



Minnesota Regional Transit  
Board: Records.

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**REGIONAL TRANSIT BOARD**

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

**Meeting of the  
REGIONAL TRANSIT BOARD  
Mears Park Centre Chambers  
Monday, June 7, 1993  
4 p.m.**

**AGENDA**

- 1. CALL TO ORDER AND ROLL CALL**
- 2. APPROVAL OF AGENDA**
- 3. APPROVAL OF MINUTES**
  - a. Administration and Finance Committee of the Whole, May 10, 1993**
  - b. Regional Transit Board Meeting, May 17, 1993**
  - c. Policy Committee of the Whole, May 24, 1993**
- 4. CHAIR'S REPORT**
- 5. MEMBER'S REPORT**
- 6. EXECUTIVE DIRECTOR'S REPORT**
  - a. Metro Mobility Trip Assurance Program Discussion**
- 7. REPORT OF THE COMMITTEE OF THE WHOLE**  
**Val Higgins, Chair, Policy Committee**
  - a. Process to Preserve Abandoned Rail Corridors**
  - b. Capital Funding Approval for Property Acquisition Park and Ride Lot at Highway 13/Nicollet Avenue**
  - c. ADA Compliance on Three-Wheel Scooters**
  - d. High Subsidy Route 35FN**
- 8. OTHER BUSINESS**
- 9. PUBLIC COMMENT**

**John H. Riley**  
Chair



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
June 7, 1993**

**MEMBERS PRESENT:** John Riley, Chair; Michael Beard; Sharon Feess; Ruth Franklin; Morgan Grant; Val Higgins; Ruby Hunt

**MEMBERS EXCUSED:** James Hovland; Dennis Schulstad

**OTHERS PRESENT:** Allyson Hartle, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union; Beverly Miller, Minnesota Valley Transit Authority; Jim Babcock, Washington County Human Services; Gregory Andrews, Elaine Bauer, Howard Blin, Stephanie Eiler, Jane Fitz, Judy Hollander, Dave Jacobson, Paul Moline, Dan Murray, Debra Nelles, Len Simich, Dale Ulrich, Kathy Grochowski, RTB staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 4:15 p.m. and the secretary called the roll.

**APPROVAL OF AGENDA**

Franklin moved and Grant seconded that the agenda be approved. The motion was unanimously approved.

**APPROVAL OF MINUTES**

Beard moved and Grant seconded to approve the minutes of the Administration and Finance Committee of the Whole Meeting, May 10, 1992. The motion was unanimously approved.

Grant moved and Beard seconded to approve the minutes of the Regional Transit Board Meeting, May 17, 1993. The motion was unanimously approved.

Higgins moved and Feess seconded to approve the minutes of the Policy Committee of the Whole Meeting, May 24, 1993. The motion was unanimously approved.

**CHAIR'S REPORT**

Riley discussed his recent trip to the High Speed Rail Conference in Toronto, Canada.

**EXECUTIVE DIRECTOR'S REPORT**

Ulrich reviewed the staff memo of June 7. Riley moved and Franklin seconded:

That the Regional Transit Board request that the Metropolitan Council issue \$20,000,000 of general obligation transit bonds. \$13,000,000 of this amount shall reduce the MTC's remaining 1992 legislative authorization, \$7,000,000 shall reduce the RTB's remaining 1992 legislative authorization.

On a roll call vote, all members present voted aye.

**Metro Mobility Trip Assurance Program Discussion**

Jacobson reviewed the staff memo of June 7, 1993. Riley said that he wasn't sure if the board was ready to make a decision about the Trip Assurance Program. Grant recommended options 2 and 4 of the memo because the Transportation Accessibility Advisory Committee (TAAC) would be able to take a close look at those options. Franklin said she prefers option 3 because the providers deserve to be compensated for a job well done. Higgins asked how the providers problems would end just with compensation when they actually stem from lack of equipment. Jim Babcock, Washington County Human Services, was asked how the providers feel about the recommendation. Babcock said that the providers need to feel they have some type of control over the program, and enforcing Trip Assurance at this time, may force some of the providers out Metro Mobility leaving certain areas without a provider at all. Grant asked if some providers were holding back some of their capacity due to Trip Assurance. Babcock said in all likelihood some were. Jacobson said that staff was going to meet with Yellow Taxi to see if they could help with the transition. Higgins asked if it was possible to find out how many rides were to school, work, or medical appointments as opposed to shopping. Jacobson said that those appointments were usually standing orders anyway. Grant replied that since no one asks MTC riders where they are going, no one should ask Metro Mobility riders either. No action was required at this time.

Andrews noted that board members were distributed a memo regarding advisory committee appointments. Riley reminded the members to return the May 18 memo stating their committee preferences.

**REPORT OF THE COMMITTEE OF THE WHOLE**  
**Val Higgins, Chair, Policy Committee**

**Process to Preserve Abandoned Rail Corridors**

Higgins moved and Beard seconded:

That the Regional Transit Board endorse the proposed process to preserve abandoned railroad corridors, and forward these comments to the Legislative Commission on Minnesota Resources.

The motion was unanimously approved.

**Capital Funding Approval for Property Acquisition Park and Ride Lot at Highway 13/Nicollet Avenue**

Higgins moved and Feess seconded:

That the Regional Transit Board authorize the executive director to enter into a contract with Minnesota Valley Transit Authority in the amount of \$799,000 to purchase two land parcels at the northeast corner of Highway 13 and Nicollet Avenue in Burnsville and the secure preliminary engineering services for the development of a park-and-ride lot.

The motion was unanimously approved.

**ADA Compliance on Three-Wheel Scooters**

Higgins moved:

That the Regional Transit Board require that Metro Mobility providers comply with ADA in transporting three-wheeler scooters no later than the implementation date of the restructured Metro Mobility program.

Grant said that this recommendation was a compromise from what he hoped would pass. He continued saying that he wanted providers to be forced to conform immediately to accommodate those riders who are currently being denied rides; however, he'll support it. Riley commented that the resolution doesn't clearly state that the RTB won't require providers to carry three-wheelers even if it isn't safe. Hunt asked if the RTB would be liable for any injuries incurred from unsafe vehicles carrying three-wheelers. Riley said he's sure the RTB would be liable. Allyson Hartle was asked if the MTC has a policy on carrying three-wheelers on accessible buses. Hartle replied that she didn't think so, but would find out. Beard asked if the MTC had the same safety concerns as the RTB. Grant said that the requirements on a 40 foot bus are different than a van. Feess suggested we get a ruling from ADA. Hunt suggested that staff from the RTB and MTC discuss the issue and come to an agreement. Riley said that he was neither for or against the recommendation, but would like additional time to discuss it. Higgins withdrew the original motion.

Riley moved and Beard seconded to amend the recommendation:

That the Regional Transit Board defer consideration of the recommendation for two weeks for further discussion.

The final motion was:

That the Regional Transit Board defer consideration of the recommendation requiring Metro Mobility providers to comply with ADA in transporting three-wheel scooters no later than the implementation date of the restructured Metro Mobility program on the agenda for two weeks for further discussion.

The motion was unanimously approved.

**High Subsidy Route 35FN**

Higgins moved and Beard seconded:

That the Regional Transit Board and Metropolitan Transit Commission continue to monitor MTC Route 35FN. If by June 1, 1994, Route 35FN is not operating within regional performance standards, as measured by quarterly route profiles, the RTB and MTC agree that the route is not and will not be operated for a reasonable subsidy by the MTC.

The motion was unanimously approved.

**OTHER BUSINESS**

Hunt moved and Riley seconded:

That the minutes of the May 17 meeting of the Regional Transit Board be amended to include Morgan Grant as present.

The motion was unanimously approved.

Andrews reminded the members that the Administration and Finance Committee meeting on Monday, June 14 will be a lengthy meeting.

There being no further business, Higgins moved and Riley seconded to adjourn the meeting. The motion was unanimously approved; the meeting adjourned at 5:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of June 7, 1993

Respectfully submitted,

Kathy Grochowski  
Acting Secretary

Approved by the Regional Transit Board this 21st day of June, 1993.

April 30, 1993

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 6/7/93 Board Mtg

| Member Name      | Present | Vote |
|------------------|---------|------|------|------|------|------|------|------|------|
| ISSUE            |         |      |      |      |      |      |      |      |      |
| John Riley       | X       | X    | X    |      |      |      |      |      |      |
| Michael Beard    | X       | X    | X    |      |      |      |      |      |      |
| Sharon Feess     | X       | X    | X    |      |      |      |      |      |      |
| Ruth Franklin    | X       | X    | X    |      |      |      |      |      |      |
| Morgan Grant     | X       | X    | X    |      |      |      |      |      |      |
| Val M. Higgins   | X       | X    | X    |      |      |      |      |      |      |
| James Hovland    |         | -    | -    |      |      |      |      |      |      |
| Ruby Hunt        | X       | X    | X    |      |      |      |      |      |      |
| Sather           |         |      |      |      |      |      |      |      |      |
| Dennis Schulstad |         | -    | -    |      |      |      |      |      |      |

Visitors

Arnie Estep  
 Ben Miller, Deputy  
 Hostler, Jim Balch, Wash  
 Cty Human Serv

Staff

Mary Kay Jones  
 Judy P. Don Murray  
 Lisa S., Ruby, Stephanie  
 Dale, Howard, Doug  
 Debra Niles, Elaine  
 Paul Maline



Mears Park Centre  
230 East 5th Street  
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**Minutes of the Meeting of the  
ADMINISTRATION AND FINANCE COMMITTEE OF THE WHOLE  
May 10, 1993**

**MEMBERS PRESENT:** Ruth Franklin, Chair; Michael Beard; Sharon Feess; Morgan Grant; Val Higgins; James Hovland; Ruby Hunt; John Riley

**MEMBERS EXCUSED:** Dennis Schulstad

**OTHERS PRESENT:** Bev Auld, Tom Sather, Tom Johnson, Todd Paulson, Allyson Hartle, MTC; Arnie Entzel, Amalgamated Transit Union; George Bentley; Karen Lyons, Metropolitan Council; Rich Clair, ATE; Greg Andrews, Howard Blin, Assata Brown, Suzanne Hanson, Judy Hollander, Dave Jacobson, Ed Kouneski, Paul Moline, Debra Nelles, Mike Opatz, Barb Quade, Randy Rosvold, Len Simich, Gerri Sutton, Kathy Grochowski, Regional Transit Board staff

**CALL TO ORDER**

The chair called the meeting to order at 4:05 p.m.

**APPROVAL OF AGENDA**

Grant moved and Beard seconded that agenda be approved. The motion was unanimously approved.

**MARCH 1993 FINANCIAL STATEMENTS**

Sutton reviewed the staff report of April 21, 1993. Hovland moved and Higgins seconded:

That the Regional Transit Board receive the March 1993, financial statements and direct that they be placed on file.

The motion was unanimously approved.

**AWARD OF METRO MOBILITY SYSTEM COORDINATOR CONTRACT**

Kouneski reviewed the staff memo of May 4, 1993.

Riley stated that even though this is the Administration and Finance Committee of the Whole with nearly every board member present, this issue will still have to be presented to the full board next week.

Grant asked if there was any reaction by the providers to the leasing of vehicles. Kouneski said yes there was. Jacobson remarked that providers were generally okay with the leasing of vehicles, that they liked the idea of a regional fleet of vehicles. Higgins said that he was favorably impressed with ATE because they have down to earth common sense about how to handle problems. Beard asked if it was ATE's or the RTB's decision to use 3-5 operators. Kouneski replied that it was the RTB's decision. Beard asked if there was any plan to handle the problem of additional providers dropping out of the program between now and October. Kouneski said that we are concerned about that problem, however, we have new vehicles arriving as soon as August to help with the transition. Riley commented that TAAC members were okay with the decision to award the contract to ATE and that a centralized dispatcher will be more able to handle 3-5 operators than 10-20. Grant wanted to know what were some, if any, of the concerns TAAC had in regards to ATE. Jacobson said that he hadn't really heard of any real concerns expressed by TAAC members. Higgins remarked that TAAC members had a number of questions but they all went away from the last meeting with their questions answered. Hovland asked what kind of presentation was made to TAAC. Kouneski replied, the same presentation as today. Hovland asked if there was a broad representation of the disabled community present at TAAC. Hollander stated that yes there was, and that the members present were all active TAAC members. Hovland asked if all three of the finalist discussed the transition problem. Kouneski said yes, but ATE's was more detailed and more satisfying. Beard asked if everyone bid on the coordination of the program only, excluding the vehicles. Kouneski said yes. Grant remarked that he was confident that ATE will work with the RTB.

Franklin asked the members if they minded if Tom Sather spoke on behalf of the MTC. Grant asked if a representative from Mayflower was also present. Hollander said no, but that they knew about the meeting and declined to send anyone. Feess remarked that she doesn't remember doing this before and that she didn't think it was appropriate. Beard said that since this contract was long term we should hear what the MTC has to say. Hunt agreed with Beard, Riley said that he didn't mind either way. Hovland replied, if this meeting was for the finalists to come and give a last ditch effort, then we should table the issue until the other finalists could attend. Franklin agree and denied Sather the opportunity to speak.

Beard moved and Higgins seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into:

- a contract with ATE Management & Service Company, Inc. to serve as the Metro Mobility System Coordinator, with costs not to exceed \$334,660 for start-up expenses and \$1,825,889 for the first year of service; and
- a lease agreement with ATE for the acquisition of a regional fleet of paratransit vehicles for use by the operators.

The motion was unanimously approved.

**ROUTE 55 CONTRACT AWARD TO MEDICINE LAKE LINES**

Opatz reviewed the staff report of April 28, 1993.

Hovland announced that he needed to abstain from voting on this and item #7 (University of Minnesota Route 52 Contract Renewal) due to a possible conflict of interest.

Hunt questioned the solvency of Medicine Lake Lines due to their recent financial problems. Opatz assured her that they had resolved their financial problems and are now solvent. Riley asked Arnie Entzel if he any idea when the MTC's arbitration would be finished. Entzel replied no, but hopefully soon. Riley remarked he had hoped the MTC would be finished with its arbitration, but because of the uncertainty, the RTB couldn't wait for the MTC to bid on Route 55.

Higgins moved and Feess seconded:

That the Regional Transit Board authorize its executive director to enter into a five-year contract with Medicine Lake Bus Company for the period of August 1, 1993 through July 31, 1998 in an amount not to exceed \$2,820,169 plus an additional \$75,000 for marketing and pocket schedule printing costs.

The motion was unanimously approved with one abstention.

**WHITE BEAR AREA TRANSIT SERVICE EXPANSION**

Beard moved and Hunt seconded:

That the Regional Transit Board authorize its executive director to amend the White Bear Area Transit 1993 contract by \$58,786 for service expansion as described in this memorandum for a total contract subsidy not to exceed \$149,412.

The motion was unanimously approved.

**UNIVERSITY OF MINNESOTA ROUTE 52 CONTRACT RENEWAL**

Higgins moved and Feess seconded:

That the Regional Transit Board authorize its executive director to enter into a contract with University of Minnesota for the operation of Route 52 for the period of July 1, 1993 through June 30, 1995 in an amount not to exceed \$1,035,611.

The motion was unanimously approved, with one abstention.

**1994 BUDGET ASSUMPTIONS**

Ulrich stated that several key elements of the 1994 financial situation are still unknown, therefore he is unable to develop the 1994 Agency budget assumptions at this time. However, they should be available by the May 10 meeting.

