally approving the Westgate Alignment/Station Location for Light Rail Transit (LRT) between the University of Minnesota and the East City Limits.

Whereas, the Minnesota Department of Transportation (MnDOT), Hennepin County Regional Railroad Authority (HCRRA) and the Ramsey County Regional Railroad Authority (RCRRA) as Joint Lead Agencies have prepared the Twin Cities Central Corridor Transit Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) Scoping Package and has identified the LRT alignment between Church Street on Washington Avenue and the east City Limits as an alignment on which total agreement has not been reached; and

Whereas, agreement on this alignment will facilitate completion of the AA/DEIS by reducing the number of LRT alternatives to be evaluated; and

Whereas, the City Council has previously approved the Soo Line/I-94 LRT Alignment (Resolution 91R-108) prior to the Westgate Alignment being proposed; and

Whereas, the Westgate Alternative is estimated to cost approximately \$9,400,000 more than the Soo Line/I-94 Alignment exclusive of right of way; and

Whereas, provision of a LRT station to the University of Minnesota is a top priority and the station proposed in the latest Westgate Alignment is closer to the University and to related sports/activities than is the station proposed in the Soo Line/I-94 Alignment; and

Whereas, the City Council has continued to support a cut and cover tunnel between the East Bank Station west of Church Street and a point east of Oak Street; and

Whereas, the City of Minneapolis wants the Central Corridor to proceed to implementation and to be cooperative as much as possible with the City of St. Paul and the RCRRA;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City Council supports the Westgate Alignment and station location as shown on Figure 2 on the Twin Cities Central Corridor Transit Alternative Analysis and Draft Environmental Impact Statement Scoping Package, dated August 1992, so long as the following conditions are met:

- The LRT station on the east side of the University campus remains immediately east of Oak Street; and
- LRT along Washington Avenue on the East Bank Campus of the University be below grade.

That if either of the above two conditions are not met, the City's position will revert to the position identified in Resolution 91R-108, namely the alignment and station locations identified in the Soo Line/I-94 Alignment within Minneapolis.

RECORD OF COUNCIL VOTE (X INDICATES VOTE)													
COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN	COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN
Diedrich				X			Scott	X					
Campbell	X						Niemi	X					
Hilary	X						Cramer	X					
Rennville	X						Schulstad	X					
Cherryhomes				X			Johnson	X					
Niland	X						President						
Scott	X						Sayre Belton	X					

PASSED SEP 11 1992 DATE APPROVED - NOT APPROVED - VETOED SEP 11 1992 DATE

*Shane Andrew Belton*  
PRESIDENT OF COUNCIL

*John R. ...*  
MAYOR

ATTEST \_\_\_\_\_

CITY CLERK

UNIVERSITY OF MINNESOTA

Office of the Senior Vice President  
for Finance and Operations

301 Morrill Hall  
100 Church Street S.E.  
Minneapolis, MN 55455  
612-625-4555

September 11, 1992

Mr. Bob Winter  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55109

Dear Mr. Winter:

Attached please find a copy of a resolution passed by the Minnesota Board of Regents on light rail transit (LRT). Please add it to the "record" as the University's initial comment with regard to "scoping" of the Alternatives Analysis, Draft Environmental Impact Statement (AA/DEIS) for the central corridor.

As you are aware, the University has been an active and collaborative participant along with MNDOT, both Hennepin and Ramsey Counties, the cities of Minneapolis and St. Paul, and the Regional Transit Board in planning for LRT. During the course of this past effort, the University has stated preferences for an alignment west of Oak Street, and the location and design of stations on the East and West Bank Campuses. The University has reviewed but not taken a definitive position on the various alternative alignments that has been proposed east of Oak Street.

The University welcomes the opportunity to again participate in this latest phase of planning. It is our intent to specifically define the goals and objectives of the University with regard to transit service and preservation and preferably enhancement of the campus environment.

Respectfully yours,



Robert O. Erickson  
Senior Vice President  
Finance and Operations

cc: Board of Regents  
President Hasselmo  
Provost Infante  
Mr. Paul Tschida  
Mr. Harvey Turner

T&PW - Your Committee, having under consideration Light Rail Transit (LRT) alignment for the Central Corridor between approximately Church St on Washington Av and the east City limits, now recommends passage of the accompanying Resolution conditionally approving the Westgate Alignment/Station Location for LRT betw the University of Minnesota and the East City Limits.

Approved as to Accuracy:





UNIVERSITY OF MINNESOTA  
TWIN CITIES

Student Representatives  
to the Board of Regents  
240 Coffman Memorial Union  
300 Washington Avenue S.E.  
Minneapolis, Minnesota 55455  
(612) 625-9992

UNIVERSITY OF MINNESOTA  
BOARD OF REGENTS

AGENDA ITEM FOR Physical Planning and Operations COMMITTEE

**Light Rail Washington Avenue Corridor Resolution**

Whereas since 1939 the University of Minnesota has repeatedly expressed the desire for a completely integrated and unified campus as originally planned, and

Whereas the Minneapolis Planning Commission's report recommended an underpass for Washington Avenue traffic, and

Whereas it is desirable to have the least amount of encroachment into the landscaped/pedestrian as possible, and

Whereas the current LRT plans advocate light rail on Washington Avenues East bank at ground level would be insurmountably damaging to the campus environment, and

Whereas implementing the Commission's recommendations would extend the Mall uninterrupted from Northrup Auditorium to Coffman Union, and

Whereas the students of the University of Minnesota will not tolerate further physical splits and divisions of their campus, and

Whereas above ground LRT would create additional traffic hazards and discriminate against the physically challenged from having equal access to campus facilities, and

Therefore be it resolved that the Minnesota Student Association supports the University Administration's position of building a tunnel on Washington Avenue East Bank for light rail transit and current traffic, and be it further resolved that any expansion of Washington Avenue's East Bank must not occur at the expense of landscape, nor result in the loss of pedestrian walkways.

This resolution was passed unanimously by the Minnesota Student Association Forum Thursday, January 10, 1991.

I. Title Light Rail Transit, Twin Cities Campus

( ) Discussion ( ) Information (X) Resolution or Motion Required

II. Administration's Recommended Resolution or Proposed Action:

WHEREAS, the physical setting of the University contributes to a sense of community and affects the quality of scholarship, research and intellectual discourse taking place within its institutional framework, and

WHEREAS, the University's "Advisory Task Force on Planning" has concluded that the University should strive to benefit fully from the natural assets of its surroundings and guard against the intrusions and disruptions of urban life, and

WHEREAS, the traffic on Washington Avenue has a divisive impact on the campus environment and a pernicious influence on the scholarly pursuit of excellence at the University, and

WHEREAS, the University desires to mitigate the traffic congestion on Washington Avenue, and

WHEREAS, the University, the Regional Transit Board, the Minnesota Department of Transportation, the Hennepin County staff, the City of Minneapolis Planning Commission, and most recently, the University of Minnesota Student Association all support the University's efforts in this area, and

WHEREAS, the University, as the second highest generator of transit trips in the Twin Cities Metropolitan Area, desires to receive excellent transit service, and

WHEREAS, the proposed alignment for Light Rail Transit between downtown Minneapolis and downtown St. Paul is through the University along Washington Avenue, and

WHEREAS, the University desires to plan for and participate in the design for construction of LRT through the Minneapolis campus,

THEREFORE, BE IT RESOLVED THAT, when Light Rail Transit ("LRT") is constructed through the Minneapolis campus the Regents of the University of Minnesota hereby authorize, empower and direct the University (i) to insist LRT be built in a tunnel under Washington Avenue from a portal east of the Mississippi River Bridge to a portal east of Oak Street; (ii) to request that Washington Avenue be narrowed, that traffic thereon be redirected, and that a landscape buffer strip be created thereabout; and (iii) to request again that the Mall be extended over Washington Avenue at the time LRT is built.

III. Purpose or Intent of the Item:

To familiarize the Board of Regents with the Light Rail Transit resolution and to seek their approval of said resolution.

IV. Previous Board Action and/or Pertinent Information:

This resolution was presented to the Board at its June 1991 meeting as a part of the discussion item titled "Transportation Plans, Twin Cities/Minneapolis/East Bank Campus."

V. Presented by Robert Erickson/Clint Hewitt

VI. Date July 11, 1991



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

SEP 21 1992

REPLY TO THE ATTENTION OF:

5ME-19J

Mr. Robert Winter  
Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128

Dear Mr. Winter:

We have reviewed the scoping package for the Twin Cities Central Corridor Transit Alternatives Analysis. The transit corridor studied for improvement runs between downtown Minneapolis and downtown St. Paul, and services the main campus of the University of Minnesota. An Environmental Impact Statement (EIS) is being prepared for the project, in which one of the lead agencies preparing the document is the Federal Transit Administration.