There being no other business, Higgins moved and Hovland seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 5:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Administration and Finance Committee of the Whole meeting of May 10, 1993.

Respectfully submitted,

Kathy Grochowski  
Acting Secretary

Approved by the Regional Transit Board on this 7th day of June 1993.



**REGIONAL TRANSIT BOARD**

Mears Park Centre  
230 East 5th Street  
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**Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
May 17, 1993**

**MEMBERS PRESENT:** John H. Riley, Chair; Michael Beard; Sharon Feess; Val Higgins; James Hovland; Ruby Hunt; Dennis Schulstad

**MEMBERS ABSENT:** Ruth Franklin

**OTHERS PRESENT:** Bev Auld, Tom Sather, Bob Thompson, Metropolitan Transit Commission; Carol Kummer, Metropolitan Council; Mike Robertson, Larkin Hoffman; Gregory Andrews, Howard Blin, Assata Brown, Suzanne Hanson, Judy Holland, Dave Jacobson, Ed Kouneski, Paul Moline, Mike Opatz, Randy Rosvold, Len Simich, Dale Ulrich, Kathy Grochowski, RTB staff

**CALL TO ORDER AND ROLL CALL**

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

**APPROVAL OF THE AGENDA**

Grant moved and Feess seconded that the agenda be approved. The motion was unanimously approved.

**APPROVAL OF MINUTES**

Higgins moved and Feess seconded to approve the minutes of the Regional Transit Board Meeting, April 19, 1993. The motion was unanimously approved.

Beard moved and Higgins seconded to approve the minutes of the Committee of the Whole Meeting, April 26, 1993. The motion was unanimously approved.

Grant moved and Beard seconded to approve the minutes of the Regional Transit Board Meeting, May 3, 1993. The motion was unanimously approved.

**CHAIR'S REPORT**

Riley reminded everyone to B-BOP on Tuesday, May 18.

Riley mentioned the State Advisory Council on Metro Governance that will be appointed to discuss the RTB's governance issues. Hunt indicated that she had just come from

the legislature, where they had pulled the amendment from the LRT Governance bill regarding the advisory council to prevent the bill from being vetoed by the governor.

**MEMBERS REPORT**

Higgins mentioned that at the next Policy Committee meeting competitive transit policies would be on the agenda.

**EXECUTIVE DIRECTOR'S REPORT**

**Ratification of Board Actions - April 5, 1993 and April 19, 1993**

Hunt moved and Feess seconded:

That the Regional Transit Board ratify all actions taken by the Board at its meetings of April 5 and April 19, 1993.

The motion was unanimously approved.

**Amendment to Five-Year Transit Plan**

Feess moved and Beard seconded:

That the Regional Transit Board approve the amendment to the capital element of the Five-Year Transit Plan (Vision '97) as summarized in the staff memorandum of May 11, 1993

The motion was unanimously approved.

**Authorization to Submit Federal Grant Application**

Higgins moved and Hovland seconded:

That the Regional Transit Board approve a resolution authorizing submittal of a \$2.4 million application to the Transportation Advisory Board for funding from the Congestion Mitigation Air Quality (CMAQ) program for I-394 transit service.

**RESOLUTION 93-02**

**RESOLUTION APPROVING THE FILING OF AN APPLICATION BY  
THE REGIONAL TRANSIT BOARD WITH THE DEPARTMENT OF  
TRANSPORTATION, UNITED STATES OF AMERICA FOR GRANTS  
UNDER THE INTERMODAL SURFACE TRANSPORTATION  
EFFICIENCY ACT OF 1991**

WHEREAS, the secretary of transportation is authorized to make grants for a mass transportation program of projects; and

WHEREAS, the Regional Transit Board has prepared and requested approval of an application for operating assistance under the Congestion Mitigation and Air Quality program of the Intermodal Surface Transportation Efficiency Act; and

WHEREAS, the Transportation Advisory Board accepts applications for Congestion Mitigation and Air Quality funding in the Twin Cities metropolitan area.

NOW THEREFORE BE IT RESOLVED:

1. THAT the Regional Transit Board approve the application dated May 12, 1993 for \$2,400,000 of federal transit assistance.
2. Directs the executive director to submit this application to the Transportation Advisory Board.

Adopted this 17th day May 1993.

On a roll call vote, the motion was unanimously approved.

**REPORT OF THE COMMITTEE OF THE WHOLE**

**Ruth Franklin, Chair, Administration and Finance Committee**

Due to the absence of Ruth Franklin, Feess was the acting Administration and Finance Chair.

**March 1993 Financial Statements**

Feess moved and Hunt seconded:

That the Regional Transit Board receive the March, 1993 financial statements and direct that they be placed on file.

The motion was unanimously approved.

**Award of Metro Mobility System Coordinator Contract**

Feess moved and Higgins seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into:

- a contract with ATE Management & Service Company, Inc. to serve as the Metro Mobility System Coordinator, with costs not to exceed \$334,660 for start-up expenses and \$1,825,889 for the first year of service; and

- a lease agreement with ATE for the acquisition of a regional fleet of paratransit vehicles for use by the operators.

The motion was unanimously approved.

**Award of Route 55 Service**

Due to a possible conflict of interest, Hovland asked that he be excused from voting.

Feess moved and Beard seconded:

That the Regional Transit Board authorize its executive director to enter into a five-year contract with Medicine Lake Bus Company for the period of August 1, 1993 through July 31, 1998 in an amount not to exceed \$2,820,169 plus an additional \$75,000 for marketing and pocket schedule printing costs.

The motion was unanimously approved with one abstention.

**Approval of White Bear Lake Transit Contract Amendment**

Feess moved and Hovland seconded:

That the Regional Transit Board authorize its executive director to amend the White Bear Area Transit 1993 contract by \$58,786 for service expansion as described in the April 28, 1993 staff memorandum for a total contract subsidy not to exceed \$149,412.

The motion was unanimously approved.

**U of M Route 52 Contract Renewal**

Due a possible conflict of interest, Hovland asked that he be excused from voting.

Feess moved and Higgins seconded:

That the Regional Transit Board authorize its executive director to enter into a contract with University of Minnesota for the operation of Route 52 for the period of July 1, 1993 through June 30, 1995 in an amount not to exceed \$1,035,611.

The motion was unanimously approved with one abstention.

**1993/1994 Budget Assumptions**

Dale Ulrich discussed the staff memo of May 17, 1993 regarding budget assumptions for 1993 and 1994.

Riley announced the upcoming joint meeting between the RTB and the MTC. The meeting will take place on June 4, 1993 from 3:00-6:00 p.m. at the Mosquito Control Commission offices.

Riley discussed the need to appoint board members to either the Administration and Finance Committee or the Policy Committee as well as various advisory committees. He said that a memo would be sent out for members to indicate their preferences.

#### **MTC QUARTERLY REPORT**

Bob Thompson, MTC discussed the MTC's Quarterly Operating Statement from March 31, 1993. Riley asked if ridership and revenue were reflective of one another. Thompson said no, that ridership is up and keeps going up; however, the revenue doesn't rise in proportion.

#### **OTHER BUSINESS**

Hunt asked when the board was going to appoint new members to TAAC, and can the Policy Committee handle the appointments. Dave Jacobson said they hoped to have the new appointments to TAAC made by the end of June. Grant mentioned that he feels TAAC should be looked upon as a consumer committee rather than an advisory committee.

There being no other business, Higgins moved and Riley seconded to adjourn the meeting. The motion was unanimously approved; the meeting adjourned at 5:05 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of May 17, 1993.

Respectfully submitted,

Kathy Grochowski  
Acting Secretary

Approved by the Regional Transit Board this 7th Day of June, 1993.



REGIONAL TRANSIT BOARD

Mears Park Centre  
230 East 5th Street  
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**Minutes of the Meeting of the  
POLICY COMMITTEE OF THE WHOLE  
May 24, 1993**

**MEMBERS PRESENT:** Val Higgins, Chair; Michael Beard; Sharon Feess; Morgan Grant; James Hovland; Ruby Hunt

**MEMBERS EXCUSED:** Ruth Franklin; John Riley; Dennis Schulstad

**OTHERS PRESENT:** Bev Auld, Arnie Entzel, MTC; George Bentley, Beverly Miller, Minnesota Valley Transit Authority; Carol Kummer, Metropolitan Council; Greg Andrews, Elaine Bauer, Howard Blin, Assata Brown, Stephanie Eiler, Suzanne Hanson, Judy Hollander, Dave Jacobson, Ed Kouneski, Paul Moline, Debra Nelles, Mike Opatz, Barb Quade, Randy Rosvold, Len Simich, Dale Ulrich, Kathy Grochowski, Regional Transit Board staff

**CALL TO ORDER AND ROLL CALL**

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

**APPROVAL OF AGENDA**

Grant moved and Hovland seconded the agenda be approved. The motion was unanimously approved.

**PROCESS TO PRESERVE ABANDONED RAIL CORRIDORS**

Stephanie Eiler reviewed the staff memo of April 30, 1993. Hovland moved and Grant seconded:

That the Regional Transit Board endorse the proposed process to preserve abandoned railroad corridors, and forward these comments to the Legislative Commission on Minnesota Resources.

The motion was unanimously approved.

Higgins asked Eiler for an update on LRT. After a brief update, Eiler suggested that she give the committee an update on a regular basis. It was decided that Eiler would update the committee only when necessary.

**CAPITAL FUNDING APPROVAL FOR PROPERTY ACQUISITION  
PARK AND RIDE LOT AT HIGHWAY 13/NICOLLET AVENUE**

Barb Quade reviewed the staff memo of May 14, 1993. Grant asked if this was part of the "Vision for Transit." Quade replied, yes. Hovland asked if it was necessary to purchase so much land. Beverley Miller, MVTA explained that it was necessary to purchase a large piece of land because of landscaping needs, the potential use of the land by others, a bus turn-around is eventually planned, and the seller will not sell less than two parcels of land. Hunt asked if there was commercial property near by. Miller said yes, office space. Grant moved and Hovland seconded:

That the Regional Transit Board authorize the executive director to enter into a contract with Minnesota Valley Transit Authority in the amount of \$799,000 to purchase two land parcels at the northeast corner of Highway 13 and Nicollet Avenue in Burnsville and to secure preliminary engineering services for the development of a park-and-ride lot.

The motion was unanimously approved.

**ADA COMPLIANCE ON THREE-WHEELED SCOOTERS**

Dave Jacobson reviewed the staff memo of May 14, 1993. Hovland moved and Beard seconded:

That the Regional Transit Board require Metro Mobility providers comply with ADA in transporting three-wheel scooters beginning on the implementation date of the restructured Metro Mobility program.

Grant asked if it was possible to lease the new vehicles that are due in August to providers to carry three-wheeled scooters prior to the October restructuring date. Jacobson said yes, it was possible. Hovland asked if any of the current providers are equipped to carry three-wheelers. Jacobson replied that some are; however, often times the caller doesn't indicate that they are using a three-wheeler and when the driver arrives they are unable to transport a three-wheeler, therefore the ride is lost.

Hovland continued by offering an amendment to the motion to read:

....no later than the implementation date of the restructured Metro Mobility program.

Higgins questioned whether we would be able to force providers to comply to this if they are cautioned by their van manufacturers not to carry three-wheel scooters due to safety issues. Feess remarked that it should be up to the providers, that we shouldn't force them to comply before the October date. Hovland moved and Grant seconded.

The final motion was:

That the Regional Transit Board require Metro Mobility providers comply with ADA in transporting three-wheeled scooters no later than the implementation date of the restructured Metro Mobility program.

The motion was unanimously approved.

**UPDATE ON ANALYSIS OF COMPETITIVE TRANSIT POLICIES**

Kouneski reviewed the staff memo of May 17, 1993. Feess asked in what areas the MTC will be able to use marginal pricing. Kouneski said in the opt-out areas. Hollander said that staff will pass on provider comments on the policy to the board. George Bentley complimented the RTB staff on their clear and simplistic memo regarding marginal costs. He continued to say, that no matter what happens with marginal costs, not everyone will be pleased with the outcome. Higgins agreed. Bev Auld said that because of the May 17 memo, the policy is more clear to her and the MTC, but, the MTC still had concerns with points 3 and 6 of the memo. No action was requested. The item was presented for discussion purposes only.

**HIGH SUBSIDY ROUTE 35FN**

Rosvold reviewed the staff memo from May 10, 1993. Hovland asked what the MTC has done to improve the route. Blin said that up to now they haven't done anything, but there are future plans to improve the route. Hovland asked what would be the decrease in ridership if the route was combined with North Suburban Lines. Rosvold said that there would be a drop of 228 rides. He asked what that would mean in subsidy. Rosvold said the difference in subsidy would be \$2.39. Higgins said that the MTC agrees with the RTB, if they can't make the route more profitable in a year, than they will follow the RTB's wishes. Higgins asked if there was a motion to pass the recommendation. Hunt said that since there was no longer a quorum, this should be brought before the full board without a motion. Hovland agreed. Due to a lack of quorum, Higgins recommended that the committee take no action, and this staff recommendation be forwarded to the full board for action.

That the Regional Transit Board and Metropolitan Transit Commission continue to monitor MTC Route 35FN. If by June 1, 1994, Route 35FN is not operating within regional performance standards, as measured by quarterly route profiles, the RTB and MTC agree that the route is not and will not be operated for a reasonable subsidy by the MTC.

There being no other business, the chair adjourned the meeting at 4:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Policy Committee of the Whole meeting of May 24, 1993.

Respectfully submitted,

Kathy Grochowski  
Acting Secretary

Approved by the Regional Transit Board on this 7th day of June 1993.



REGIONAL TRANSIT BOARD

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## **REPORT OF THE POLICY COMMITTEE OF THE WHOLE**

At its meeting of May 24, 1993, the committee approved the following recommendations:

### **PROCESS TO PRESERVE ABANDONED RAIL CORRIDORS**

That the Regional Transit Board endorse the proposed process to preserve abandoned railroad corridors, and forward these comments to the Legislative Commission on Minnesota Resources.

### **CAPITAL FUNDING APPROVAL FOR PROPERTY ACQUISITION PARK AND RIDE LOT AT HIGHWAY 13/NICOLLET AVENUE**

That the Regional Transit Board authorize the executive director to enter into a contract with Minnesota Valley Transit Authority in the amount of \$799,000 to purchase two land parcels at the northeast corner of Highway 13 and Nicollet Avenue in Burnsville and to secure preliminary engineering services for the development of a park-and-ride lot.

### **ADA COMPLIANCE ON THREE-WHEEL SCOOTERS**

That the Regional Transit Board require that Metro Mobility providers comply with ADA in transporting three-wheel scooters no later than the implementation date of the restructured Metro Mobility program.

### **HIGH SUBSIDY ROUTE 35FN**

Heard a staff presentation on Route 35FN, discussed the RTB's current policies in dealing with high subsidy routes and forwarded the following recommendation on to the full board

That the Regional Transit Board and Metropolitan Transit Commission continue to monitor MTC Route 35FN. If by June 1, 1994, Route 35FN is not operating within regional performance standards, as measured by quarterly route profiles, the RTB and MTC agree that the route is not and will not be operated for a reasonable subsidy by the MTC.

Due to the lack of a quorum, the committee took no action, and this staff recommendation will be forwarded to the full board for action.

### **OTHER BUSINESS**

Staff updated the board on the competitive transit policies. No action was taken.