We previously commented on a State Draft EIS on March 13, 1991 and Scoping Decision Document on June 6, 1990. In our correspondence, we stated that our comments were advisory due to the lack of Federal involvement in the project. However, because the Federal Transit Agency is a lead agency in the preparation of a Federal EIS, our role as a reviewing agency is mandated under Section 309 of the Clean Air Act. Therefore, our comments are no longer advisory, but are to be considered in the EIS and Record of Decision.

We support the concept of improved mass transit in the Central Corridor, and in particular encourage the assessment of light rail transit as an alternative mode of mass transit. The Twin Cities of Minneapolis and St. Paul currently are not serviced by light rail transit, and the introduction of light rail transit should be a transportation benefit and improvement to air quality to the metropolitan area as it has been for other major U.S. cities. Presently, there are two transportation corridors within the Twin Cities metropolitan area that have been deemed feasible for light rail transit, and are being studied for this mode of transportation.

Although we support the mass transit proposals presented in the scoping package, we have several environmental concerns with the proposal that should be addressed in the Federal Draft EIS. These concerns include alternatives analysis, noise impacts, air quality impacts, water quality impacts, impacts to wetland and terrestrial resources, contaminated sites, and the need for incentives to encourage mass transit ridership.

-2-

We are concerned with the range of alternatives that will be addressed in the Federal Draft EIS. The alternatives proposed in the scoping package include the No Build, Transportation System Management, Busway (buses only lane), High Occupancy Vehicle Facility, and Light Rail Transit Alternatives. We support the inclusion of these alternatives in the Federal Draft EIS, but are concerned that only one build alternative for light rail transit is being proposed for assessment. This build alternative proposes light rail transit in the median of Interstate 94. The State Draft EIS included this alternative plus two additional build alignment alternatives for light rail transit, the University Avenue alignment and the Pierce Butler alignment. We are not recommending duplicating the selection process that was conducted at the State level in the Federal EIS, but we do request that the Federal Draft EIS demonstrate that the State selection process satisfied the requirements of the National Environmental Policy Act guidelines that environmental impacts were avoided and minimized, and that there was satisfactory public involvement in the selection process.

The Federal Draft EIS should assess noise impacts for each of the alternatives. We are particularly concerned with impacts to noise sensitive receptors such as residences, hospitals, nursing homes, schools, libraries, churches and parks. The Federal Draft EIS should determine the current background noise levels that occur at these receptors, and calculate the net change in impact due to the mass transit alternatives. If any significant impacts are expected to occur, then the Federal Draft EIS should consider measures to mitigate the noise impacts.

The metropolitan area of the Twin Cities is a nonattainment area for carbon monoxide (CO), classified as moderate. The mass transit alternatives should realize some degree of reduction in CO emissions in the Central Corridor. The Draft EIS should include air quality modelling data to identify ambient air quality and current CO emissions, and predict the CO emissions that would result from each of the alternatives. For the light rail transit alternative, the Draft EIS should compare the amount of reduction in CO emissions due to fewer automobiles versus the increase in emissions due to increased electrical generation to operate light rail transit. This comparison should take into account all incentives and measures to reduce the number of vehicles, and discuss whether light rail transit would result in significant additional electrical generation, and whether new electrical generation facilities would need to be constructed. The Draft EIS should also discuss the mass transit proposals' consistency with the State Implementation Plan to bring about compliance with air quality standards for CO.

In addition to noise and air quality impacts associated with the operation of mass transit in the Central Corridor, we are concerned with these impacts occurring during project

construction. The Federal Draft EIS should assess noise impacts due to construction equipment, and discuss mitigation for those impacts. Similarly, construction related air quality impacts and mitigation should be discussed.

The Federal Draft EIS should assess the potential for water quality impacts due to mass transit improvements. We are particularly concerned that groundwater impacts could result due to tunnel construction underneath the two downtown areas. The Federal Draft EIS should identify any such impacts, and list appropriate mitigation measures. Adverse impacts should be avoided and minimized through the use of best available technology mitigation measures. We support the planned use of the Washington Avenue Bridge crossing of the Mississippi River for light rail transit, since the use of an existing crossing should minimize impacts to the river versus constructing a new river crossing. The Federal Draft EIS should list the temporary mitigation measures that will be in place during project construction, and the permanent measures necessary to support operation of mass transit.

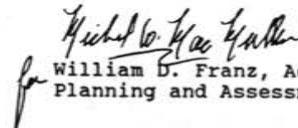
Based on our prior reviews of the State Draft EIS and Scoping Decision Document, we do not believe that the project will adversely impact wetland or terrestrial resources. The Pierce Butler route for light rail transit represented the greatest potential for wetland and terrestrial impacts, and this alternative appears to have been dropped from consideration in the scoping package. Nevertheless, the Federal Draft EIS should identify impacts to these resources, and discuss any subsequent mitigation that would be necessary.

According to the State Draft EIS, there are 59 contaminated soil sites within the Central Corridor. The State Draft EIS included commitments to mitigation to address contaminated soils, including measures such as landfarming, thermal treatment and encapsulation. The Federal Draft EIS should include this information regarding contaminated soil sites and mitigation measures. We also recommend that the appropriateness of incineration be evaluated and included for discussion as a potential remediation measure.

We recommended several incentives to encourage ridership of mass transit in our prior correspondence. These incentives included convenient connections with bus feeder routes, strong public relations efforts that stress the benefits of riding mass transit, and instituting premium auto parking rates and limits on available parking spaces. The Federal Draft EIS should discuss the use of such incentives.

Thank you for the opportunity to review the scoping package for the Twin Cities Central Corridor Transit Alternatives Analysis. If you have any questions regarding our comments, please contact Milo Anderson of my staff at (312) 886-2967.

Sincerely yours,

  
for William D. Franz, Acting Chief  
Planning and Assessment Branch

 STATE OF  
**MINNESOTA**  
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40

DNR INFORMATION  
(612) 296-6157

September 22, 1992

Mr Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128

Re: Central Corridor Transit Project  
Draft Scoping Report

Dear Mr. Winter:

The Minnesota Department of Natural Resources (DNR) has completed a review of the Draft Scoping Report concerning the Central Corridor Transit Project. The following comments regarding the project are provided for your consideration.

Although the Scoping Report lists pedestrian impacts and compatibility with existing or proposed bicycle trails as transportation impacts that will be addressed in the Environmental Impact Statement (EIS), the DNR believes that these modes of transportation should be more fully incorporated into the alternatives analysis. Without the inclusion of pedestrian and bicycle transportation, the Scoping Report does not completely address transportation needs in the project area.

We suggest that the identified project alternatives be expanded to include pedestrian and bicycle transportation modes as follows:

-No-build Alternative--recognition of the increased role bicycles could play in transportation between or within the study area either through signing or clear bike lane designation.

-TSM Alternative--intensified marketing and/or incentive programs for pedestrian and bicycle travel.

-Busway Alternative--affirmative modal connections for combined bike-bus travel to include bike racks on buses and secure bike storage locations at bus stops.

-HOV Alternative--accommodation of joint HOV and bike travel within the same corridor either as a shared route or in conjunction with a new parallel bikeway like the new University of Minnesota inter-campus HOV lane.

-LRT Alternative--recognition of the need for modal transfer points between bikes and LRT through provision of secure bicycle storage.

In addition, under "Impact on the Physical Environment" on page 10, we recommend that another bullet "Water Quantity", including mapped and regulated floodplains and general storm water management issues, be added.

Protected wetland 62-224 is near the Pierce Butler Road. This basin may have already been impacted by untreated runoff from land use in the watershed. It is important that water quality impacts of the project, particularly in regard to this basin, be thoroughly analyzed.

If you have questions regarding our comments, or if you require additional information from the DNR concerning the proposed project, please contact Cheryl Heide from my staff at 296-9228.

Sincerely,

*Cheryl Heide*

Thomas W. Balcom, Supervisor  
Natural Resources Planning and Review Services

c. Dave Leuthe  
Steve Colvin  
Tom Lutgen  
Brian McCann  
Bonita Eliason  
Lynn Lewis--U.S. Fish and Wildlife Service

930043-1

## WRITTEN STATEMENT

### CENTRAL CORRIDOR TRANSIT ALTERNATIVES ANALYSIS SCOPING PROCESS

Name Margaret P. Marton  
Address 1314 SELBY AVE  
ST. PAUL, MN 55104-6301  
Representing \_\_\_\_\_

Dear Mr. Winter:

Statements were made at the Aug 27 public meeting at Concordia College concerning the fact that the University of Minnesota is a location of high population concentrations. However I think we have to be careful in estimating how many of these would be LRT users. Already, a very high proportion of these use car-pools, bus riders, bicycles, and walkers.

Car-pooling is favored because of its low cost and convenience and limited parking on the Twin campus. The #52 express buses and intercampus lines are very convenient in that they take students from near their homes directly to the major campuses, with no transfer. I think students would prefer the #52 buses to a feeder bus with a transfer on to LRT.

PRT has such great advantages in lower capital costs and all-line stations, etc that it should remain under consideration in the event that a trial demonstration is carried out. If it is shown to work, it is a question of the way to go!