Val Higgins  
Chair

## REGIONAL TRANSIT BOARD

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

DATE: June 7, 1993  
TO: Chair and Members, Regional Transit Board  
FROM: Dale Ulrich, Comptroller  
SUBJECT: Request Metropolitan Council to Initiate Issuance  
of General Obligation Transit Bonds

### SUMMARY

The recommendation begins the process of selling general obligation (g.o.) bonds to advance the capital programs of the Metropolitan Transit Commission and the Regional Transit Board.

### BACKGROUND

The sale of bonds authorized for the RTB and other metro agencies is, by statute, arranged for by the Metropolitan Council. Minnesota Statutes 473.39, Subd. 1, provides that, "...the council, if requested by a vote of at least two-thirds of all of the members of the transit board, may issue general obligation bonds subject to the volume limitation in Subdivision 1a to provide funds to the board for expenditure to implement the board's approved implementation plan."

The 1992 Legislature authorized (Laws 1992, Chapter 579, Sec. 2) the issuance of an additional \$62,000,000 of transit bonds; \$44,000,000 of the authorization is available to the MTC for fleet replacement, facilities, and capital equipment, \$18,000,000 is available to the RTB for transit hubs, park-and-ride lots, community based transit vehicles, replacement service (opt-out) program vehicles, and intelligent vehicle highway systems projects.

The MTC requested on May 25 that \$13,000,000 of the 1992 authorization be issued to fund its 1993 capital plan. The MTC's 1993 capital budget has previously been approved by the RTB. The Commission resolution is attached here.

As detailed in the accompanying memo, Board staff estimates funding requirements of \$7,200,000 to fund 1993-94 RTB capital projects included in the implementation plan approved by the Metropolitan Council. Issuance of \$7,000,000 of new bonds in 1993, along with remaining, uncommitted funds from the last sale in 1991 will fund the identified projects and provide a cushion against unanticipated needs.

## RECOMMENDATION

That the Regional Transit Board request that the Metropolitan Council issue \$20,000,000 of general obligation transit bonds. \$13,000,000 of this amount shall reduce the MTC's remaining 1992 legislative authorization, \$7,000,000 shall reduce the RTB's remaining 1992 legislative authorization.

## REGIONAL TRANSIT BOARD

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

**DATE:** June 7, 1993  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Dave Jacobson, Senior Project Administrator  
**SUBJECT:** Metro Mobility 1993 Contract Concerns

### SUMMARY

The Metro Mobility providers and RTB staff met to discuss concerns about the 1993 contract. This memorandum identifies those issues; goes into depth about the provider's primary concern of implementing the Trip Assurance Program (TAP); and identifies four options that the board may consider. There is no action requested at this time.

### DISCUSSION

#### Impact of TAP

The result of implementing TAP is that the number of overall trip denials was reduced from about 3,300 a month in January and February to slightly over 1,000 for April. In addition, beginning in April, there were no reported trip denials within the core area. Ridership and documented complaints for 1993 have been:

|               | Ridership | Complaints | Comments               |
|---------------|-----------|------------|------------------------|
| January, 1993 | 99,543    | 188        |                        |
| February,     | 101,575   | 132        |                        |
| March         | 106,374   | 205        | National out of system |
| April         | 102,379   | 192        | TAP begins             |

Approximately one-third of the documented complaints by the MMAC are for late rides.

#### Metro Mobility Provider's Concerns

Staff, at the request of the Metro Mobility providers, met Wednesday, May 26, to discuss concerns about the TAP. The providers requested that their concerns be brought to the board at the June 7, 1993, meeting. Providers contend:

- Some of them are unable to meet the 1993 Metro Mobility contract because of TAP;
- Many of the complaints related to the TAP are not reported to the Metro Mobility Administrative Center (MMAC);

**Metro Mobility Concerns**  
**June 7, 1993**  
**Page 2**

- TAP rides are interfering with the regularly scheduled rides because they are made in an illogical sequence thus making it more costly to the provider;
- There is no equity with the TAP redistribution methodology. Trips entered into TAP by the providers have a large probability of coming back to the them. Currently, trips entered into TAP are distributed by the MMAC computer on a percentage of market; and
- The current TAP program may operate more hours than what the restructured comparable program will October 1, 1993.

Other concerns raised by the providers with the restructuring on the horizon at the meeting included:

- No incentives to increase provider fleet sizes to meet the demands of the current system;
- The closer we get to the October 1 start-up date, the more difficult it is to keep and hire drivers. The results of the reduced driver force has a direct correlation to the number of vehicles in service;
- Some of the taxi providers need to renew their insurance coverage and are concerned about fronting the annual premium for only two months worth of work.

### **1993 History of TAP**

TAP's primary objectives are to:

- Assure those requesting rides on the Metro Mobility system get the rides requested which relates to the ADA and the Minnesota State Human Rights; and
- Maximize the resources available to the rider by requiring the providers to take all trips requested. This is done by assuring the number of vehicles committed in the contract are used during the times stated. If not all vehicles are being used and trips are being denied, that is an obvious violation. Providers are not expected to provide more than the number of vehicles they have committed in the contract.

At the January 26 Transportation Accessibility Advisory Committee (TAAC) meeting, it was recommended to the board in a 5 to 4 vote that TAP not be implemented until the restructuring of Metro Mobility was complete.

At the February 1 board meeting, the RTB recommended to implement TAP beginning April 1. However, TAP could be suspended in the event the RTB determines that it creates a financial deficit in the Metro Mobility account. The RTB Chair, with consent of the board, may suspend the implementation of TAP upon ten days' notice.

**Metro Mobility Concerns**  
**June 7, 1993**  
**Page 3**

As the certified riders become more familiar with TAP, there has been an increase in the usage of the program to a point where some providers have reached saturation and are now denying TAP trips.

To this point, the provider responses to the possible violation have been acceptable and no fines have been assessed.

**Future Considerations**

The October 1 start-up date is less than four months away. Staff continues to pursue lift-equipped providers to reduce the stress on demand. Staff is now in the process of pursuing school bus providers who have lift-equipped vehicles. At this time, staff does not know the level of interest the school bus industry will have over the summer months.

By mid-August, the first vehicle shipments from ATE/Ryder for the Metro Mobility program will arrive. In addition, providers to operate those vans should be selected. It is possible that we could accelerate start-up of one or all of the selected providers to increase capacity and reduce stress on the system.

**FINDINGS AND CONCLUSIONS**

- TAP has done what it was designed to do;
- The current Metro Mobility providers have many concerns relating to TAP and the 1993 contract;
- TAP has been a controversial issue throughout the entire Metro Mobility contract process;
- Metro Mobility ridership has remained stable despite the loss of providers;
- The first of 150 new vehicles should begin arriving by mid August, 1993.

**OPTIONS**

Staff has discussed four options that they would like the board take under consideration. Those options are:

- 1) Have the Metro Mobility providers honor the 1993 contract. If the board recommends that TAP remains in place, there is a possibility that additional providers will leave the system prior to the projected October 1 start-up date.
- 2) Suspend TAP until the restructuring scheduled for October 1, 1993. If the board suspends TAP, there is a distinct possibility that trip denials will go back to what they

**Metro Mobility Concerns**  
**June 7, 1993**  
**Page 4**

were in January and February of 1993 which was about 3,300 a month. In addition, the RTB would fall further away from compliance with ADA.

- 3) Provide the Metro Mobility providers a financial incentive to continue to stay in the program and honor the 1993 contract. There is a projected surplus of Metro Mobility funding by the end of the current biennium. If the current providers continue to honor the 1993 contract, some form of financial incentive could be offered.
- 4) After the new vehicles begin arriving in mid August, accelerate the selection process for one of the providers and have that provider only do TAP, relieving the current providers of TAP responsibility. Instead of a financial incentive, the RTB could accelerate one of the selected providers for the new system and have that provider do nothing but TAP trips reducing the financial burden on the existing group of providers.

**ACTION REQUESTED**

For discussion purposes only; no action is requested at this time.

## REGIONAL TRANSIT BOARD

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

**DATE:** April 30, 1993  
**TO:** Chair and Members of the Committee of the Whole (Policy)  
**FROM:** Stephanie Eiler, AICP   
Senior Planner   
**SUBJECT:** Process to Preserve Abandoned Rail Corridors

### SUMMARY

The Legislative Commission on Minnesota Resources, Minnesota Department of Natural Resources, Mn/DOT, and other agencies recently completed a series of meetings. These meetings were aimed at developing a process to coordinate and expedite a multi-agency response to pending railroad abandonments. These agencies wish to be able to acquire abandoned corridors throughout the state before they are lost for public use or disassembled piece-meal. RTB staff attended the first of these interagency meetings, and commented on the draft report at the conclusion of the process.

### BACKGROUND

The initiative described in the attached material is intended to better define a clear and coordinated process to keep abandoned railroad corridors in the public domain. Abandoned rail corridors with value for transportation, recreation, utilities, wildlife and prairie species habitat are often lost for future public purposes. All agencies participating in the process agreed on the need to acquire these corridors as public resources even in the absence of an agreed-upon subsequent use.

### DISCUSSION

The proposed process is focused on abandoned railroads and does not affect rail lines currently in service. The recommended initiatives do not require agency reorganization or the creation of new structures. The proposal relies on cooperation within the existing interagency network, and strives to make existing mechanisms work more efficiently and effectively.

The proposed preservation process consists of three phases:

- Phase One: Respond to an abandonment notice ("Quick Response Team")
- Phase Two: Preserve a specific corridor ("Preservation Team")
- Phase Three: Develop a use plan to manage the corridor ("Development and Use Management Team")

The Legislative Commission on Minnesota Resources is requesting RTB endorsement and participation, where appropriate, in the process. The RTB cannot own property, and thus is unlikely to be an active participant in any of the phases. However, a future transit corridor, including potential light rail transit corridors, could include at least portions of abandoned railroad corridors. The proposed process could, therefore, ultimately affect transit service.

## **FINDINGS AND CONCLUSIONS**

1. The proposal seeks to define a clear and coordinated process to keep abandoned railroad corridors with potential value for transportation, recreation, and other public uses in the public domain.
2. The initiative does not affect rail lines currently in service, and does not require either agency reorganization or the creation of new structures.
3. Future transit corridors, including light rail transit routes, could include portions of abandoned railroad corridors, and thus could benefit from the proposed acquisition process.
4. While the RTB cannot own property and is thus unlikely to be an active participant in the process, this initiative could potentially benefit transit service, and should be endorsed.

## **RECOMMENDATION**

That the Board endorse the proposed process to preserve abandoned railroad corridors, and forward these comments to the Legislative Commission on Minnesota Resources.

attachment

## REGIONAL TRANSIT BOARD

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

**DATE:** May 14, 1993  
**TO:** Chair and Members of Committee of the Whole (Policy)  
**FROM:** Barb Quade   
**SUBJECT:** Capital Funding Approval for Property Acquisition -  
Park and Ride Lot at Hwy. 13/Nicollet Ave.

### SUMMARY

Minnesota Valley Transit Authority (MVTA) has identified a need for greater park-and-ride capacity at Hwy. 13 and Nicollet in Burnsville (See attached drawing). A large park-and-ride facility will facilitate expanded bus service and will contribute to the success of the interim third lane on I-35W when it is completed in Fall 1994. MVTA has a 30 day option to buy two land parcels in this location (offer to expire **June 10, 1993**), and the board is asked to approve **\$799,000** in funding for MVTA for property acquisition and preliminary engineering services.

### DISCUSSION

The proposed park-and-ride lot site consists of two land parcels at the northeast corner of Hwy. 13/Nicollet Avenue. A preliminary analysis of probable value was conducted by Parranto Assocs., Inc. Based on a review of sales of similar properties and asking prices for other parcels on Hwy. 13, a purchase price of \$1.75 per sq. ft. was assumed. A negotiated price of \$1.05 per sq. ft. reflects the sellers desire to sell the two parcels of approximately **15.9 acres** for the price of **\$779,000**. Preliminary engineering services are estimated at **\$20,000**. A completed phase 1 environmental audit indicated no environmental concerns which might impede construction of the lot. RTB funds from upcoming bond sales are sufficient to cover these costs. (**\$779,000 + \$20,000 = \$799,000**)

Currently, 300 cars park in the vicinity of an existing 125 capacity park-and-ride lot near Hwy. 13/Nicollet In Burnsville. With the development of a larger park-and-ride lot at Hwy. 13/Nicollet, the small lot would be used for carpoolers. The new location would offer good access to the high occupancy vehicle bypass of the I-35W entrance meter, and it would provide capacity for growth and comply with regional transit plans and guidelines.

The new lot was identified as a high priority in a "Park and Ride Lot Study" conducted for MVTA by Strgar-Roscoe-Fausch, Inc. in August 1992. With 90% of MVTA's riders accessing buses at park-and-ride lots, the study's purpose was to assess park-and-ride needs, prioritize specific park-and-ride locations and to recommend improvements.

Meetings with MnDOT, Met Council and the RTB confirmed that the availability of MnDOT right-of-way for park-and-ride lot development in this area was inadequate.

The lot would be constructed in two phases: Phase I accommodating approximately 500 vehicles and Phase II accommodating an additional 250 spaces. Total construction costs would range between **\$1.2 and \$1.6 million**. ISTEA funding will be sought for 80% of the lot construction, and RTB funds would provide the remaining 20%. Once construction costs are refined, a separate funding recommendation will be presented to the Board for approval.

Approximately \$20 million in ISTEA funds is available to the metropolitan area for five major project categories including transit. The ISTEA application deadline is July 1993, with projects to be selected by November 1993. Provided that the Hwy. 13/Nicollet Avenue lot development is funded as a transit project under ISTEA, construction could begin in Spring 1994. If the project is not funded through ISTEA, MVTA would request total construction funding from the RTB.

MVTA is considering a transit station for joint use with a commercial or retail development on a portion of the lot. The property is zoned B3, General Business District, allowing for multiple uses including parking. While MVTA would not fund such a development, a concept plan was prepared by Strgar-Roscoe-Fausch, Inc. and received a favorable response from the City of Burnsville.

#### **FINDINGS AND CONCLUSIONS**

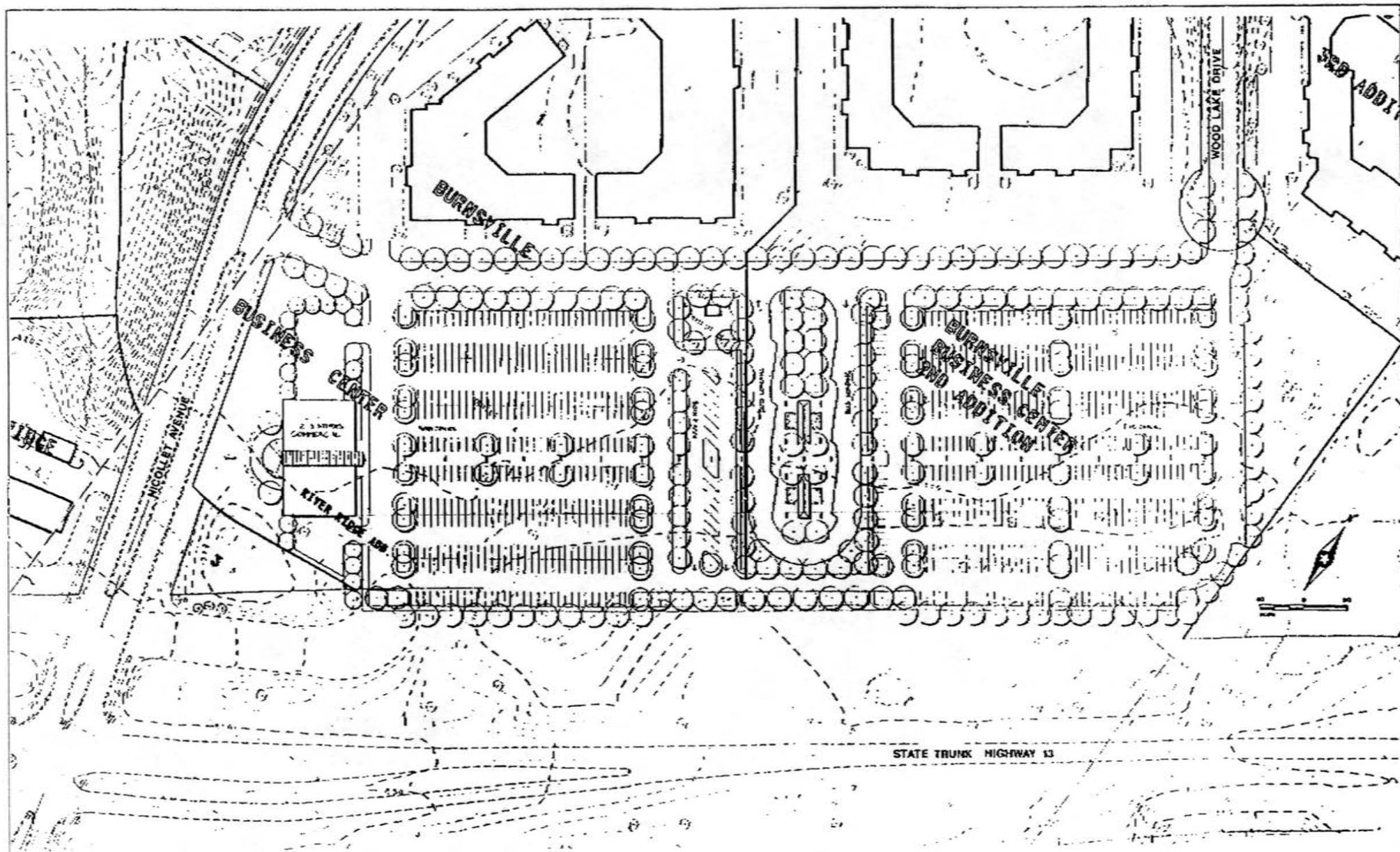
- A larger park-and-ride lot is needed at Hwy. 13/Nicollet Avenue in Burnsville to increase the number of buses in the I-35W corridor and to contribute to the success of an added third lane (HOV lane) on I-35W.
- The site consists of two land parcels at the northeast corner of Hwy. 13/Nicollet. **\$799,000** would enable MVTA to acquire the property and to secure preliminary engineering services for which the RTB has sufficient funds.
- The proposed park-and-ride lot would initially accommodate 500 vehicles with a growth potential for 200 more spaces. Funding for lot development would be through an 80/20% split between ISTEA/RTB funds or in total with RTB capital funds if ISTEA does not fund the project.
- The potential exists for a transit station with a joint use commercial/retail development.
- The 30-day option to purchase the property expires on **June 10, 1993**.

**Committee of the Whole**  
**May 14, 1993**  
**Page 3**

**RECOMMENDATION**

That the Regional Transit Board authorize the executive director to enter into a contract with Minnesota Valley Transit Authority in the amount of **\$799,000** to purchase two land parcels at the northeast corner of Hwy. 13 and Nicollet Avenue in Burnsville and to secure preliminary engineering services for the development of a park-and-ride lot.

BQ  
Attachments



**SRF** STRGAR-ROSCOE-FAUSCH, INC.  
CONSULTING ENGINEERS • LAND SURVEYORS

I hereby certify that this plan, map, survey or report was prepared by me, or under my direct supervision and that I am a duly Licensed Professional Engineer or a Licensed Land Surveyor in the State of Minnesota.

MVTA  
BURNSVILLE I-35W PARK-AND-RIDE  
CONCEPT LAYOUT

|                              |                    |          |
|------------------------------|--------------------|----------|
| DATE<br>2-83                 | DRAWN BY<br>D.V.E. | SHEET    |
| DESIGNED BY<br>L. J. JOHNSON | 2-83               | OF       |
| CHECKED BY                   |                    | CON. NO. |

TO: Gregory Andrews  
FROM: Beverley Miller  
SUBJECT: Request For Capital Funding Highway 13/Nicollet  
DATE: May 13, 1993

The Minnesota Valley Transit Authority at their meeting on April 28, 1993 directed staff to negotiate with assistance from legal council, the purchase of land (contingent upon final approval from MVTA and RTB) located at Highway 13/Nicollet in Burnsville for park/ride.

Currently approximately 300 cars park in and around an existing park and ride lot which has capacity for 125 cars. This area was recommended for a single major park/ride lot in the study assessing MVTA park and ride lot needs and recommended improvements conducted last year. Several meetings have been held over the last several months with staff from MnDOT, Met Council and RTB to further review this area. Plans for any additional bus service from our area are dependent upon the expansion of adequate space for park and ride. If the interim third lane project is implemented, traffic on I35W will be impacted (stop and go) this Fall (93). The third lane project is scheduled to be completed in the Fall of 94 making the necessity for a viable park and ride lot critical to the success of the HOV lane. There is a demonstrated need for park and ride and if the third lane project is implemented, these problems will be further compounded.

The proposed site is located on the northeasterly corner of the intersection of State Trunk Highway No. 13, Sibley Memorial Highway and Nicollet Avenue. The project would include phase 1 construction for approximately 500 cars. Phase 2 would include approximately 250 additional spaces. MVTA is also considering a transit hub station for joint use with a commercial or retail center. Strgar-Roscoe-Fausch, Inc. has prepared a concept layout for this proposed project (attached). This proposed concept has also been presented to City of Burnsville staff and they are also in favor of the project. The property is zoned B3, General Business District, by the City of Burnsville. A multitude of uses are allowed, parking is a permitted use. Future meetings will be needed to more fully develop the concept for joint use arrangements.

To construct the proposed park and ride lot a request will be made to the Met Council for ISTEAF funding. We understand approximately \$20 million in federal funds will be available in the metro area for five major project categories including transit. The application deadline is July, decisions should be announced in November. Provided this project is selected for funding, construction of the lot could then begin in the Spring of 94.

Roger Knutson is the attorney representing MVTA and has provided council during the negotiation process. In order to determine a basis for negotiating the value of the property, a preliminary analysis of the probable value was conducted by Parranto Associates Inc. Based upon their review of the property, its highest and best, sales of similar properties in the area and current asking prices with other parcels available on Highway No. 13, their opinion as to the probable selling price of the subject parcel indicated a purchase price of approximately \$1.75 per square foot. This analysis was not conducted as an appraisal of the property. However, we are satisfied that a full appraisal of the property would have indicated a value similar to this conclusion. The negotiated price is \$1.05 per square foot and includes approximately six hundred ninety-two thousand square feet.\* The price is indicative of the sellers desire to sell the entire parcel. A phase 1 environmental audit has been completed on the property and there are no environmental concerns. MVTA is requesting \$779,000 in capital money from the RTB to enter into a purchase agreement for the property as described and \$20,000 to conduct preliminary engineering for a total cost of \$799,000.

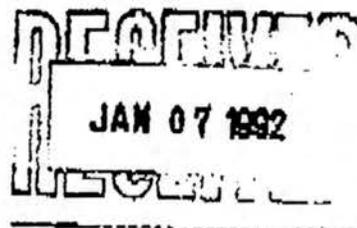
\*Upon receipt of final survey, the total square footage of the property shall be determined and upon such determination, the seller and buyer shall adjust the purchase in order that the sum paid by the buyer to seller equals one and 05/100 dollars (\$1.05) per square foot for the purchase of the property.



# Minnesota Pollution Control Agency

520 Lafayette Road, Saint Paul, Minnesota 55155-3898

Telephone (612) 296-6300



January 6, 1992

Mr. Pat Hancy  
DPC Metro, Incorporated  
2401 LeVry Avenue Northeast, Suite 102  
Minneapolis, Minnesota 55418

Dear Mr. Hancy:

RE: Spill Site Closure  
Site: Lot 2, Block 1  
Burnsville Business Center  
Second Addition  
Site ID#: #15330

The Minnesota Pollution Control Agency (MPCA) staff has determined that the cleanup performed in response to the petroleum release at the site referenced above has adequately addressed the petroleum contamination, and therefore the file regarding this release will be closed.

On September 20, 1991, a petroleum contamination was reported to the MPCA. Since then, the following corrective actions have been taken in response to the release:

- Soil borings and hand augerings were completed to collect soil samples for contamination evaluation
- Approximately 77 cubic yards of contaminated soil was removed from the site
- Soil samples were screened and laboratory analyses were performed to confirm all contaminated soils were removed
- Removed contaminated soils were treated at C.S. McCrossan, Inc.

Based on the currently available information, we concur with the conclusions of Peer Environmental and Engineering Resources, Inc. that these actions have adequately addressed the petroleum release. Therefore, MPCA staff does not intend to require any more investigation or cleanup work in response to this release. However, the MPCA reserves the right to reopen this file and require additional work if in the future more work is determined to be necessary, and this letter does not release any party from liability for this contamination.

EXHIBIT "C"

Mr. Pat Haney  
Page 2  
January 6, 1992

Thank you for your cooperation with the MPCA in responding to this petroleum release to protect the public health and the environment of the state of Minnesota. If you have any questions regarding this correspondence, please call me at 612/297-8656.

Sincerely,

*-Dorene M. Pier-Tucker*

Dorene M. Pier-Tucker  
Spills and Emergency Response Team  
Tanks and Spills Section  
Hazardous Waste Division

DFT:baj

cc: Steve Jansen, PEER, Inc., Chaska  
Mr. Ron Sponge, Dakota County Public Health Department

**PEER, Inc.**

*Consultants in Hazardous Waste & Environmentally Distressed Property*

December 10, 1991

Ms. Dorene Fier-Tucker  
Minnesota Pollution Control Agency  
Hazardous Waste Division  
Tanks and Spills Section  
520 Lafayette Road  
St. Paul, MN 55155

RE: Lot 2, Block 1, Burnsville Business Center, 2nd Addition  
Spill Number 15330

Dear Ms. Fier-Tucker:

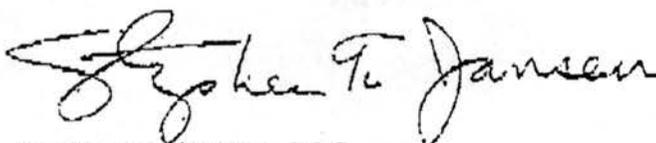
Investigation and cleanup of the above referenced spill site have been completed following MPCA guidelines. A copy of the report on the activities conducted is enclosed. Based on the results of the investigation and corrective actions activities, it is our opinion the release has been adequately cleaned up.

On behalf of our client the property owner, DPC Metro, Inc., we respectfully request that the MPCA review the report and provide a letter indicating that no further action is warranted regarding the release.

If you have any questions concerning the report, please feel free to contact us at your convenience.

Sincerely,

Peer Environmental & Engineering Resources, Inc.

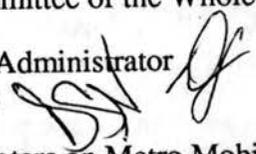


Stephen T. Jansen, M.S.  
Senior Project Manager

STJ:ab  
Enclosure  
cc: Mr. Pat Haney, DPC Metro, Inc.

## REGIONAL TRANSIT BOARD

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

**DATE:** May 14, 1993  
**TO:** Chair and Members of the Committee of the Whole (Policy)  
**FROM:** Dave Jacobson, Senior Project Administrator  
Deb Nelles, Paratransit Analyst   
**SUBJECT:** Transporting Three-Wheel Scooters on Metro Mobility

### SUMMARY

TAAC has recommended that all lift-equipped vehicles currently in the Metro Mobility system be able to transport three-wheel scooters. The implementation schedule would begin immediately.

Staff feels, despite agreeing in concept, this issue will be resolved after the Metro Mobility restructuring at the end of 1993. By contractually requiring the current providers to comply with this recommendation, capital expenditures for the few months prior to restructuring will put an undue financial burden on the carriers.

### BACKGROUND

At the April meeting of the Transportation Accessibility Advisory Committee (TAAC), the Minnesota Multiple Sclerosis (MS) Society made a presentation on the subject of three-wheel scooters and compliance with the Americans with Disabilities Act (ADA). The MS Society requested that all lift-equipped vehicles in the Metro Mobility system currently come into full compliance with the ADA policy. TAAC made the following motion:

That the Metro Mobility providers shall provide transportation to riders who use three-wheel scooters with the exception of allowing the provider to deny a trip if there is a capacity constraint.

The motion passed unanimously.

As usually is the case, the report of the TAAC committee was forwarded directly to the Board for action. At the April 19 Board meeting, TAAC's motion was referred to the Policy Committee.

The impact of implementing this request is that current lift-equipped van providers would be required to make additional capital investments at a time when restructuring is scheduled within five months. ADA requires that all programs come into compliance on all service criteria no later than January 26, 1997. This means that three-wheeled scooters and other non-traditional designs that fit within these standards must be transported.

### **Three-Wheel Scooters**

**May 14, 1993**

**Page 2**

Section 37.165 of the ADA establishes policy regarding the transport of "common wheelchairs." The definition of a common wheelchair includes a mobility device which does not exceed 30 inches wide by 48 inches long and measured at a base two inches above the ground and does not weigh more than 600 pounds when occupied. Most mobility devices fit within these standards. In cases where the equipment exceeds these criteria, ADA allows service refusal regardless of other qualifying functional limitations that the user may have.

Currently, certified Metro Mobility riders using three-wheel scooters account for less than 2 percent of total ridership. There are only a few providers with a limited number of vehicles that are able to transport three-wheelers because of the scooters' different configurations, combined weight, and tie-downs. On occasion, after a provider arrives for a pick-up, it is determined that the three-wheeler cannot be transported. At that point, the trip is lost and other arrangements are made. Within the last year and a half, two of the primary carriers transporting three-wheelers have dropped out of the system. They were HealthEast and National School Bus.

Carriers nationally and in the Metro Mobility program generally have concerns about liability when transporting occupied three-wheelers. Because of the various configurations of these three-wheeled mobility devices, there are no standard tie-down points. A little over a year ago, several three-wheel manufacturers were surveyed for best securement points on the scooters with only one manufacturer responding.

In addition to the difficulty of identifying tie-down points on the three-wheel scooters, there is the issue of the extended seat upon which the rider sits. Because of the design, much like a bicycle seat, there is a chance of unsafe deformation in the case of an accident exceeding normal forces. The task force recommended that all passengers, who are able, using three-wheelers transfer to a seat in the vehicle with or without assistance. It should be noted that there are risks and concerns in transferring such as falling and inappropriate touching of the rider by the driver. ADA says you can request users to transfer to a vehicle seat. However, the regulations do not allow you to require such a transfer.

### **DISCUSSION**

TAAC, with their motion, would like to see all of the existing Metro Mobility providers come into full compliance with ADA immediately. The ramifications of implementing the TAAC motion would be to make all lift-equipped providers currently serving in the Metro Mobility system able to handle all types of common wheelchairs, including three-wheel scooters which have exceeded pre-ADA equipment specifications. This would force the current group of providers into making large capital investments to retrofit the existing lifts despite system restructuring being on schedule for October 1, 1993.