Sincerely,  
Margaret Marton

Return to: Robert Winter, 3485 Hadley Ave. N., Oakdale MN 55128

September 10, 1992

Robert Winter  
Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55109

Re: Twin Cities Central Corridor Transit Project

Dear Mr. Winter:

I am writing to comment on the transit alternatives outlined in the August 3, 1992 EQB Monitor.

My qualifications are that I am a strong advocate of mass transit and that I have commuted by bus for 14 years.

I strongly suggest that the most simple and flexible system be chosen. I believe that maximizing the use of buses would be the best solution. Buses could be routed and rerouted simply and without delay.

It has been said that we need light rail because of our winters. Well, the cars present the problems in the winters. The buses can get through heavy snows.

Instead of spending so much money on studying light rail, buy more buses, put them in service, and get people to cut down on using cars. Get people used to mass transit. Light Rail could be a long term goal to work on. Also, if we have less cars on the highways, it would be easier to build light rail in the next couple decades.

Thank you,

Peter Berglund  
Peter Berglund  
2816 33rd Avenue South  
Minneapolis, MN 55406

day: 772-7008

111 Marquette Avenue South #2707  
Minneapolis, MN 55401  
(612) 672-0602

Mr. Robert Winter  
Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55128

September 4, 1992

Re: Comments on the scoping meeting for the Twin Cities Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement.

Dear Mr. Winter;

I attended the scoping meeting for the Twin Cities Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement on August 26, 1992 at the Radisson Hotel Metrodome, in which you presented several alternatives for improving access between the cores of Minneapolis and Saint Paul. I would like to thank you for a clear and informative presentation, and present my comments and suggestions.

I support the construction of a LRT system connecting the two downtowns via the University of Minnesota. I generally agree with the proposed routing, and think that any alignment should include stops at both downtowns, the Metrodome, and both the east and west bank campuses of the University of Minnesota. Before moving to Minneapolis last month, I worked for a private firm preparing Environmental Impact Statements for the Washington, DC Metrorail system. As I am new to the area, I don't know the history of this project, nor do I know what other projects are under consideration. Nevertheless, I would like to offer the following suggestions:

- Work with local government planning commissions to zone land around the station sites for higher densities and reduced parking requirements
- Design the terminuses to permit future extensions outward from either St. Paul or Minneapolis.
- Coordinate design and specifications of this LRT system with other systems planned for the Twin Cities area.

- Maximize exclusive rights-of-way and minimize at-grade crossings.
- Plan for short headways. Generally, a minute spent waiting at a station is perceived to be much longer than a minute spent in motion. Ridership, and thus the effectiveness of the project, should be greater with frequent shorter trains as opposed to infrequent longer trains.

Finally, I had hoped to see more detail of the proposals than what was presented at the scoping meeting. The maps were very small and I only got a general taste for the alternatives. It would be helpful if you could bring some drawings with you for the DEIS presentation that would show the proposed alternatives more clearly.

Thank you for the opportunity to express my views. I would like to receive notices of any future public hearings or meetings on this project.

Sincerely,



Peter Angelides, AICP



## PPERRIA

Prospect Park and East River Road Improvement Association, Inc.

September 10, 1992

Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, MN 55128

Dear Mr. Winter:

I am writing to express interest, on behalf of the Prospect Park and East River Road Improvement Association, in the Twin Cities Central Corridor transit alternatives study. Because we just learned of this effort, we did not attend the public meeting on August 26, but would like you to know that this community intends to continue its active participation in transportation planning; we assume that you will keep us informed of all opportunities for citizen participation from now on.

PPERRIA has commented on many of the plans which you have cited in Appendix A of your Scoping Package. I am enclosing two of the most recent ones for you, since they identify the community's transit concerns. You will note that we have looked at both the service issues for our neighborhoods and the impacts of alternative modes and alignments.

People in this community also have broader concerns regarding energy conservation and pollution. We support appropriate service to the University, a major component of our community. We also have concerns about transit's impact on existing businesses, as well as its influence on future development.

We made extensive comments on the Soo Line/I-94 route, since it was the preferred alignment of the RCRRA until the last minute. As you will see in our comments dated March 16, 1992, we would like to see design alternatives and other projections for the new Westgate alignment before making a final evaluation of that alternative as it affects our neighborhoods.

This neighborhood would be severely affected by any plan which involved increasing the capacity of I-94 through expansion of the roadway. We will be especially interested in the information on how the busway or HOV alternatives would be accomplished.

Please keep us informed. Thank you.

*Julia F. Wallace*  
Julia F. Wallace, Chair, PPERRIA Transportation Committee  
135 Melbourne Ave. SE  
Minneapolis, MN 55414

enc: PPERRIA memo of 3/16/92; Resolution of 1/28/91

Founded in 1901 - The Oldest Neighborhood Association in Minneapolis



## PPERRIA

Prospect Park and East River Road Improvement Association, Inc.

To: HCRRA, RCRRA

From: Julie Wallace, Chair, PPERRIA Transportation Committee

Subject: Midway Corridor

Date: March 20, 1992

Enclosed is a summary of the discussions to date about the proposed change to the LRT alignment in our neighborhood, between the city limits and the University. As you know, we have not taken any formal action, but expect to be included as planning continues. We look forward to seeing a greater level of detail in the plans for the Transitway alternative (1-D2).

cc: Joan Campbell, City of Minneapolis  
Peter McLaughlin, Hennepin County  
Clint Hewitt, University of Minnesota

Founded in 1901 - The Oldest Neighborhood Association in Minneapolis

Prospect Park and East River Road Improvement Association

RESOLUTION 1-28/91

Midway Corridor Light Rail Transit

Whereas: Residents of the Prospect Park and East River Road area are concerned over the alignment of Light Rail Transit (LRT) in the community, and the environmental, economic and social impacts involved, and

Whereas: The Prospect Park and East River Road Improvement Association (PPERRIA, Inc.) represents the interests of the community, and desires to be part of the community involvement process in all matters affecting the community, and

Whereas: The plan of the Regional Transit Board (RTB) for the public transportation system for the region considers LRT as the backbone of an integrated system which also includes local and feeder buses, vanpools, car pools, and other programs, and

Whereas: The Responsible Government Unit (RGU) for planning and preliminary engineering for the Midway Corridor is the Ramsey County Regional Rail Authority (RCRRA) by delegation of the Hennepin County Regional Rail Authority (HCRRA), and

Whereas: The RCRRA has initiated planning and preliminary engineering in order to produce a Draft Environmental Impact Statement (DEIS), which is to include an examination of all reasonable and prudent alternative alignments from downtown St. Paul to Oak Street SE in Minneapolis, and has selected three alignments for detailed analysis - (1) Burlington Northern/Pierce Butler, (2) University Avenue, and (3) Soo Line/I-94, and

Whereas: It is the intent of the DEIS to provide interested parties with adequate information to be able to understand the various impacts on the community and judge the merits of the project, and

Whereas: Ridership estimates provided by the RCRRA consultants, BRW, Inc., in October 1990 are based on questionable assumptions including cheap and plentiful gasoline, continued urban sprawl, and little concern for the environment, and

Whereas: The BRW ridership estimates suggest that LRT will carry 32,000 daily passengers in the year 2010, while the Minnesota Department of Transportation projects 180,000 automobile trips through Prospect Park on I-94 in 2010, compared to 117,000 in 1990, and

Whereas: On November 13, 1990, the RCRRA approved the Midway Corridor DEIS for purposes of public hearings and indicated a preferred alignment on the Soo Line/I-94 route, and

Whereas: PPERRIA, at its regular meetings, has periodically received reports from its representatives on the Midway Corridor Task Force, and on January 10, 1990, received a presentation by the HCRRA on the Midway Corridor and related planning in Hennepin County,

Now, therefore, be it resolved: That PPERRIA acknowledges the need for a better transit system, and supports the RTB's consideration of LRT as an element in that system, assuming that it will have adequate study and investigation, and

Be it further resolved: That PPERRIA recommends that LRT, as the key element, must be properly sized to last 50 to 100 years, and must be properly designed and located to maximize environmental, economic and energy benefits including (a) reduction of dependence on foreign oil, (b) improved air quality, (c) less costly surface transportation, and (d) more reliable transit service, and

Be it further resolved: That PPERRIA respectfully requests technical information on ridership forecasts in the Midway Corridor, including (a) assumptions used for ridership estimates, (b) results of sensitivity tests recommended by the Metropolitan Council's oversight consultant, and (c) an Upper Limit Forecast suitable for sizing future system expansion, and including consideration of gasoline pricing similar to other industrialized nations, increased public perceptions of environmental values, and the surplus LRT capacity needed for travel during petroleum shortages, and

Be it further resolved: That PPERRIA respectfully requests that the community be actively involved in the planning process for the corridor, including identification of specific impacts and planning for mitigation, with special emphasis on the following issues:

- 1) Choice of final alternative alignments or combinations thereof
- 2) Noise and vibration
- 3) Street modifications and traffic changes
- 4) Bus and car traffic generated by stations and park & ride lots
- 5) Continuing bus service and feeder buses
- 6) Correlation of LRT planning with traffic volume forecasts
- 7) Mitigation measures which could improve neighborhood environments
- 8) Safety, and

Be it further resolved: That PPERRIA respectfully requests that the RCRRA and the HCRRA extend the community involvement process in order to correct and supplement the information necessary to fully comprehend and evaluate the alternatives.