Although staff agrees with the need to comply with ADA as quickly and as reasonably as possible, staff cannot support TAAC's recommendation knowing that it may force many providers to withdraw from the system prior to the scheduled restructuring.

### **RECOMMENDATION**

That the Regional Transit Board require that Metro Mobility providers comply with ADA in transporting three-wheel scooters beginning on the implementation date of the restructured Metro Mobility program.

# REGIONAL TRANSIT BOARD

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

**DATE:** May 10, 1993  
**TO:** Chair and Members of the Committee of the Whole (Policy)  
**FROM:** Randy Rosvold, Senior Planner *RR*  
Elaine Bauer, Planner I *EB*  
**SUBJECT:** Final Recommendations for High Subsidy Route  
Metropolitan Transit Commission (MTC) St. Paul 35FN Weekday

## SUMMARY

This memorandum presents a recommendation for MTC St. Paul Route 35FN weekday. Included are performance data on the existing Route 35FN service and copies of public testimony from the Route 35FN public hearings held in March 1993.

## BACKGROUND

Route 35FN was identified as one of 20 high subsidy regular routes that failed to meet RTB performance standards during the monitoring period of March 1991 through March 1992. In mid-1992, the RTB directed staff to work with providers of high subsidy regular route services, prepare alternative actions for each high subsidy route, conduct public meetings on high subsidy routes, and prepare preliminary recommendations for future RTB action. The decision-making process used by the RTB for taking action on high subsidy routes is as follows:

- RTB approval to start the public review process for high subsidy routes identified during a specified period of time. (The St. Paul Route 35FN weekday failed to meet RTB performance measures three out of four quarters in March 1991 - March 1992.)
- RTB conducts public meetings on affected routes to gain rider input on options under consideration. The options include:
  1. continue monitoring of route performance;
  2. restructure route;
  3. contract route to a lower-cost provider; and
  4. eliminate route.

(A public meeting was held on Route 35FN in October 1992.)

- RTB staff recommendations are presented to the RTB board. If the approved recommendation includes restructuring or elimination, this action triggers the public hearing process. (On February 1, 1993, the RTB authorized a public hearing on the

**St. Paul 35FN High Subsidy Route**  
**May 10, 1993**  
**Page 2**

recommendation to restructure Route 35FN and consolidate with existing North Suburban Lines (NSL) service.)

- RTB/MTC conducts a joint public hearing on high subsidy routes recommended for restructuring or elimination. (Two public hearings were held on the Route 35FN North Suburban Line restructuring proposal: 7:00 p.m., March 9, 1993, Arden Hills City Hall, and 7:00 p.m., March 11, 1993, Shoreview City Hall.)

This process was developed in 1990 after discussion with the MTC. At that time the performance standards for regular route service were updated. The RTB board directed that public meetings be held prior to a recommendation on a route in order to gain a greater involvement from riders. The MTC requested that the RTB be responsible for holding public hearings. The former process had MTC holding hearings on high subsidy routes and making recommendations to the RTB, which made the final decision. The MTC argued that this process gave it the responsibility for gaining public input without the authority to make a final decision. The RTB agreed with this view and assumed the responsibility for holding hearings.

## **DISCUSSION**

Information on St. Paul Route 35FN and summaries of rider input gathered during this process are summarized in informational packets attached to this memorandum and are organized in the following format:

- One-page executive summary giving description of existing route, level of service, operating performance data during the 1991-1992 monitoring period, and final staff recommendations.
- Rider testimony collected during the public hearings held in March 1993 and copies of all public correspondence received by the RTB planning staff during the public comment period February 1993 to present.

## **Service Restructuring Plan**

A service restructuring proposal was developed by RTB staff includes the following objectives:

- Coordinate existing MTC and North Suburban Lines services in the Highway 10 corridor to eliminate duplication of service.
- Attract and retain as many existing 35FN and North Suburban Lines riders as possible.
- Provide comparable levels of commuter bus service along each route and serve all existing park-and-ride lots in the Highway 10/I-35E corridor.
- Provide appropriate levels of service and seating capacity to cost effectively meet current demand (with ample capacity for future demand).

The restructuring proposal calls for the consolidation of MTC Route 35FN with two existing North Suburban Lines routes--Commuter II and Lexington.

### MTC Concerns

The MTC has questioned the RTB's authority to consolidate Route 35FN with the privately operated North Suburban Lines service. The RTB's authority to contract with private, for-profit transit operators is established in Minnesota Statutes 473.385. Among other criteria which must be met to contract service, this legislation allows the RTB to contract for high subsidy services:

“ . . . that the board and commission agree are not or will not be operated for a reasonable subsidy by the commission.” (MN Statutes 473.385, Subd. 2, (6))

The MTC maintains that it does not agree that it cannot operate the route at a reasonable subsidy and, therefore, the RTB has no authority to contract for the service. MTC believes that through provision of additional park-and-ride spaces and through aggressive marketing of the route, it can improve the performance of the route and bring it within the subsidy standard.

### Existing Route 35FN Operating Costs

|                             |                        |
|-----------------------------|------------------------|
| Revenue Hours (daily)       | 4.4                    |
| Number of One-Way Bus Trips | 6                      |
| Annual Boardings            | 39,270 <sup>1</sup>    |
| (Average Daily)             | (154)                  |
| Annual Cost                 | \$201,195 <sup>2</sup> |
| Cost Per Revenue Hour       | \$179.32 <sup>2</sup>  |
| Annual Revenue              | \$42,752 <sup>3</sup>  |
| Annual Subsidy              | \$158,443              |
| Average Subsidy Per Ride    | \$4.03                 |

<sup>1</sup> From MTC Route Profiles March 1991, November 1991, January 1992, March 1992

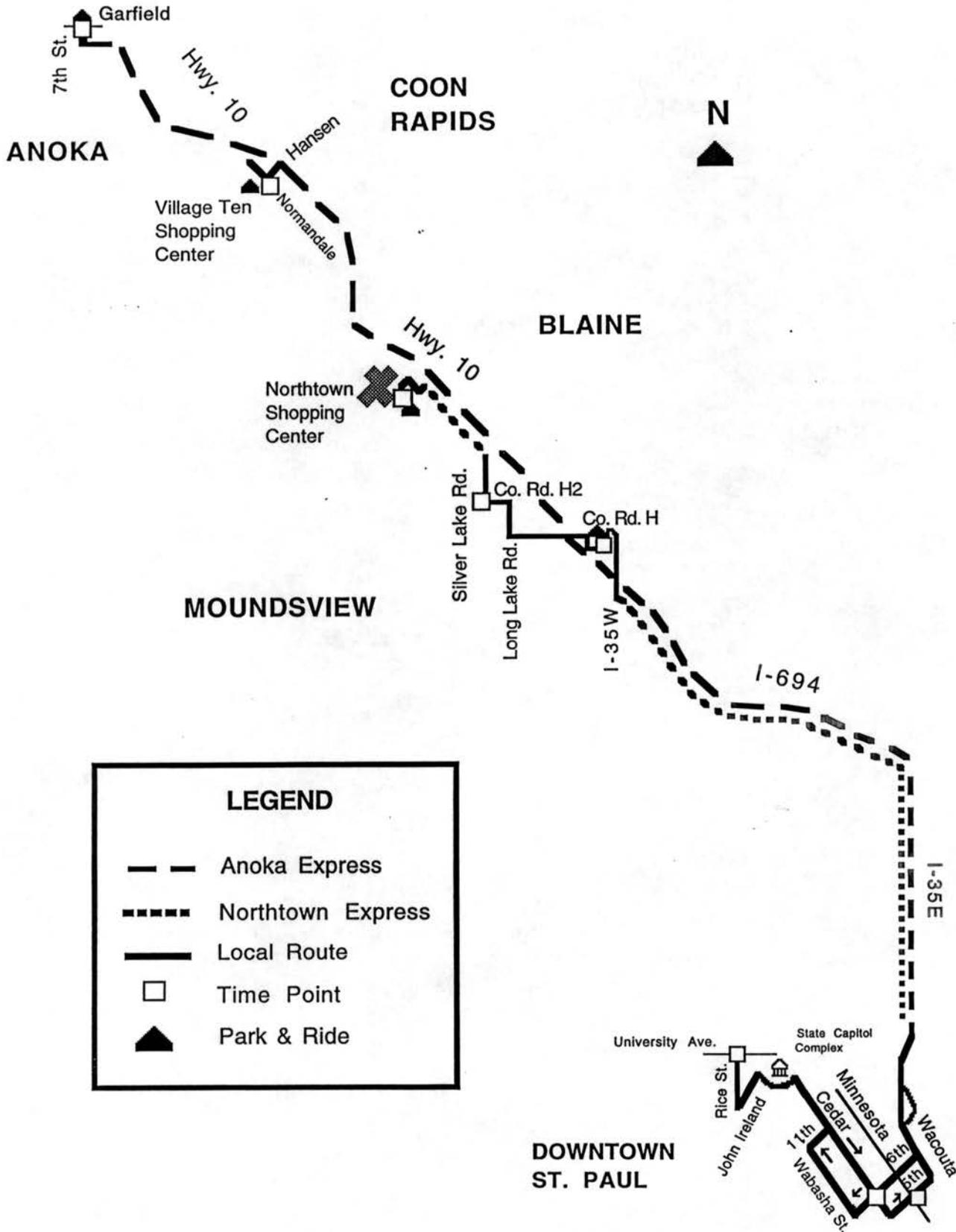
<sup>2</sup> From MTC Comprehensive Operations Analysis

<sup>3</sup> From March 1992 Route Profile

### RECOMMENDATION

That the Regional Transit Board and Metropolitan Transit Commission continue to monitor MTC Route 35FN. If by June 1, 1994, Route 35FN is not operating within regional performance standards, as measured by quarterly route profiles, the RTB and MTC agree that the route is not and will not be operated for a reasonable subsidy by the MTC.

# SERVICE PROPOSAL FOR CONSOLIDATED 35N AND COMMUTER II ROUTES (5-12-93)

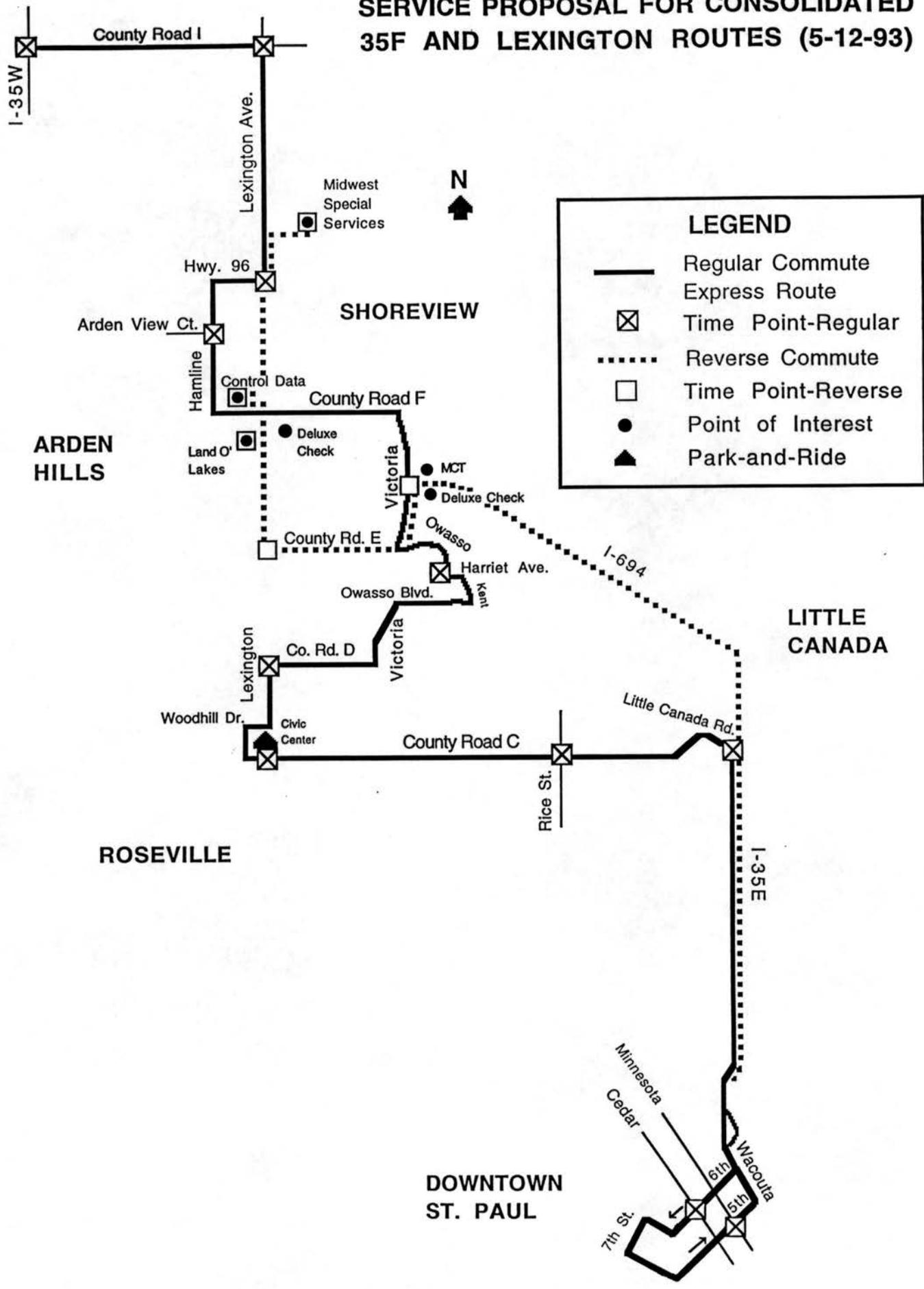


## PROPOSED 35N/COMMUTER II SCHEDULE

|                   | TO: DOWNTOWN ST. PAUL                    |  |                                      |                              |                                      | DOWNTOWN ST. PAUL     |                          |
|-------------------|--|--|--------------------------------------|------------------------------|--------------------------------------|-----------------------|--------------------------|
|                   | Anoka -<br>7th & Garfield<br>Park & Ride | Coon Rapids -<br>Village 10<br>Park & Ride | Blaine -<br>Northtown<br>Park & Ride | Silver Lake Rd<br>& Co Rd H2 | Moundsview<br>Co Rd H<br>Park & Ride | 6th Street<br>& Cedar | Rice St. &<br>University |
|                   | AM                                       | AM   | AM                                   | AM                           | AM                                   | AM                    | AM                       |
| Anoka Express     | 6:16                                     | 6:24                                       | 6:37                                 | ---                          | 6:49                                 | 7:15                  | 7:23                     |
| Anoka Express     | 6:39                                     | 6:47                                       | 7:00                                 | ---                          | ---                                  | 7:35                  | 7:43                     |
| Northtown Express | ---                                      | ---  | 7:01                                 | 7:09                         | 7:17                                 | 7:43                  | 7:51                     |

|                   | DOWNTOWN ST. PAUL        |                           | TO: ANOKA                            |                              |                                      |  |  |
|-------------------|--------------------------|---------------------------|--------------------------------------|------------------------------|--------------------------------------|--|--|
|                   | Rice St. &<br>University | 5th Street<br>& Minnesota | Moundsview<br>Co Rd H<br>Park & Ride | Silver Lake Rd<br>& Co Rd H2 | Blaine -<br>Northtown<br>Park & Ride | Coon Rapids -<br>Village 10<br>Park & Ride | Anoka -<br>7th & Garfield<br>Park & Ride |
|                   | PM                       | PM                        | PM                                   | PM                           | PM                                   | PM   | PM                                       |
| Anoka Express     | 4:32                     | 4:40                      | ---                                  | ---                          | 5:15                                 | 5:28                                       | 5:36                                     |
| Northtown Express | 4:37                     | 4:45                      | 5:11                                 | 5:19                         | 5:27                                 | ---  | ---                                      |
| Anoka Express     | 5:02                     | 5:10                      | 5:36                                 | ---                          | 5:48                                 | 6:01                                       | 6:09                                     |