Prospect Park and East River Road Improvement Association (PPERRIA)

Light Rail Transit (LRT) Alternatives

March 16, 1992

The alternative proposals for LRT in the area from Highway 280 to the University have been presented to the PPERRIA Transportation Committee on January 16 and February 18, 1992, and to PPERRIA on February 24, 1992. While the advantages and disadvantages of the two viable routes were discussed, no formal votes were taken. PPERRIA is willing to continue to work with all of the appropriate government bodies in evaluation of both of the routes. This document presents a summary of the issues raised as the two routes were considered.

The two routes under consideration are:

- Alternative 1-A Soo Line alignment
- Alternative 1-D2 Westgate/Transitway alignment

The impact on the Prospect Park neighborhood can be summarized rather simply. Alternative 1-A provides better LRT service to the neighborhood, but also has a greater impact. Alternative 1-D2 serves fewer neighborhood residents, but also presents less of an impact on neighborhood residents. Some specific observations from the committee and the PPERRIA meeting follow:

1. The proposed Franklin Avenue stop on route 1-A encompasses almost all of Prospect Park, including Glendale, within a 1/2 mile radius or 10 minute walking distance; the Stadium Village/Dinnaken stop is also within 1/2 mile of Glendale.
2. The proposed Curfew Street stop on route 1-D2 is within 1/2 mile of about 2/3 of Prospect Park residences; the Stadium Village station on 1-D2 would be within 1/2 mile of most of Glendale.
3. The Soo Line route and the stop on Franklin Avenue present difficult environmental impact challenges, due to the proximity to homes and the possible traffic impacts around the station. At the same time, the replacement of the railroad tracks with LRT provides an opportunity for mitigation measures which could also lessen the neighborhood impacts of the existing freeway, which will be upgraded soon.
4. The Curfew Street stop on route 1-D2 would have little environmental impact on Prospect Park if bus traffic were routed to come to it from the north and east, not on Franklin Avenue from the west. The route along the transitway would have less neighborhood impact than the Soo Line, since LRT vehicles are quieter and less polluting than the buses which run on the transitway, and the route is slightly farther from existing homes. This route also provides some opportunity for mitigation measures which could benefit the neighborhood. Chief among them could be an additional incentive to reroute traffic which is entering the industrial areas north of University Avenue and the Transitway. In order to cut down on traffic crossing the Transitway and LRT, the cities could be encouraged to develop access from the Westgate area on the east, by a

northern route which would avoid neighborhood streets.

5. Since most Prospect Park residents travel to or through the University, the service and traffic impacts there are important. The most recent presentation of route 1-D2 showed a plan in which the LRT tunnel which is necessary under the campus began far enough east to go under all major streets: University Avenue, Washington Avenue, Oak Street and the new Huron Boulevard exit from I-94. A plan like this which avoids conflicts between surface traffic and LRT is to be encouraged. The Soo Line route still shows the LRT route crossing Huron Boulevard and Washington at grade.

6. St. Paul is anticipating that LRT in the Westgate area will serve as a stimulus for development; that area is immediately adjacent to Prospect Park, and could have either positive or negative impacts. The city of Minneapolis is beginning to consider the LRT on route 1-D2 between the city limits and the University as a possible stimulus for redevelopment of the railroad yards and adjacent areas. Again, the impact on Prospect Park could be positive or negative. The development possibilities along the Soo Line route are limited mainly to the smaller Barber Oil site.

7. The community would encourage the development of a bike path along the transitway to connect the two University campuses.

As the new proposal (alternative 1-D2) is studied, PPERRIA would ask the following considerations:

- A. We would like to see Preliminary Design Plans for that route with at least the level of detail which have been presented for the Soo Line route, so that we can more clearly evaluate the possible impacts on the neighborhood.
- B. We would like some assurance that this neighborhood will have some involvement in planning for development of the Court International area, which is immediately adjacent to Prospect Park. LRT planning will benefit if a hospitable entrance to the Curfew LRT station from the west is developed, to encourage Prospect Park riders.
- C. If the Transitway route is to be used as a development vehicle for Minneapolis, we would of course intend to be actively involved in that planning from the beginning. Some kinds of new development north of University Avenue could be beneficial to the neighborhood, while others might not.
- D. It is absolutely necessary that the neighborhood retain total transit service which is at least as good as that currently provided by the MTC bus system. This means that the LRT should not cause the elimination of bus service for short trips or for destinations not conveniently served by LRT.



Lisa Lee

181 Sherburne Avenue  
Saint Paul, Minnesota 55103-2038  
(612)222-6023 (h), 296-2028 (w)

Thursday, September 10, 1992

Mr. Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128  
(612)779-1209

Dear Mr. Winter:

Comments on the Scope of the Project:  
**"Twin Cities Central Corridor  
Transit Alternatives Analysis and Draft Environmental Impact Statement"**  
Ref: *Scoping Package*, August 1992

Thank you for this opportunity to comment on the scope of the central corridor transit alternatives analysis. Could you please send me a copy of the final scoping report (or send one to the State Transportation Building and I can pick it up there). My comments are:

1. Include an improved no build alternative, with additional routes (including new express and limited stop routes) and greater service frequency. Study the cost effectiveness of investing money directly in service rather than in hardware.

The commuter route 31 from St. Paul to New Brighton had 3 departures in the evening. This has been cut to 1. Ridership correspondingly is about 1/3 of what it used to be. Changing to a rail technology or building transit hubs will not restore the ridership. If the number of departures had been increased to 5 or 6 instead of decreased, ridership would have gone up. One reason is that some who did not take the bus every work day would take it more often because they would have more flexibility to leave work at varying times. It would also permit riders to stop and shop at Bandana Square or Har Mar Mall, then get on a later bus, which would also encourage people to ride.

Large capital expenses could leave less money for service expansion by increasing operating costs involved to provide just the existing level of service. For example, Buffalo, New York temporarily shut down its transit system to search for more operating money because its light rail line had increased costs so much.

2. Include an alternative that is a combination of HOV and busway. Buses take HOV as far west as Highway 280, then a busway the rest of the way; carpools take HOV the entire distance. This option gives the bus better routing than HOV alone, while providing an incentive for carpooling. Of course, some buses can take HOV the whole distance, for routes that will serve that part of south Minneapolis.

Mr. Robert Winter  
September 10, 1992  
Page 2

3. Give equal total (capital plus operating) dollars to each alternative as one of the comparisons. Let the breakdown of capital to operating expense be determined by what combination of cap/op \$ will maximize ridership. For example, compare light rail transit to an improved no build alternative that is given as much operating money as the total capital and operating dollars given to LRT.

4. All alternatives, especially the all-bus alternatives, need to include a downtown St. Paul bus system with routing and stops as existed before the May 18, 1992 bus route consolidation/bus stop removal. This can be a sub-alternative if desired. The consolidation has not improved travel times. Overall, if anything travel is slower because of longer walking due to fewer streets served and farther apart stops on the remaining streets served by bus.

Often by the time you've walked the additional distance to a stop you've missed the bus. Your travel time is increased by waiting for the next bus. This is especially true if you get off a southbound bus on Cedar Street to transfer to a westbound bus on 6th Street. The stop on Cedar at 6th was removed with the consolidation, so if you see your 6th Street bus you miss it because you can't get off to get it.

Bus riders have been forced into herds by the removal of 25 bus stops. As a result, operating (maintenance and security) costs have increased so much that a new taxing district is proposed for downtown St. Paul businesses to cover the added expenses. All-bus alternatives are more cost-effective without the May 1992 consolidation. To compare them fairly to LRT, it is essential to include a pre-consolidation situation in the options.

5. All alternatives should aim at minimizing rather than increasing the number of transfers.

The fewer the transfers, the better the service because it is less disruptive to the traveler. Imagine if you were driving to work, but had to stop along the way, get out and transfer to a second car to continue your drive. Imagine having to get out yet another time and transfer to a third car to complete your drive to your job. Assuming you could transfer to the second and third cars right away, it is still a hassle and you still lose time. Time is lost in making the transfers and because while making them, you could've driven quite a distance.

Transferring is a disadvantage. No clever marketing of "timed transfer" will change that. Minimizing transfers means that the all-bus alternatives will have fewer transfers than the light rail alternative, which is the equitable way to compare them.

6. Service that is most convenient to the most riders will be maintained and developed; pumping up ridership numbers through eliminating or rerouting routes in order to feed trunk lines is to be prohibited if it increases transfers or travel time. Local and express bus routes that run parallel to new LRT or bus routes with limited stops are not duplicative. The local routes provide shorter travel time for shorter trips. Express routes provide shorter travel time for long trips. Providing the best service must be made a top priority in planning service.

7. Linked as well as unlinked ridership figures will be reported, along with new ridership. I can currently take one Route 31 bus from downtown St. Paul to New Brighton. If this route were restructured into 3 bus rides or 2 LRT rides and a bus ride, I would be counted as 3 riders under MTC's practice of counting unlinked rides. Linked ridership would count me as 1 rider.

Mr. Robert Winter  
September 10, 1992  
Page 3

It is important to document what is true ridership increase and what is an illusion created through putting riders through more transfers. An increase in unlinked ridership may even hide a decrease in linked ridership.

8. Assumptions made for projecting ridership, capital costs, and operating costs need to be spelled out so that they can be examined.

9. Travel time estimates need to include walking, waiting, and riding time, with the breakdown of those three times. Transit riding time does not equal transit travel time. Automobile riding time is almost equal to automobile travel time in many if not most cases, but transit is quite a different matter. For example, this trip on Monday, September 7, 1992, 7:44-8:29 p.m. using the Eisenhower Expressway heavy rail in Chicago:

Walk to Chicago Transit Authority rail platform:	12 minutes
Wait for train (standing, because benches were removed by CTA many years ago):	7 minutes
<b>Ride on train:</b>	<b>18 minutes</b>
Walk from train to final destination:	6 minutes

**Total travel time: 43 minutes**

My walking time of 18 minutes equalled my riding time of 18 minutes. Of the walking time, 4 minutes was just to get down from street level and back up (2 minutes to get from Austin street level down to Austin platform in the expressway, 2 minutes to get from Clinton subway platform underground to Clinton street level).

CTA subways do not run on publicly posted schedules, so you don't know when to go out and wait. My waiting time could have been up to 20 minutes, which would have made total travel time 56 minutes.

10. Bus routings and frequencies, increases or decreases in number of transfers, changes in location and number of stops, walking time to stops must be spelled out. Potentially affected parties include bus riders.

11. Bus improvements should include quieter buses—quieter inside and outside, to bring the noise level (decibels) closer to that of an automobile. Orion buses used in suburbs of Chicago have less exterior and interior noise than other new buses I've ridden. The newest CTA buses made by Fixible are quieter to the listener outside the bus but much noisier inside than other CTA buses.

Larger buses are not an improvement. A standard 40 foot bus on I-35W was passing cars on May 14, 1992 around 5 p.m. and leaving a 60 foot articulated bus WAY behind. Also, the articulated buses make an annoying beeping sound as they turn corners.

12. Relevant studies and documents need to be provided in at least the central St. Paul and Minneapolis libraries, preferably with at least one reference and one circulating copy of each.

Mr. Robert Winter  
September 10, 1992  
Page 4

The public needs access to information to be able to understand what's going on. They need the information to comment on plans that will affect them. To provide the documents only in county or state offices effectively cuts off access for most people, who would have to take vacation time to go read the documents.

Sincerely,

*Lisa Lee*

Lisa Lee

LHL:lhl  
9/8/92

Lisa Lee

181 Sherburne Avenue  
Saint Paul, Minnesota 55103-2038  
(612)222-6023 (h), 296-2028 (w)

Friday, September 11, 1992

Mr. Robert Winter, Central Corridor Project Manager  
Minnesota Department of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128  
(612)779-1209

Dear Mr. Winter:

Clarification of September 11, 1992 Comments on the Scope of the Project:

**"Twin Cities Central Corridor  
Transit Alternatives Analysis and Draft Environmental Impact Statement"**

After sending you my comments on the scope of the central corridor transit alternatives analysis, I realized my meaning would be clearer if two sentences were reworded to read:

"6. Maintain and develop service that is the most convenient for the most riders; if it would increase transfers or travel time, prohibit eliminating or reconfiguring routes to feed trunk lines for the sake of pumping up trunk line ridership numbers." [Rest of paragraph stays the same.]

"7. Report linked ridership, not just unlinked ridership figures; also, report new transit ridership; linked and new ridership figures will be subtotals of total unlinked ridership figures." [Rest of sentences stay the same, add two paragraphs at the end of comment # 7:]

"New transit ridership also needs to be distinguished from ridership that is taken away from other transit routes. Financial analysts will try to figure out how much of the economic activity generated by the Mall of America is due to new economic growth in the region and how much is due to taking away dollars from other malls. A similar analysis is needed for transit ridership.

For example, the ridership forecast for central corridor I-94 LRT in the December 1990 Draft Environmental Impact Statement assumes that the 16A bus route, presently downtown to downtown, would go from downtown St. Paul only to Cleveland Avenue and I-94. This means that LRT may have gained over 40% of former 16A riders because they had no other choice. That figure—number of LRT riders coming from elimination of 47% of the 16A bus route—should have been provided in the DEIS. (Also, eliminating part of the 16A route violates the principle of providing the best service to the customer mentioned in comment 6.)"

Sincerely,

*Lisa Lee*

Please add this letter to my previous one as part of the official public record.

**Written Statement  
Central Corridor Transit Alternatives Analysis  
Scoping Process**

September 10, 1992  
Timothy J. Prescott P.E.  
1917 Emerson Ave. S.  
Minneapolis MN 55403  
612-377-7467

I'd like to see the following added to the alternatives analysis:

**Include Automated Transit (AGT) as an alternative.**

Automated Transit is a proven technology well suited to the largely grade separated central corridor. Automated Transit (without crew on board) has the potential to attract 4 times as many new riders as Light Rail at a lower cost per new rider. Transit "Authorities" in Minnesota have not examined Automated Transit since 1975 when it was rejected as an alternative. Since that time 8 highly successful systems have begun operating. An additional 7 more systems are under construction. In the past 17 years, computers' performance per price has risen more than 500 times. Old doubts about reliability are no longer valid. The Twin Cities have much to benefit from taking a fresh look at the many advantages Automated Transit has to offer.

**Include as a goal: serving neighborhoods along the corridor by providing pedestrian access to stations to the largest number of people.**

Measure present and estimate possible future populations within 1000 foot radius of stations or stops for each transit alternative.

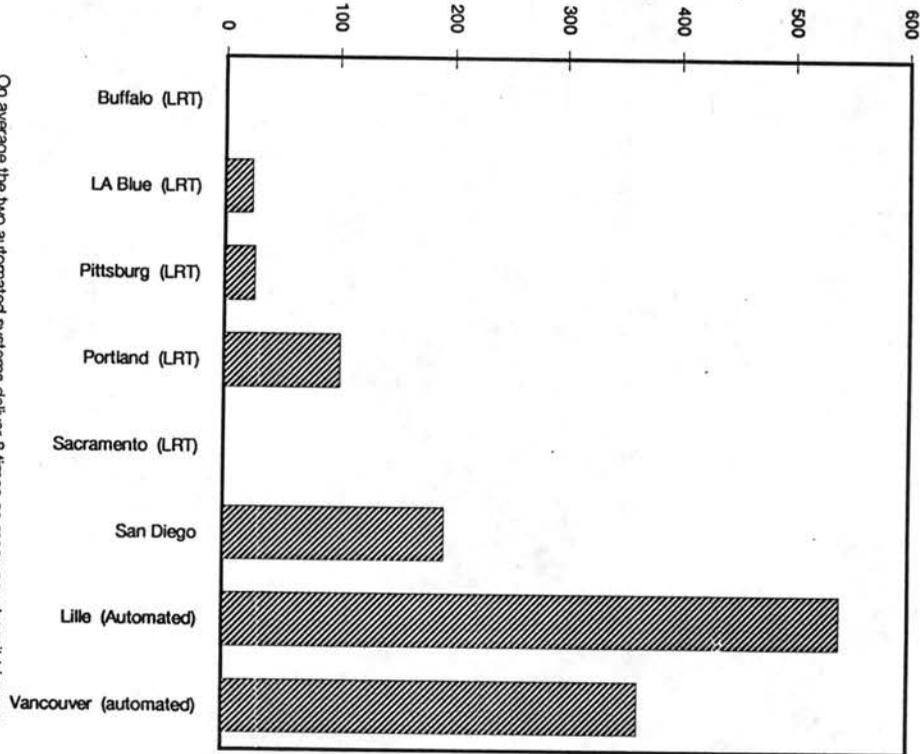
**Measure cost effectiveness by projected new transit riders per dollar total cost.**

The benefits of transit use accrue in direct proportion to the number of riders using transit. Capital expenditures for transit improvements are effective only when they attract new riders. Therefore new rider per total cost is the appropriate method to evaluate competing technologies for use in a given corridor.

Thank you for your consideration.