# SERVICE PROPOSAL FOR CONSOLIDATED 35F AND LEXINGTON ROUTES (5-12-93)



## LEGEND

- Regular Commute
- - - Express Route
- ⊠ Time Point-Regular
- ⋯ Reverse Commute
- Time Point-Reverse
- Point of Interest
- ▲ Park-and-Ride

**DOWNTOWN  
ST. PAUL**

SOUTHBOUND: TO DOWNTOWN ST. PAUL

| CO RD I<br>& 35W | LEXINGTON<br>& CO RD I | HWY 96 &<br>LEXINGTON | HAMLIN &<br>ARDENVIEW | OWASSO &<br>HARRIET | LEXINGTON<br>& CO RD D | ROSEVILLE<br>CIVIC CENTER<br>PARK-RIDE | RICE ST &<br>CO RD C | LITTLE<br>CANADA RD<br>& I-35E | 6TH &<br>WACOUTA | 6TH &<br>CEDAR | 6TH &<br>7TH |
|------------------|------------------------|-----------------------|-----------------------|---------------------|------------------------|--|----------------------|--------------------------------|------------------|----------------|--------------|
| AM               | AM                     | AM                    | AM                    | AM                  | AM                     | AM                                     | AM                   | AM                             | AM               | AM             | AM           |
| 6:27             | 6:31                   | 6:34                  | 6:39                  | 6:50                | 6:53                   | 6:56                                   | 7:02                 | 7:05                           | 7:17             | 7:20           | 7:23         |
| 6:57             | 7:01                   | 7:04                  | 7:09                  | 7:20                | 7:23                   | 7:26                                   | 7:32                 | 7:35                           | 7:47             | 7:50           | 7:53         |

NORTHBOUND: FROM DOWNTOWN ST. PAUL (AM - REVERSE COMMUTE)

| 5TH &<br>7TH | 5TH &<br>MINNESOTA | 5TH &<br>WACOUTA | I-694 &<br>VICTORIA | CO RD E &<br>LEXINGTON | LAND O'<br>LAKES | CONTROL<br>DATA | MIDWEST<br>SPECIAL<br>SERVICES |
|--------------|--------------------|------------------|---------------------|------------------------|------------------|-----------------|--------------------------------|
| AM           | AM                 | AM               | AM                  | AM                     | AM               | AM              | AM                             |
| 7:26         | 7:29               | 7:32             | 7:45                | 7:48                   | 7:49             | 7:50            | 7:55                           |

SOUTHBOUND: TO DOWNTOWN ST. PAUL (PM - REVERSE COMMUTE)

| MIDWEST<br>SPECIAL<br>SERVICES | CONTROL<br>DATA | LAND O'<br>LAKES | CO RD E &<br>LEXINGTON | I-694 &<br>VICTORIA | 6TH &<br>WACOUTA | 6TH &<br>CEDAR | 6TH &<br>7TH |
|--------------------------------|-----------------|------------------|------------------------|---------------------|------------------|----------------|--------------|
| PM                             | PM              | PM               | PM                     | PM                  | PM               | PM             | PM           |
| 4:35                           | 4:40            | 4:41             | 4:42                   | 4:45                | 4:58             | 5:01           | 5:04         |

NORTHBOUND: FROM DOWNTOWN ST. PAUL

| 5TH &<br>7TH | 5TH &<br>MINNESOTA | 5TH &<br>WACOUTA | LITTLE<br>CANADA RD<br>& I-35E | RICE ST &<br>CO RD C | ROSEVILLE<br>CIVIC CENTER<br>PARK-RIDE | LEXINGTON<br>& CO RD D | OWASSO &<br>HARRIET | HAMLIN &<br>ARDENVIEW | LEXINGTON<br>& CO RD I | CO RD I<br>& 35W |
|--------------|--------------------|------------------|--------------------------------|----------------------|--|------------------------|---------------------|-----------------------|------------------------|------------------|
| PM           | PM                 | PM               | PM                             | PM                   | PM                                     | PM                     | PM                  | PM                    | PM                     | PM               |
| 4:37         | 4:40               | 4:43             | 4:55                           | 4:58                 | 5:04                                   | 5:07                   | 5:10                | 5:21                  | 5:29                   | 5:33             |
| 5:07         | 5:10               | 5:13             | 5:25                           | 5:28                 | 5:34                                   | 5:37                   | 5:40                | 5:51                  | 5:59                   | 6:03             |

# **EXECUTIVE SUMMARY**

## **ST. PAUL ROUTE #35FN**

**SERVICE TYPE - PEAK EXPRESS**

**PERFORMANCE STANDARD - \$3.85 SUBSIDY PER PASSENGER**

**PROVIDER - METROPOLITAN TRANSIT COMMISSION**

### **BACKGROUND**

The St. Paul Route 35FN is an express route which serves the communities of Arden Hills, Blaine, Shoreview, and Moundsview and provides express trips to and from downtown St. Paul. The 35F portion of the route provides rush hour only service during the week with 1 AM trip and 1 PM trip. The 35N portion of the route has 2 AM and 2 PM trips and provides service to the Park and Ride at Northtown shopping center.

### **OPERATING DATA (MARCH 1991 - MARCH 1992)**

|                               |           |
|-------------------------------|-----------|
| DAILY BOARDINGS               | 154       |
| SUBSIDY PER PASSENGER         | \$4.03    |
| ESTIMATED 1992 ANNUAL SUBSIDY | \$158,443 |

### **PUBLIC MEETINGS**

Two Public Hearings were held.

Arden Hills City Hall - 35N

**March 9, 1993, at 7:00 p.m.**

Riders attending - 18

Letters received - 12

Phone calls received - 13

Shoreview Community Center - 35F

**March 11, 1993, at 7:00 p.m.**

Riders attending - 13

Letters received - 8

Phone calls received - 5

### **SERVICE ALTERNATIVES**

Some of the riders on 35F would have access to downtown via North Suburban Lines service. Some of the park and ride commuters on the 35N would have access to North Suburban Lines service.

## GENERAL INFORMATION

**MTC SuperSaver Fares:** Buy before you board the bus and save up to 35 percent on your ride.

You can buy any SuperSaver Fare through the mail. To receive free no-postage required order form, call MTC at 349-7681.

- **SuperSaver Monthly Passes** offer unlimited bus riding for each calendar month. The cost is based on your regular or express fare. Prices start as low as \$22.00.
- **10-Ride SuperSaver** tickets have no expiration date. Prices start as low as \$5.50.
- **5-Ride SuperSaver** tokens are valid for the 85-cent base fare. You can buy an envelope of five for just \$2.75.

In downtown Minneapolis, **SuperSaver Fares** are available at MTC's Minneapolis Transit Store, 719 Marquette, 7:30 a.m.-5:30 p.m. Monday through Friday. Also available at Dayton's, Carson Pirie Scott and Hennepin County Government Center.

In downtown St. Paul, **SuperSaver Fares** are available at MTC's St. Paul Transit Store, American National Bank Building Skyway, 7:30 a.m.-5:00 p.m. Monday through Friday. Also available at Dayton's and Carson Pirie Scott.

**Transit Guides** tell you which buses serve your area, how to read a pocket schedule, how much it costs to ride the bus, and how to use the Downtown Zone.

They're free and are available at the Minneapolis Transit Store—719 Marquette in Minneapolis and at the St. Paul Transit Store, American National Bank Skyway.

**MTC Customer Relations Center:** We encourage you to share your comments about our service or staff. You can call 349-7415 (349-7439 TDD for hearing impaired ONLY) Monday through Friday 7:00 a.m. to 5:45 p.m. Or you may write to: Metropolitan Transit Commission, 560-6th Ave. No., Minneapolis, MN 55411-4398, Attn: Customer Relations.

**Lost and Found:** MTC's Lost and Found is located at 570-6th Ave. No. (just west of downtown Mpls.). You may call 349-7418 Monday through Friday 7:00 a.m. to 5:45 p.m. Found items will be kept for 14 days.

**Transit Information Center:** If you can't pick up a pocket schedule, call 827-7733 (341-0140 TDD for hearing impaired ONLY) and an information representative will help you.

Tell the information representative:

1. where you are
2. where you are going
3. when you would like to travel.

Transit Information Representatives are on duty from 6:00 a.m.-11:00 p.m. weekdays, 7:00 a.m.-4:30 p.m. Saturdays and from 7:00 a.m. - 11:00 p.m. Sundays and holidays.



Printed on recycled paper

# All the times.

# In no time at all.



## BusLine 341-4BUS

MTC's new 24-hour automated bus schedule information.

St. Paul

# 35 FN

Effective: 06/08/92

Express Bus Route Serving:

Downtown St. Paul

Arden Hills

Shoreview

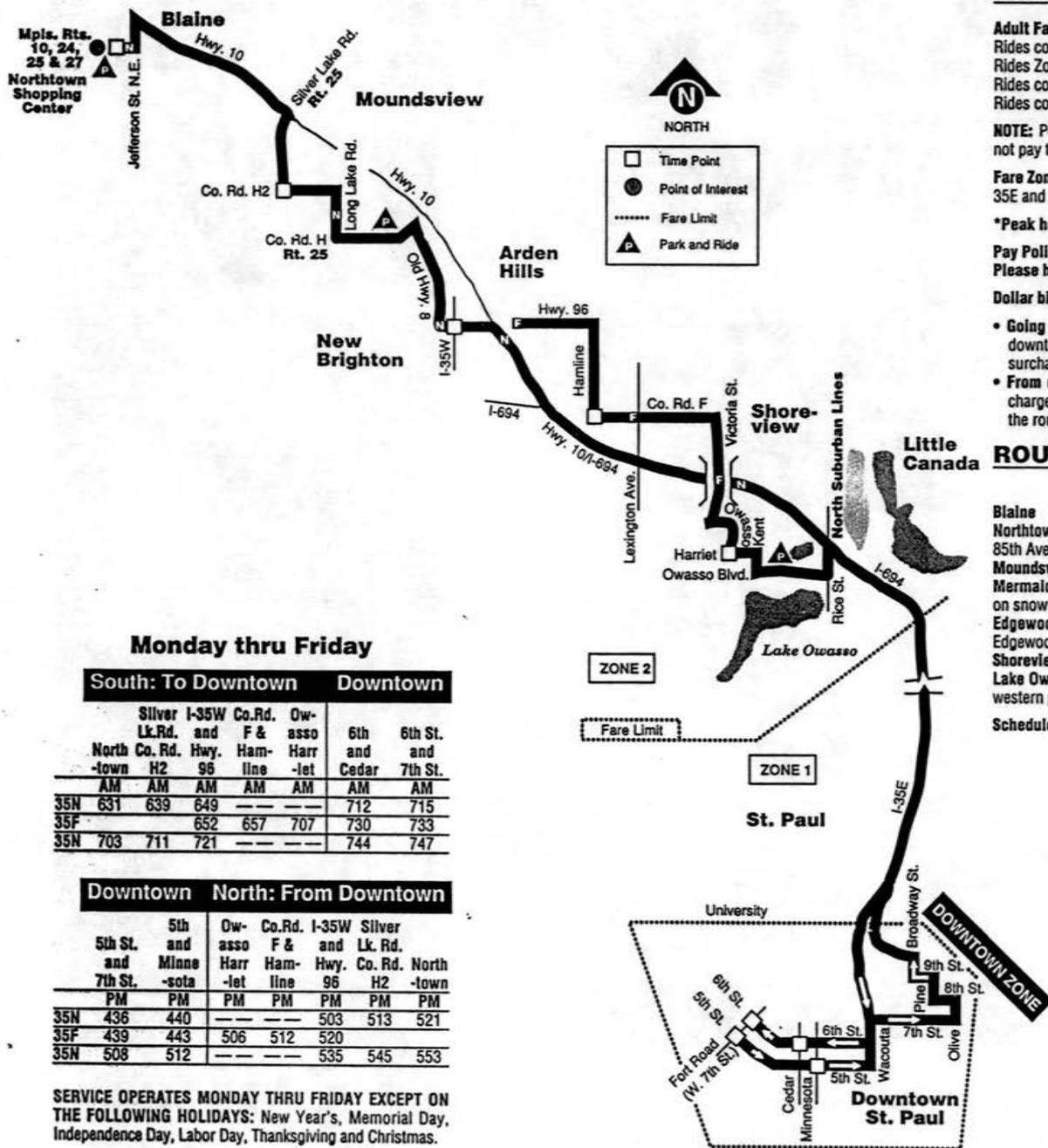
Moundsview

Blaine

Northtown Shopping Center



Metropolitan Transit Commission  
560-6th Avenue North  
Minneapolis, Minnesota 55411-4398



### FARE INFORMATION

|   |              |
|---|--------------|
| <b>Adult Fare:</b>                              | <b>*Peak</b> |
| Rides completely within Zone 1 .....            | \$1.35       |
| Rides Zone 1 to Zone 2 .....                    | \$1.60       |
| Rides completely within Zone 2 .....            | \$1.10       |
| Rides completely within the Downtown Zone ..... | \$ .25       |

**NOTE:** Persons not using the express (non-stop) portion of the trip do not pay the 25¢ express charge.

**Fare Zone Limits:**  
35E and I-694.

**\*Peak hours - Monday-Friday 6-9 AM and 3:30-6:30 PM.**

**Pay Policy:**  
Please have exact fare ready. Drivers carry no change.

Dollar bills not accepted.

- **Going towards downtown:** (or on crosstown routes which do not go downtown): Pay the full adult fare (see table above) plus the 25¢ peak surcharge if it applies when boarding.
- **From downtown:** Pay the full adult fare including zone, express bus charge and the peak period surcharge if it applies when alighting. See the route map to determine if your trip crosses the fare zone limits.

### ROUTE INFORMATION

#### Park & Ride Locations

**Blaine**  
Northtown Shopping Center - overflow lot south of main bus stop along 85th Avenue North.

**Moundsview**  
Mermaid Supper Club - south end of lot near County Road H. Do not use on snow days.

**Edgewood Com. Lot** - lot on Co. Rd. H approximately 1 block east of Edgewood Drive. Use during winter only.

**Shoreview**  
Lake Owasso - Park north side of Owasso Boulevard across from beach-western portion of lot.

Schedule subject to change.