New Transit Trips per Thousand Dollars Annual Cost  
(includes amortization of capital costs)

On average the two automated systems deliver 8 times as many new transit trips per dollar as the LRT systems shown. Buffalo and Sacramento experienced negative transit system growth after startup of their LRT Systems.



New Transit Trips per Thousand Dollars Cost for Eight Systems Adding Transit Lines

## Transit System Ridership Statistics

	Buffalo	Calgary	LA Blue	Pittsburg	Portland	Sacramento	San Diego	Lille	Vancouver
Technology	LRT	LRT	LRT	LRT	LRT	LRT	LRT	Automated	Automated
Capital Cost (millions of dollars)	722	150	800	622	266	188	150	328	615
Annual Capital Cost (40 year 10%)	73.9	15.3	81.8	63.6	27.2	19.2	15.3	33.6	62.9
Operating Expense (millions of 1988 US dollars)	11.6	7.7	10.0	8.1	5.8	6.9	8.0	21.9	19.1
Total Annual Cost (millions of 1988 US dollars)	85.5	23.0	91.8	71.7	33.0	26.1	23.3	55.5	82.0
Weekday Boardings (thousands)	29.2	75.0	17.5	30.6	19.7	14.4			
Annual Boardings (millions)	8.1	24.3	5.1	9.0	6.4	4.0	11.3	27.0	19.0
System Wide New Transit Trips per Weekday (thousands)	-0.4		6.4	6.3	11.5	-4.2			
System Wide New Transit Trips per Year (millions)	-0.12		2.14	1.88	3.35	1.26	4.50	30.00	29.90
Total Cost per Each New Transit Trip	-		42.8	38.2	9.9	-	5.2	1.8	2.7
New Transit Trips per Thousand dollars cost	-		23.3	26.2	101.5	-	192.8	541.0	364.6

# Transit System General Statistics

	Buffalo	Calgary	LA Blue	Pittsburg	Portland	Sacramento	San Diego	Lille	Vancouver
Technology	LRT	LRT	LRT	LRT	LRT	LRT	LRT	Automated	Automated
Line Length (miles)	6.4	17.2		10.6	15.1	18.3	20.4	8.2	13.4
Stations	14	30		13	28	28	22	18	15
Station Spacing (miles)	0.5	0.6		0.8	0.5	0.7	0.9	0.5	0.9
Capital Cost (millions of 1988 US dollars)	722	150	800	622	266	188	150	328	615
Capital Cost Per line Mile	112.8	8.7		58.7	17.6	10.3	7.4	40.0	45.9
Annual Capital Cost (40 year 10%)	73.9	15.3	81.8	63.6	27.2	19.2	15.3	33.6	62.9
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## Transit Ridership Factors

Service Improvements Over Conventional Diesel Bus  
 Preference Factors  
 Ridership Increase Factor Over Bus (2-3 years after change)

Rail or Cement Guide way with or without catenary	1.10
Catenary Only	1.05
Quiet running- electrically powered or muffled to equal electric	1.05
Clean Running- electrically powered, natural gas or propane	1.05

## Right of Way Improvement

	Average Speed MPH *
Street operation with step up boarding	9.0
Surface reserved route with step up boarding	12.0
Surface reserved with traffic light preempts and step up boarding	14.0
Surface reserved with traffic light preempts and level boarding	16.0
50% surface reserved and 50% exclusive right of way with step up boarding	16.0
50% surface reserved and 50% exclusive right of way with level boarding	18.0
100% Grade separation with Level boarding	21.0

\* Assumes elasticity of -0.4

## Headway Reductions \*\*

50%	10 min to 5 min or 6 min to 3 min
80%	10 min to 2 min or 6 min to 1.2 min

\*\* Assumes elasticity of -0.5

Lawrence J. Coleman  
Attorney at Law  
334 East Magnolia Avenue, Suite 6  
Saint Paul, Minnesota 55101  
(612) 776-0300

September 11, 1992

Robert Winter, Project Manager  
Minnesota Dept. of Transportation  
3485 Hadley Avenue North  
Oakdale, Minnesota 55128

Re: LRT Scoping for Central Corridor

Dear Mr. Winter:

These written comments are hereby submitted on behalf of Earth Protector, Inc., a Minnesota corporation dedicated to the enhancement of the environment, and are intended to supplement the oral comments made at the August 26, 1992 public meeting on the transit alternatives analysis. Attached please find a central corridor LRT transit route which needs to be analyzed as a feasible and prudent alternative to the alternatives listed in the preliminary scoping package. An short analysis of the areas of impacts of the proposed alternative (hereinafter the "Pierce Butler Route") will be given below.

Transit impacts of the proposed Pierce Butler Route will be favorable compared to any of the alternatives listed in the study. Light rail transit (LRT) has the advantages of easing traffic congestion along the central corridor and providing an efficient means of public transportation. Existing rail right-of-ways will allow installation of light rail with minimal disruption to existing traffic flow due to the established infra-structure of roads, bridges and tunnels which allow traffic to pass over the rails without obstruction. Lying near the center of the central corridor population distribution, this route would allow a high volume of people to access LRT through conveniently placed hubs resulting in a reduced traffic burden upon the roadways. Bus access to the LRT could be established by hubs placed at Como, Lexington, Snelling, Hwy. 280 and the U. of M., allowing for minimal stops and efficient travel between the downtown areas.

Impact upon existing land use would be highly favorable using the Pierce Butler Route. As mentioned above, a rail right-of-way already exists along most of the Pierce Butler Route. Ample space is currently available for the construction of LRT Stations, bus drop-off points and park-and-ride facilities at each of the hubs resulting in minimal displacement of existing land uses and convenient use of the LRT by commuters.

Social impacts of the Pierce Butler Route would be favorable. Since the route would be located along an exist rail right-of-way, impacts such as noise and vibration would be minimal to nearby neighborhoods and businesses. By easing traffic congestion and facilitating transit between cities, this route would have the positive social impacts of aiding business, culture and commerce between the downtown areas. Being located near the center of the population base between the downtowns, this route would also be convenient to transit users.

Environmental impacts of the Pierce Butler Route would be highly favorable. Automobile exhaust is a major source pollution in the metropolitan area. High levels of traffic congestion exacerbate this problem. Mass transit options such as LRT will help to minimize the adverse effects of this major source of air pollution. The Pierce Butler Route is preferable due to the existing rail right-of-way and the established infra-structure along the route which would ease the environmental disruption caused by placing LRT along either University Avenue or Hwy. 94.

The financial impacts of the Pierce Butler Route are perhaps the most important reason for reviewing this alternative. The existing infra-structure of roads, bridges and tunnels will allow construction of LRT with minimal disruption to existing traffic flow and require less modification of traffic routes surrounding the LRT lines. Space available for the construction of transit hubs will allow LRT to be established with minimal displacement of existing homes and businesses and the existing rail right-of-way will allow the rail lines themselves to be established without disrupting existing traffic flows or displacement of homes and businesses.

For the above stated reasons, the Pierce Butler Route should be included as a feasible and prudent alternative for the central corridor. Regardless of which route is chosen for LRT the following comments should be addressed in the Environmental Impact Statement (EIS).

LRT will require the transit lines to be established in each of the downtown areas. Consideration must be made for placement of the rail lines at other than street level (*i.e.* above or below the ground) in the downtown areas. One of the main purposes of establishing a LRT system is to alleviate traffic congestion. Allowing the rail lines to be placed at ground level would result in stopping traffic while the train goes across the street resulting in greater traffic congestion. This would be particularly true during rush hour, the time when more trains would be blocking more traffic and the time when alleviation of traffic congestion is most crucial. Due to the existing skyway systems in each of the downtown areas, it is likely that an underground system in the downtown areas would be most practical.

Another issue which needs consideration is the speed of transportation between downtowns. If LRT travel takes too long, people will refuse to use and keep relying upon their cars for transportation between cities. The existing route proposal includes many stops. While convenient to local transit users, this will result in additional delays to those riding between the cities. By minimizing the amount of hubs, the time for travel between the cities will be greatly reduced and encourage increased ridership. Since most of the riders do not live within walking distance to the proposed stops but will travel to the LRT by bus, placement of a few strategically located hubs will greatly enhance both the time of travel between cities and transit ridership.

These are areas of concern which need to be address in the central corridor EIS. Please keep us on the mailing list and keep us informed of any future developments. If you have any questions or comments, please feel free to contact me.

Very Truly Yours,

  
Lawrence J. Coleman  
Attorney for Earth Protector, Inc.

Enclosure

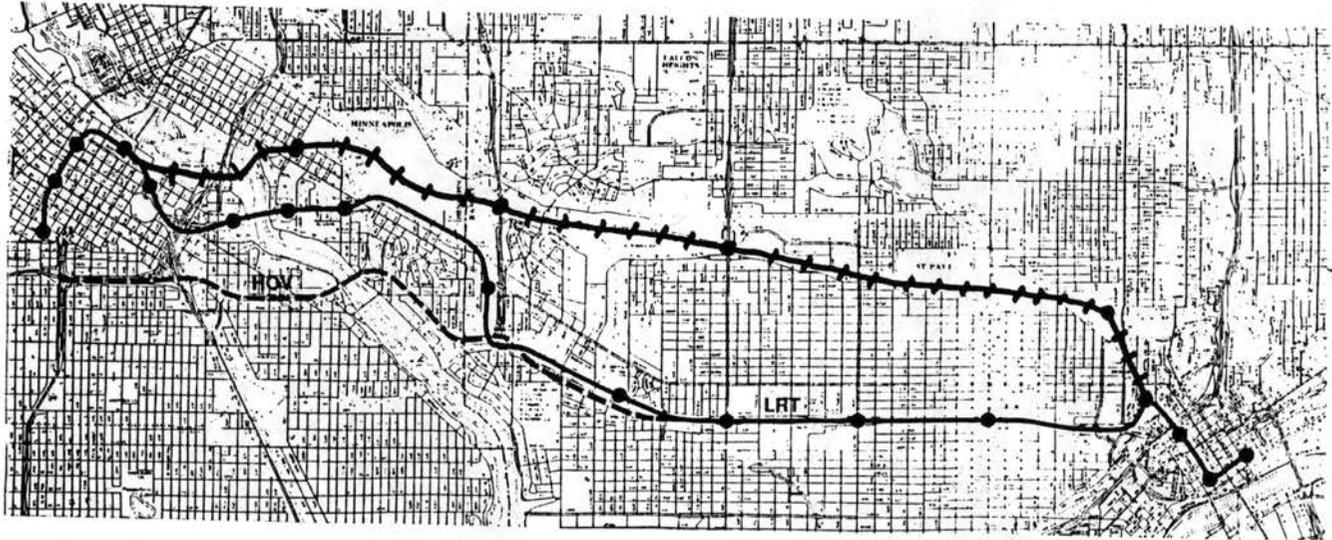
LJC/wo



## Central Corridor

### Alternative Proposal

Earth Protector, Inc.  
1138 Plymouth Building Minneapolis, MN 55402  
(612) 375-0202  
Lawrence J. Coleman, Esq.



## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
612/292-8789

**DATE:** November 30, 1992  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Michael Opatz, Project Administrator  
Len Simich, Senior Project Manager *MO* *LS*  
**SUBJECT:** Western Suburbs Route 55/65 Request For Proposal

### SUMMARY

This memorandum presents a staff recommendation to release a joint Request For Proposal for the Western Suburbs Route 55 service, Maple Grove Transit System and Plymouth Metrolink for a June 1, 1993 start-up.

### DISCUSSION

The Regional Transit Board's current contract with the Metropolitan Transit Commission (MTC) to provide local bus service to downtown Minneapolis (Route 55) from the communities of Golden Valley, New Hope, and Crystal expires March 31, 1992. MTC has operated this service since April 1990. Previously, the service was operated by Medicine Lake Lines.

As a component of the I-394 transit service plan, Route 55 service will be restructured and divided into two routes, Route 55 and Route 65. Route 55 will serve Olson Memorial Highway east of Winnetka Avenue to downtown Minneapolis. Route 65 will funnel local bus service into the Louisiana Avenue Transit Center and then express to downtown Minneapolis via I-394.

As a result of the current contract expiration date and the restructured service plan, staff proposes to issue a Request For Proposal (RFP) to competitively procure a service provider for the restructured Route 55/65 service. In an effort to receive more competitive proposals, staff would develop a joint RFP with the Maple Grove Transit System and Plymouth Metrolink for a target start-date of June 1, 1992. The service contracts for these programs expire March 31, 1993 and May 31, 1993 respectively.

In order to coordinate a simultaneous start-date for all three services, it is necessary to extend the current Route 55 contract with the MTC by a minimum two months to May 31, 1993. The City of Plymouth will also need to seek at a minimum, a two-month contract extension with the MTC for the Metrolink service. More than a two-month extension would be required if respondents to the RFP state it is impossible to acquire the necessary transit vehicles by June 1, 1993.

**Western Suburbs Route 55**  
**November 31, 1992**  
**Page 2**

Discussion is just beginning with the MTC to determine if the hourly rate for the extension period requires adjustment. Staff will bring the request for the extension and any new hourly rate to the Administration and Finance Committee in January 1993.

#### **RECOMMENDATION**

That the Regional Transit Board direct staff to issue a joint Request For Proposal to competitively procure service providers for the Route 55/65, Maple Grove Transit System, and Plymouth Metrolink programs.



REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101  
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## REPORT OF THE TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE

At its meeting of November 12, 1992, the committee discussed Metro Mobility Subcommittee's list of issues relating to restructuring of the Metro Mobility program. TAAC made the following recommendations:

### Transferring of Riders

Provider would be allowed to transfer rider from one designated vehicle to another at an identified. The objective in a transfer policy is to minimize the number of transfers required.

That waiting at transfer hubs be limited to 15 minutes, and that transfer hubs have restrooms, be climate-controlled, be enclosed facilities, have attendants on duty, and have accessible phones.

### Day Training and Habilitation Programs

Eight DAC programs are under contract with the RTB to provide Metro Mobility service to and from centers (only two DAC's are large enough to split out for separate bids). This cost is reimbursed to the RTB under the full cost reimbursement contract.

That the Request for Proposal for the new Metro Mobility service ask for a separate bid for Day Activity Center (DAC) transit to and from DAC centers.

### Hourly Rate Reimbursement

Since the RTB took over the program in 1986, reimbursements have been made to providers on a trip-by-trip basis. Historically, rates have been based on trip types and the length of the trips. Hourly reimbursement is the appropriate reimbursement mechanism for centralizing operational functions. The advantage of the hourly system is the ability to define hours of service and influence the net expenditure for servicing.

That if hourly performance standards are to be defined, standards should be developed with and without DAC trip activity.

### Separate Service Administration

Thirty (30) days after the RFP for Metro Mobility service in the core area has been issued, an RFP for service administration will follow. The service administration functions will include certification processing, records and files, general information/public relations, customer service/complaints, and some form of service monitoring/oversight. The service administrator will also be responsible for developing a customer service review panel composed of members from the disability community.

That the customer service panel developed by the service administration operate independently of the service administrator.

### Rider Choice

Under the restructuring of 1986, Metro Mobility users have a choice of providers from which to select. Users are able to select the provider of their choice and call them directly to request their trip. Also, if there is a problem with the service, users can speak directly to the provider. With one provider, the selection of providers will be eliminated.

That with the elimination of the one provider concept, not be an issue.

### Providers Outside the Metro Mobility Service Core Area

Providers under contract with the RTB will now be responsible for the internal trips for Metro Mobility users as well as their other riders. The providers outside the Metro Mobility core service area will have the flexibility to determine service hours and fares based on capacity and funding needs. RTB will monitor service performance of these programs by establishing performance measures that have been adopted by the board and will be implemented to coincide with the restructuring of Metro Mobility.

That providers outside the Metro Mobility service core area will coordinate their service hours and fares with the Metro Mobility core providers.

### Fares Outside the Metro Mobility Service Core Area

Consider higher fare for transporting persons from the non-ADA service area (outer ring).

That fares for special transit should not be more than two times the fare of regular route in the area.

### New Vehicles

The contract provider will be required to provide a uniform fleet of vehicles designed to meet RTB specifications for safety, comfort, and appearance. Specifications will also have to meet ADA and State of Minnesota requirements. It is the preference of the Metro Mobility Subcommittee that the Regional Transit Board (RTB), instead of the vendors, provide Metro Mobility vehicles in the future. Note: RTB cannot own vehicles

That all new vehicles purchased must comply with American with Disabilities Act (ADA) and Minnesota requirements; Existing Metro Mobility vehicles should be purchased through RTB funding mechanisms and as newer vehicles replace older ones, vehicles should be of uniform appearance.

### Brokerage of Taxi Service

The core provider will have the responsibility to brokerage service to taxi companies based on cost efficiency, vehicle needs, and rider's ability to access the vehicle.

That performance standards for taxi service must be the same level as van and bus service and must be clear and enforceable.

### Door-to-Door vs. Curb-to-Curb Service

From the demonstration program of 1976 to the restructuring of 1986, the program has provided door-through-door service. Note: Seasonal factors necessitate door-through-door service, but for many riders and during much of the year curb-to-curb service would suffice.

That service should continue to remain door-through-door service that is presently in existence.

### Separation of Medical Assistance from Metro Mobility Service

Thirty (30) days after the RFP for Metro Mobility service in the core area has been issued, an RFP for service administration will follow. The service administration functions will include certification processing, records and files, general information/public relations, customer service/complaints, and some form of service monitoring/oversight. The service administrator will also be responsible for developing a customer service review panel composed of members from the disability community. It should be noted that the service need of Medical Assistance and Metro Mobility is different and that caution should be taken not to violate ADA regulations.

That the coordination of Medical Assistance/Metro Mobility should not negatively impact performance and quality controls.