### Monday thru Friday

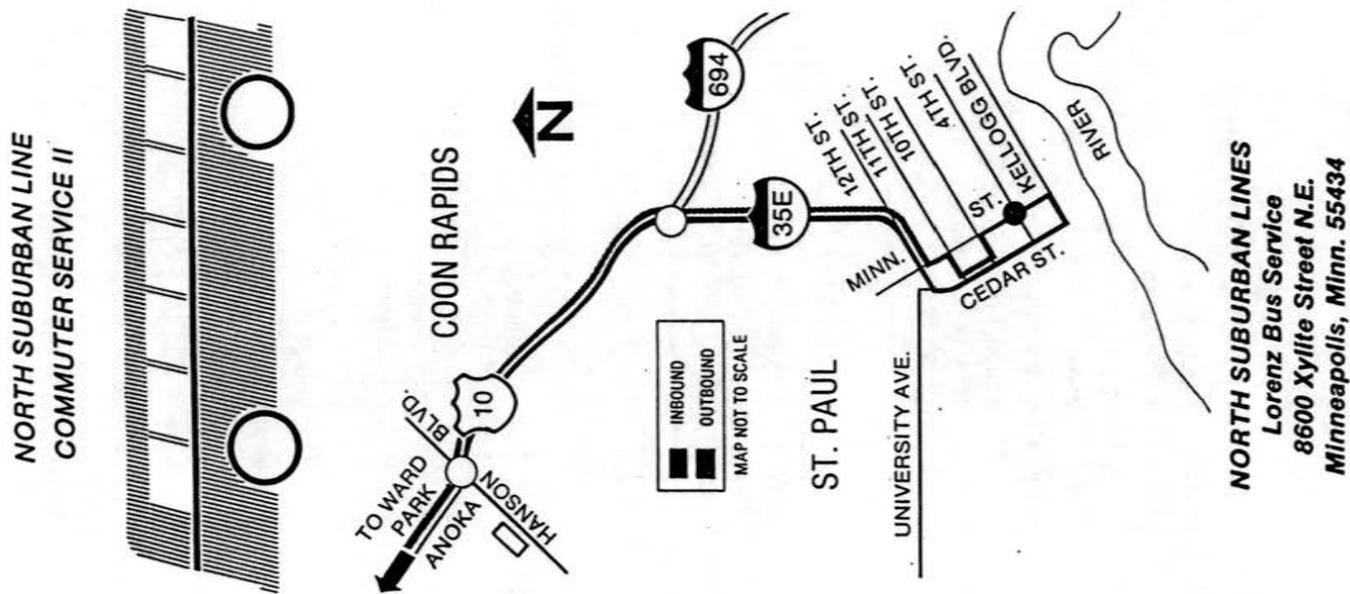
#### South: To Downtown      Downtown

|     | Silver Lk.Rd. and -town | I-35W Co.Rd. H2 | Co.Rd. F & Hamline | Ow-asso F & Hamline -let | 6th and Cedar | 6th St. and 7th St. |
|-----|-------------------------|-----------------|--------------------|--------------------------|---------------|---------------------|
|     | AM                      | AM              | AM                 | AM                       | AM            | AM                  |
| 35N | 631                     | 639             | 649                | ---                      | 712           | 715                 |
| 35F | ---                     | 652             | 657                | 707                      | 730           | 733                 |
| 35N | 703                     | 711             | 721                | ---                      | 744           | 747                 |

#### Downtown      North: From Downtown

|     | 5th St. and Minne-sota | Ow-asso F & Hamline -let | Co.Rd. F & Hamline | I-35W Co.Rd. H2 | Silver Lk.Rd. and Co.Rd. North -town |
|-----|------------------------|--------------------------|--------------------|-----------------|--------------------------------------|
|     | PM                     | PM                       | PM                 | PM              | PM                                   |
| 35N | 436                    | 440                      | ---                | 503             | 513                                  |
| 35F | 439                    | 443                      | 506                | 512             | 520                                  |
| 35N | 508                    | 512                      | ---                | 535             | 545                                  |

SERVICE OPERATES MONDAY THRU FRIDAY EXCEPT ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.



**Inbound Route From Anoka, Coon Rapids to St. Paul**

Route starting from Anoka, Ward Park at Main and State Hwy #10  
 East on Hwy #10 to Hanson Blvd. for Coon Rapids  
 Continue East on Hwy #10 to Interstate 694 Eastbound to 35E Southbound  
 Interstate 35E south to University Avenue exit  
 University Avenue to 12th Street  
 12th Street to Cedar Street  
 Cedar Street to Kellogg Blvd.  
 Kellogg Blvd. to Minnesota Street  
 Terminates 4th Street & Minnesota Street

**Outbound Route From St. Paul to Coon Rapids and Anoka**

Route starting at Minnesota Street & 4th Street  
 Minnesota to 10th Street  
 10th Street to Cedar Street  
 Cedar Street to 11th Street  
 11th Street east to entrance to 35E  
 35E north to Interstate 694  
 694 west to Hwy #10  
 Hwy #10 West to Hanson Blvd  
 Hwy #10 to Main Street (Ward Park)

**NORTH SUBURBAN LINE COMMUTER SERVICE II**  
**EFFECTIVE JUNE 1, 1982**

**Absolutely no pick-up stops other than those designated on schedule.**

For additional Schedule information call: 784-7196  
 North Suburban Lines Commuter Service II  
 8600 Xylite Street Northeast  
 Minneapolis, Minnesota 55434

**INBOUND**

|  |   |  |
|--|---|--|
| Depart<br>Anoka<br>John Ward Park<br>NE Corner Church St.<br>6:40 a.m. | Coon Rapids<br>Hanson Blvd. & Hwy 10<br>Village 4 Theater sign<br>6:50 a.m. | St. Paul<br>7:40 a.m.  |
| <b>OUTBOUND</b>  |   |  |
| Depart<br>St. Paul<br>4th & Minnesota<br>4:45 p.m.                     | Coon Rapids<br>Hason Blvd. & Hwy 10<br>Village 4 Theater sign<br>5:30 p.m.  | Anoka<br>John Ward Park<br>NE corner Church St.<br>5:40 p.m. |

Outbound bus stops at 4th, 6th, & 7th on Minnesota Street,  
 10th Street between Minnesota & Cedar  
 11th Street and Cedar Street

Inbound bus stops at 10th, 9th, 8th, 5th, 4th on Cedar

Fares: 1. John Ward Park to St. Paul .....\$2.00  
 2. Hanson Blvd & Hwy 10 to St. Paul .....\$2.00  
**ALL FARES deposited in FAREBOX - Exact fare only**  
 10-ride Discount Ticket available from Driver .....\$18.00

**NO STUDENT OR SENIOR CITIZENS FARES**

No Saturday, Sunday or Holiday Service

# LEXINGTON ROUTE SCHEDULE

RICE ST. — COUNTY RD. C — VICTORIA — LEXINGTON

(Effective March 1, 1991)

Drivers Do Not Carry Change - Exact Fare Only

**PASSENGERS:** Please refer to windshield card to board proper bus at 4:40 and 5:10 p.m.

Deposit Exact Fare in Fare Box

**ALL BUSES DEPART FROM 4th & MINNESOTA  
NO WEEKEND OR HOLIDAY SERVICE**

Zone 1 - St. Paul to County Road C - \$1.10

Zone 2 - St. Paul to Moundsview - \$1.35

**Student Fare through 12th grade** — All student fare requirements to be in accordance with currently active State Legislature rulings. Proper identification required for students 14 to 17 years of age. Children under 14 need no identification. Children 6 years and under FREE (limit 3) when accompanied by paid adult fare. Students must pay full fare if occupying seat when adult passenger is standing.

**Senior Citizen (65 years or older) Fare** — All senior citizen fare requirements to be in accordance with currently active State Legislature rulings. Proper identification is required for all senior citizens.

For additional SCHEDULE AND CHARTER INFORMATION CALL: 784-7196, Lorenz Bus Service, 8600 Xylite Street NE, Mpls., MN 55434.

4:40 — Hwy. 49 Express: No stops before 694 & Rice Street.

S: For stops between Arlington & 694 on Rice Street ONLY.

C: For stops between Arlington & County Road C on Rice St. and Lexington Route stops.

R: For stops between Arlington & S. McCarrons Blvd. on Rice St. and all zone 1 & 2 stops which are not located on Rice St.

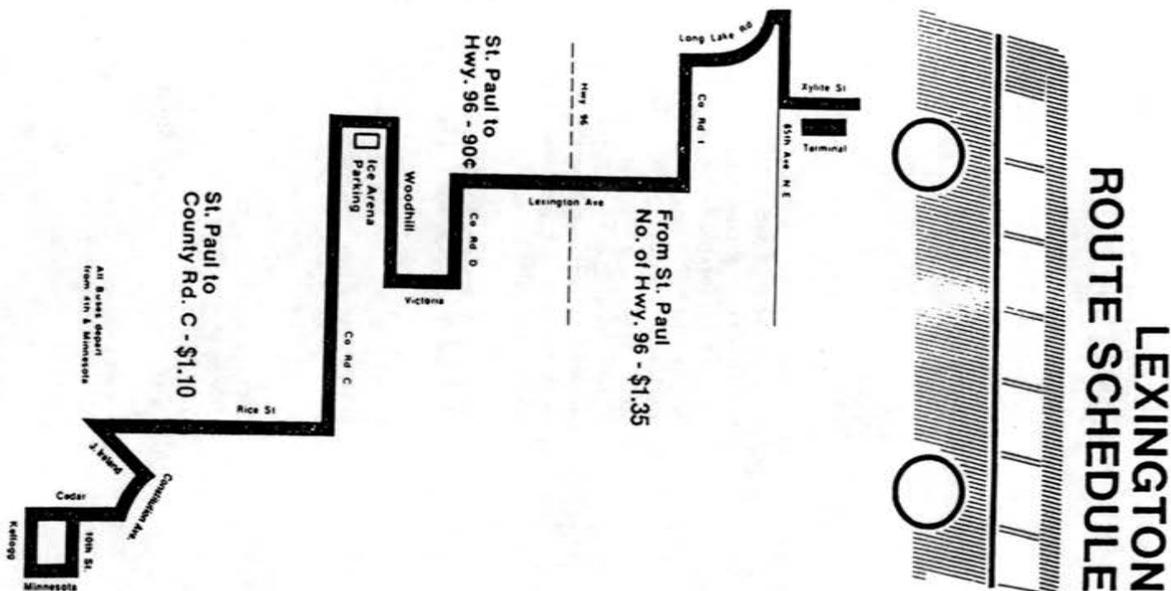
5:10 — Hwy. 49 Express: No stops before County Road C and Rice St.

C: For stops between Arlington & County Road C on Rice St. and Lexington Route stops.

R: For stops between Arlington & S. McCarrons Blvd. on Rice St. and all zone 1 & 2 stops which are not located on Rice St.

Route schedule subject to change with two (2) weeks notice.

**NORTH SUBURBAN LINES**  
Lorenz Bus Service  
8600 Xylite Street N.E.  
Minneapolis, Minn. 55434



**LORENZ BUS SERVICE • NORTH SUBURBAN BUS SCHEDULE**

**INBOUND**

via County Road C, Victoria, County Road D, Lexington Avenue

|   | A.M. | A.M. | A.M. | P.M. |
|---|------|------|------|------|
| 85th Avenue N.E. & Long Lake Road . . . . . | 5:40 | .... | 6:45 | 4:21 |
| County Road I & Long Lake Road . . . . .    | 5:42 | .... | 6:47 | 4:23 |
| County Road I & Quincy Street . . . . .     | 5:43 | .... | 6:48 | 4:24 |
| County Road I & Aldine Street . . . . .     | 5:44 | .... | 6:50 | 4:26 |
| County Road I & Lexington Avenue . . . . .  | 5:47 | .... | 6:53 | 4:29 |
| Highway 96 & Lexington Avenue . . . . .     | 5:50 | .... | 6:57 | 4:33 |
| County Road F & Lexington Avenue . . . . .  | 5:52 | .... | 6:59 | 4:35 |
| County Road E & Lexington Avenue . . . . .  | 5:54 | 6:30 | 7:02 | 4:36 |
| County Road D & Lexington Avenue . . . . .  | 5:56 | 6:32 | 7:06 | 4:37 |
| County Road D & Victoria Street . . . . .   | 5:58 | 6:34 | 7:08 | 4:40 |
| Woodhill Road & Victoria Street . . . . .   | 5:59 | 6:36 | 7:10 | 4:41 |
| Woodhill Road & Lexington Avenue . . . . .  | 6:01 | 6:38 | 7:12 | .... |
| Roseville Ice Arena Parking Lot . . . . .   | 6:03 | 6:39 | 7:14 | .... |
| County Road C & Lexington Avenue . . . . .  | 6:05 | 6:40 | 7:16 | .... |
| County Road C & Victoria Street . . . . .   | 6:07 | 6:42 | 7:18 | 4:43 |
| County Road C & Dale Street . . . . .       | 6:09 | 6:44 | 7:21 | 4:45 |
| County Road C & Rice Street . . . . .       | 6:11 | 6:47 | 7:26 | 4:47 |
| Larpenteur Avenue & Rice Street . . . . .   | 6:33 | 7:00 | 7:33 | 4:52 |
| Arrive St. Paul (4th & Minnesota) . . . . . | 6:50 | 7:15 | 7:50 | 5:05 |

**OUTBOUND**

FOR INFORMATION  
CALL 784-7196

|   | A.M. | C<br>P.M. | C<br>P.M. |
|---|------|-----------|-----------|
| Depart St. Paul (4th & Minnesota) . . . . . | 7:15 | 4:40      | 5:10      |
| Larpenteur Avenue & Rice Street . . . . .   | 7:30 | 4:55      | 5:25      |
| County Road C & Rice Street . . . . .       | 7:35 | 5:02      | 5:32      |
| County Road C & Dale Street . . . . .       | .... | 5:07      | 5:37      |
| County Road C & Victoria Street . . . . .   | .... | 5:09      | 5:39      |
| County Road C & Lexington Avenue . . . . .  | .... | 5:11      | 5:41      |
| Roseville Ice Arena Parking Lot . . . . .   | .... | 5:13      | 5:43      |
| Woodhill Road & Lexington Avenue . . . . .  | .... | 5:15      | 5:45      |
| Woodhill Road & Victoria Street . . . . .   | .... | 5:17      | 5:47      |
| County Road D & Victoria Street . . . . .   | .... | 5:19      | 5:49      |
| County Road D & Lexington Avenue . . . . .  | .... | 5:21      | 5:51      |
| County Road E & Lexington Avenue . . . . .  | 7:42 | 5:24      | 5:54      |
| County Road F & Lexington Avenue . . . . .  | 7:50 | 5:27      | 5:57      |
| Highway 96 & Lexington Avenue . . . . .     | 7:52 | 5:29      | 5:59      |
| County Road I & Lexington Avenue . . . . .  | 7:54 | 5:32      | 6:02      |
| County Road I & Aldine Street . . . . .     | 7:56 | 5:34      | 6:04      |
| County Road I & Quincy Street . . . . .     | 7:57 | 5:36      | 6:06      |
| County Road I & Long Lake Road . . . . .    | 7:58 | 5:38      | 6:08      |
| 85th Avenue N.E. & Long Lake Road . . . . . | 8:00 | 5:40      | 6:10      |



**PUBLIC HEARING ON PROPOSED  
RESTRUCTURING OF MTC ST. PAUL ROUTE 35F  
WEEKDAY AND NORTH SUBURBAN LINES  
WEEKDAY LEXINGTON ROUTE**