### Performance Standard/Incentives

Under the new service concept, established performance standards and incentives will be included in the RFP and as a requirement in the provider's contract. Incentives are provided when exceeding contractual expectations. Incentives are commonly combined with penalties and are linked with measurable units of service (i.e., service productivity, completed trips, on-time performance).

That incentives and penalties, and action resulting from incentives and penalties should be clearly defined; incentives should encourage quality and base performances, not necessarily be a financial incentive; penalties should be imposed when performance standards are not met; and incentives and penalties should be imposed on a consistent and equitable basis.

Morgan Grant  
Chair



**REGIONAL TRANSIT BOARD**  
Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

## **REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**

The Administration and Finance Committee held a special meeting on November 23, 1992 to review and approve the 1993 Metropolitan Transit Commission budget. After discussion, the members tabled discussion of the matter until the full board meeting of December 7, 1992.

**Ruth Franklin**  
Chair

mff



REGIONAL TRANSIT BOARD  
Mears Park Centre, 230 East 5th Street  
St. Paul, Minnesota 55101  
612/229-2700

## REPORT OF THE POLICY COMMITTEE

### HIGH SUBSIDY REGULAR ROUTE SERVICE

That the Regional Transit Board:

1. Approve the changes adopted by the Minnesota Valley Transit Authority, including restructuring of MVTA Route 39 and 77G, and elimination of MVTA Green Line Shuttle.
2. Schedule a public hearing on the proposed elimination of Minneapolis Route 35P weekday service to be conducted jointly by the RTB and MTC in early 1993.
3. Approve the restructuring plan for Plymouth Metrolink Route 92 as adopted by the City of Plymouth.
4. Conduct a public hearing in early 1993 for restructuring of Western Suburbs Route 55 Saturday service.
5. Schedule a public hearing on the proposed elimination of Minneapolis Route 26 Saturday service to be conducted jointly by the RTB and MTC in early 1993.

### METRO MOBILITY SERVICE OPTIONS

That the Regional Transit Board accept the proposed Metro Mobility restructuring alternative No. 3 (Centralized Order-Taking, Scheduling and Dispatching) for the purpose of holding public meetings.

### METRO MOBILITY 1993 PROVIDER CONTRACT POLICIES

That the Regional Transit Board approve the following policy changes and direct staff to include them in the 1993 Metro Mobility contract:

1. Set an initial term of nine months through October 1, 1993. Upon 30-day notice, the contract may be extended for up to 90 days.
2. Have Metro Mobility service operate complementary to regular route transit service in order to meet accessibility obligations under the Americans with Disabilities Act (ADA). This requires the RTB to:

- Provide additional subsidy for contractors to provide all trips requested by an eligible rider in the regular route service area.
  - Expand hours of operation within the city limits of Minneapolis and St. Paul until 1 a.m. on weekdays.
3. Incorporate the new Special Transportation Service (STS) rules, chapter 8840, from the Department of Transportation.

**OTHER BUSINESS**

The committee also received a report from Jack Doolittle, the project manager for the MTC performance audit.

**Sandra Hilary  
Chair**

12/1/92

## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
292-8789

**DATE:** November 23, 1992

**TO:** Chair and Members of the Regional Transit Board

**FROM:** Stephanie Eiler, AICP *SE*  
Senior Planner, LRT Development *JK*

**SUBJECT:** Central Corridor Update

The scoping process for the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement is complete. The only significant change since the last Board update during the scoping review and comment period in August is in the major capital improvements to be studied.

Five alternatives were originally proposed for evaluation: No Build, Transportation System Management (TSM), LRT, Busway, and High Occupancy Vehicle (HOV) lanes. Following comments by the RTB, Metropolitan Council and others, the joint lead agencies (Mn/DOT, Hennepin County and Ramsey County Regional Railroad Authorities) combined the busway and HOV alternatives into one. The project will now proceed with four alternatives:

- o No Build (required by the Federal Transit Administration)
- o TSM (also required)
- o LRT
- o Busway/HOV

A copy of the final Scoping Report is attached for your information.

The joint lead agencies plan to complete the AA/DEIS next summer. Future RTB updates will address other key pieces of the project as they are developed.

attachment: Scoping Report  
November 1992

## REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East Fifth Street, St. Paul, Minnesota 55101  
612/292-8789

**DATE:** November 30, 1992

**TO:** Chair and Members of the Regional Transit Board

**FROM:** Michael Opatz, Project Administrator *MO*  
Len Simich, Senior Project Manager *LS*

**SUBJECT:** Western Suburbs Route 55/65 Request For Proposal

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**Western Suburbs Route 55**  
**November 31, 1992**  
**Page 2**

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That all new vehicles purchased must comply with American with Disabilities Act (ADA) and Minnesota requirements; Existing Metro Mobility vehicles should be purchased through RTB funding mechanisms and as newer vehicles replace older ones, vehicles should be of uniform appearance.

### **Brokerage of Taxi Service**

The core provider will have the responsibility to brokerage service to taxi companies based on cost efficiency, vehicle needs, and rider's ability to access the vehicle.

That performance standards for taxi service must be the same level as van and bus service and must be clear and enforceable.

### Door-to-Door vs. Curb-to-Curb Service

From the demonstration program of 1976 to the restructuring of 1986, the program has provided door-through-door service. Note: Seasonal factors necessitate door-through-door service, but for many riders and during much of the year curb-to-curb service would suffice.

That service should continue to remain door-through-door service that is presently in existence.

### Separation of Medical Assistance from Metro Mobility Service

Thirty (30) days after the RFP for Metro Mobility service in the core area has been issued, an RFP for service administration will follow. The service administration functions will include certification processing, records and files, general information/public relations, customer service/complaints, and some form of service monitoring/oversight. The service administrator will also be responsible for developing a customer service review panel composed of members from the disability community. It should be noted that the service need of Medical Assistance and Metro Mobility is different and that caution should be taken not to violate ADA regulations.

That the coordination of Medical Assistance/Metro Mobility should not negatively impact performance and quality controls.

### Performance Standard/Incentives

Under the new service concept, established performance standards and incentives will be included in the RFP and as a requirement in the provider's contract. Incentives are provided when exceeding contractual expectations. Incentives are commonly combined with penalties and are linked with measurable units of service (i.e., service productivity, completed trips, on-time performance).

That incentives and penalties, and action resulting from incentives and penalties should be clearly defined; incentives should encourage quality and base performances, not necessarily be a financial incentive; penalties should be imposed when performance standards are not met; and incentives and penalties should be imposed on a consistent and equitable basis.

Morgan Grant  
Chair



**REGIONAL TRANSIT BOARD**  
Mears Park Centre, 230 East 5th Street  
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## **REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**

The Administration and Finance Committee held a special meeting on November 23, 1992 to review and approve the 1993 Metropolitan Transit Commission budget. After discussion, the members tabled discussion of the matter until the full board meeting of December 7, 1992.

**Ruth Franklin**  
Chair

mff



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## REPORT OF THE POLICY COMMITTEE

### HIGH SUBSIDY REGULAR ROUTE SERVICE

That the Regional Transit Board:

1. Approve the changes adopted by the Minnesota Valley Transit Authority, including restructuring of MVTA Route 39 and 77G, and elimination of MVTA Green Line Shuttle.
2. Schedule a public hearing on the proposed elimination of Minneapolis Route 35P weekday service to be conducted jointly by the RTB and MTC in early 1993.
3. Approve the restructuring plan for Plymouth Metrolink Route 92 as adopted by the City of Plymouth.
4. Conduct a public hearing in early 1993 for restructuring of Western Suburbs Route 55 Saturday service.
5. Schedule a public hearing on the proposed elimination of Minneapolis Route 26 Saturday service to be conducted jointly by the RTB and MTC in early 1993.

### METRO MOBILITY SERVICE OPTIONS

That the Regional Transit Board accept the proposed Metro Mobility restructuring alternative No. 3 (Centralized Order-Taking, Scheduling and Dispatching) for the purpose of holding public meetings.

### METRO MOBILITY 1993 PROVIDER CONTRACT POLICIES

That the Regional Transit Board approve the following policy changes and direct staff to include them in the 1993 Metro Mobility contract:

1. Set an initial term of nine months through October 1, 1993. Upon 30-day notice, the contract may be extended for up to 90 days.
2. Have Metro Mobility service operate complementary to regular route transit service in order to meet accessibility obligations under the Americans with Disabilities Act (ADA). This requires the RTB to:

- Provide additional subsidy for contractors to provide all trips requested by an eligible rider in the regular route service area.
  - Expand hours of operation within the city limits of Minneapolis and St. Paul until 1 a.m. on weekdays.
3. Incorporate the new Special Transportation Service (STS) rules, chapter 8840, from the Department of Transportation.

**OTHER BUSINESS**

The committee also received a report from Jack Doolittle, the project manager for the MTC performance audit.

Sandra Hilary  
Chair

12/1/92