**7:00 P.M., THURSDAY, MARCH 11, 1993  
SHOREVIEW CITY HALL  
4665 NORTH VICTORIA STREET  
SHOREVIEW, MINNESOTA**

**ATTACHMENTS:      PROPOSED ROUTE  
                             PROPOSED SCHEDULE**

**PROCESS AND TENTATIVE TIMELINE FOR PROPOSED CHANGES:**

**RTB POLICY COMMITTEE REVIEW AND APPROVAL - MONDAY, MARCH 22, 1993**

**RTB FULL BOARD REVIEW AND APPROVAL - MONDAY, APRIL 5, 1993**

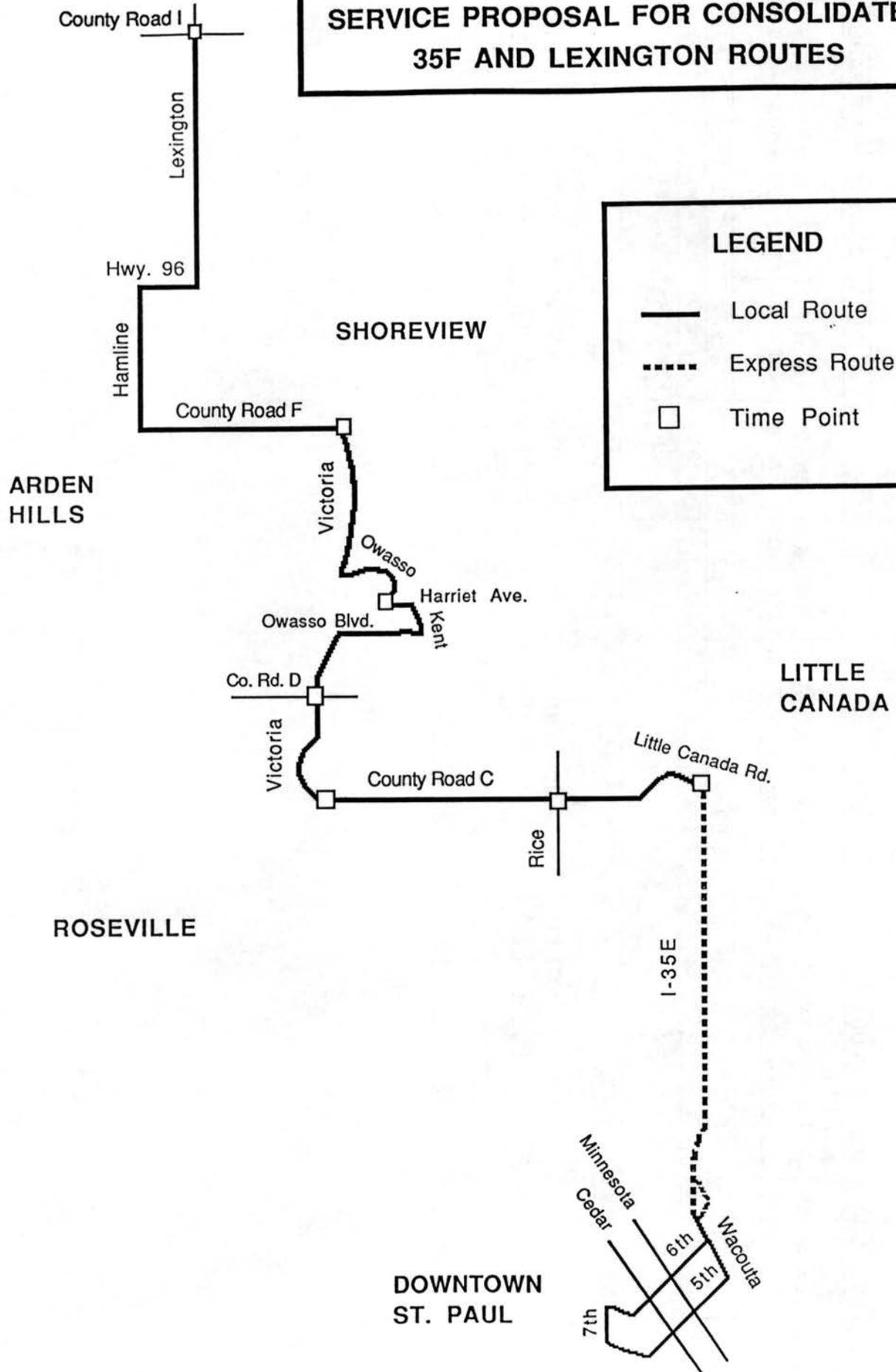
**IMPLEMENTATION: JUNE 1993**

**(PUBLIC COMMENTS ACCEPTED UNTIL APRIL 5, 1993)**

# SERVICE PROPOSAL FOR CONSOLIDATED 35F AND LEXINGTON ROUTES

## LEGEND

- Local Route
- Express Route
- Time Point



**PROPOSED SCHEDULE FOR CONSOLIDATED  
MTC 35F AND NSL LEXINGTON ROUTES**

| TO: DOWNTOWN ST. PAUL  |                                 |                     |                              |                       |                       |                              |                     | DOWNTOWN ST. PAUL               |                        |
|------------------------|---------------------------------|---------------------|------------------------------|-----------------------|-----------------------|------------------------------|---------------------|---------------------------------|------------------------|
| LEXINGTON<br>& CO RD I | HAMLIN -<br>ARDEN VIEW<br>COURT | OWASSO &<br>HARRIET | CO RD D &<br>VICTORIA        | VICTORIA<br>& CO RD C | RICE &<br>CO RD C     | LITTLE<br>CANADA<br>RD & 35E | 6TH &<br>WACOUTA    | 6TH & CEDAR                     | 6TH & 7TH              |
| AM                     | AM                              | AM                  | AM                           | AM                    | AM                    | AM                           | AM                  | AM                              | AM                     |
| 6:37                   | 6:45                            | 6:56                | 6:59                         | 7:02                  | 7:07                  | 7:10                         | 7:22                | 7:25                            | 7:28                   |
| 6:52                   | 7:00                            | 7:11                | 7:14                         | 7:17                  | 7:22                  | 7:25                         | 7:37                | 7:40                            | 7:43                   |
|                        |                                 |                     |                              |                       |                       |                              |                     |                                 |                        |
| DOWNTOWN ST. PAUL      |                                 |                     | FROM: DOWNTOWN ST. PAUL      |                       |                       |                              |                     |                                 |                        |
| 5TH & 7TH              | 5TH &<br>MINNESOTA              | 5TH &<br>WACOUTA    | LITTLE<br>CANADA RD<br>& 35E | RICE &<br>CO RD C     | VICTORIA<br>& CO RD C | CO RD D &<br>VICTORIA        | OWASSO &<br>HARRIET | HAMLIN -<br>ARDEN VIEW<br>COURT | LEXINGTON<br>& CO RD I |
| PM                     | PM                              | PM                  | PM                           | PM                    | PM                    | PM                           | PM                  | PM                              | PM                     |
| 4:37                   | 4:40                            | 4:43                | 4:55                         | 4:58                  | 5:03                  | 5:06                         | 5:09                | 5:20                            | 5:28                   |
| 5:07                   | 5:10                            | 5:13                | 5:25                         | 5:28                  | 5:33                  | 5:36                         | 5:39                | 5:50                            | 5:58                   |

## MEETING MINUTES FROM ROUTE 35F/N NSL LEXINGTON PUBLIC HEARING

March 11, 1993 - 7:00 p.m.  
Shoreview City Hall

Attending: Tom Sather, RTB Member; Randy Rosvold, RTB Senior Planner; Elaine Bauer, RTB Planner; Dennis Tollefsbol, MTC Service Planning Manager; Tom Johnson, MTC Asst. Chief Administrator for Development; Michele Levenson, MTC Marketing; Jim Johnston, MTC Transit Planner; and 12 riders--4 NSL and 8 MTC (see attached sign-up sheet).

1. Rosvold provided a description of the planning process as well as of the existing and proposed route.
2. Public Testimony
  - There is no bus service before 7:00 a.m. in the proposal. No service down Lexington. Misses park/ride at Civic Center. (Send time schedule and map for new Route 31).
  - Likes new proposal. Likes two-trip option. What are chances of proposal being implemented? Rosvold said there would be a strong chance if a lot of people endorse the changes proposed.
  - Likes plan. Thinks new routing downtown St. Paul is good. Plan picks up people who work. Uses park/ride.
  - Likes new routing downtown, also. It would help in the future to show ridership on route. Would like to see earlier bus trip.
  - Nice to get downtown at 7:00 a.m. as now doing on NSL Lexington Route.
  - Many said they can change work times--have flexible schedules. Would like to have more bus trip options allowing use of flexible work option.
  - Tom Sather pitched support of additional funding for transit.
  - Tom Johnson said MTC catching a lot of heat on downtown routing. Glad to hear some of the positive comments on the downtown routing.
  - Don Ahern article from the St. Paul Pioneer Press was referenced. People in attendance were encouraged to call Michele Levenson (349-7533) MTC Marketing Representative, to get Don Ahern's phone number to give positive comments on the downtown routing.

3 APR 1993

Regional Transit Board  
730 E 5th St  
St Paul MN 55101

This is to protest the proposed abandonment of the early schedule on the NSL Lexington route.

I've been depending on catching the bus at 6:10 at County Rd C and Mackubin for over 15 years. My only alternative is to drive downtown and neither you nor I want that.

Please find a way to keep the early bus running.

Sincerely,

David Eide  
2700 Westwood Village  
Roseville MN 55113-2341

230 EAST 5TH STREET  
ST. PAUL, MINNESOTA 55101  
292-8789

MAR 21 1977

R.T.B.

THIS IS ABOUT THE RESTRUCTURING OF MTC ST. PAUL ROUTE 35F WEEKDAY AND NORTH SUBURBAN LINES WEEKDAY LEXINGTON ROUTE.

THIS IS A BAD IDEA. I CAN NOT DRIVE AT NIGHT, I HAVE A CONDITION THAT MAKES MY DRIVEING LIMITED. YOU COULD REFER TO THIS A NIGHT BLINDNESS. FROM 7 TO 8 MONTHS A YEAR IT IS DARK EITHER WHEN I LEAVE TO GO TO WORK OR WHEN I COME HOME.

MY YARD IN ADJOINING LEXINGTON NEAR CANNON AVE. WHICH IS HALFWAY BETWEEN COUNTY RD E AND COUNTY RD D.

I WORK DOWNTOWN AND I TAKE THE LEXINGTON ROUTE TO WORK AND FROM WORK.

THIS WOULD REQUIRE ME TO QUIT MY JOB, BECAUSE THERE IS NO OTHER WAY FOR ME TO GET TO WORK, BESIDES PUBLIC TRANSPORTATION. I AM NOT ABLE TO WALK ALL THE WAY TO VICTORIA ST. FROM CANNON AVE. AND LEXINGTON AVE.

THE ROSEVILLE CIRCULATOR DOES NOT SUPPORT MY NEEDS. THERE IS ONLY ONE IN THE MORNING AND THAT IS NOT RELIABLE, IF IT BREAKS DOWN AS HAS HAPPENED BEFORE, THEY DO NOT SEND ANOTHER ONE OUT, ALL THEY DO IS WAIT UNTIL THE NEXT HOURLY RUN.

PLUS THE CIRCULATOR GOES TO ROSEDALE NOT DOWNTOWN.

\*\*\*\*  
WHAT ABOUT THE PARK AND RIDE LOT AT ROSEVILLE ICE ARENA? SEVERAL PEOPLE GET ON THERE?

THE GOVERNMENT AND ENVIRONMENTALISTS WANT US TO REDUCE ENERGY CONSUMPTION. SO DO I... BUT YOU DO NOT, WHY?

AS MORE PEOPLE MOVE INTO SHOREVIEW AND ARDEN HILLS THE MORE USAGE OF PUBLIC TRANSPORTATION IS USED. LOOK AT ME, I MOVED INTO ARDEN HILLS JUST OVER 1 YEAR AGO, AND NOW YOUR SAYING I CAN NOT TAKE THE BUS.

WHAT ABOUT ANOTHER SMALL BUS LIKE ROSEVILLE AREA CIRCULATOR THAT PICKS US UP AND DROPS US OFF ON LEXINGTON, THRU THE ROSEVILLE ICE AREA AND CONNECTS TO THE NEW CONSOLIDATED 35F AND LEXINGTON ROUTES?

WHAT ABOUT NOT STOPPING PUBLIC TRANSPORTATION DOWN LEXINGTON AVE. WITH THE LEXINGTON ROUTE. THERE ARE SEVERAL PEOPLE THAT GET OFF ON LEXINGTON AVE BETWEEN COUNTY ROAD E AND COUNTY ROAD D. AND NOONE HARDLY USES VICTORIA.

DROP VICTORIA BUT KEEP LEXINGTON.

\*\*\*\*\*

PEOPLE CAN TRANSFER FROM THE LEXINGTON ROUTE AT ROSEVILLE ICE ARENA UNTO THE MPLS ROUTE 33. THE 33 GOES UP AND DOWN VICTORIA, WHY DUPLICATE THE VICTORIA ROUTE, AND CUT OFF LEXINGTON ROUTE.

YOU WILL HAVE 2 BUSES ON VICTORIA AND COUNTY RD D AND NONE ON LEXINGTON AND COUNTY RD D. THIS IS STUPID....

\*\*\*\*\*

STEVE COOKE (229-3143)  
(MAILING ADDRESS ONLY)  
1635 W. COUNTY RD C.

\*\*\*\*\*



RTB:

I catch the Lexington Av. Bus AT  
Tiller Lane on Lexington, which is Just North of  
County RD D.

Morning

I take the bus to Roseville Ice Arena.

Night

AT night I pick up the Lexington Route Bus  
at the Roseville Driver & Vehicle Service  
Building/Fire station or the Ice Arena.

I cant take the circulator to Roseville  
Ice Arena, only to Rosedale. The 1st  
circulator Route arrives in Rosedale Lot  
at 7:05, then leaves at 7:20 and gets to  
The ice Arena at 7:30.



That means I have to catch the Roseville  
circulator at 6:50 to Rosedale From home  
and arrive at ~~home~~ (Roseville Driver & Vehicle)  
at 7:30 - thats 40-45 minutes for  
a 2 mile ride.

I can not do that - my time is too precious  
to wait 40 minutes in the morning & 40 minutes  
in the evening - thats about 1 1/2 hours a day  
to go 4 miles Round trip.

~~Harry Cook JR.~~  
Harry Cook JR.  
1138 Hunters Ct.  
Arden Hills, MN 55112

342-6126

MARCH 19, 1993

Greg Andrews, Executive Director  
Regional Transit Board  
Mears Park Centre  
230 East 5th Street  
St. Paul, MN 55101

Re: Proposed consolidation of MTC Route 35F and N.S. Lexington Route.

Dear Mr. Andrews,

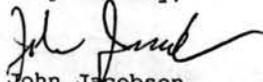
I have been a steady rider of the North Suburban Lexington route for over six years. I board the bus at the Roseville Civic Center park and ride lot because I live in the adjoining neighborhood. I am incensed that you are proposing to bypass this park and ride lot. Park and ride lots are meant to promote ridership instead of driving of cars. Your proposed non-service to this park and ride will leave me stranded with no bus service!! It seems you are going out of your way to please the MTC and their ailing 35F route at our, the North Suburban ridership, expense. The Lorenz North Suburban Lines offers a far superior service to that of the MTC. My message is simple, Don't try to fix something that isn't broken, give priority to the healthy North Suburban Lines Route not the ailing MTC 35F Route.

Attached is a diagram of the existing and proposed routes in the vicinity of the Roseville Civic Center park and ride lot. If nothing else please note these two facts derived from the diagram:

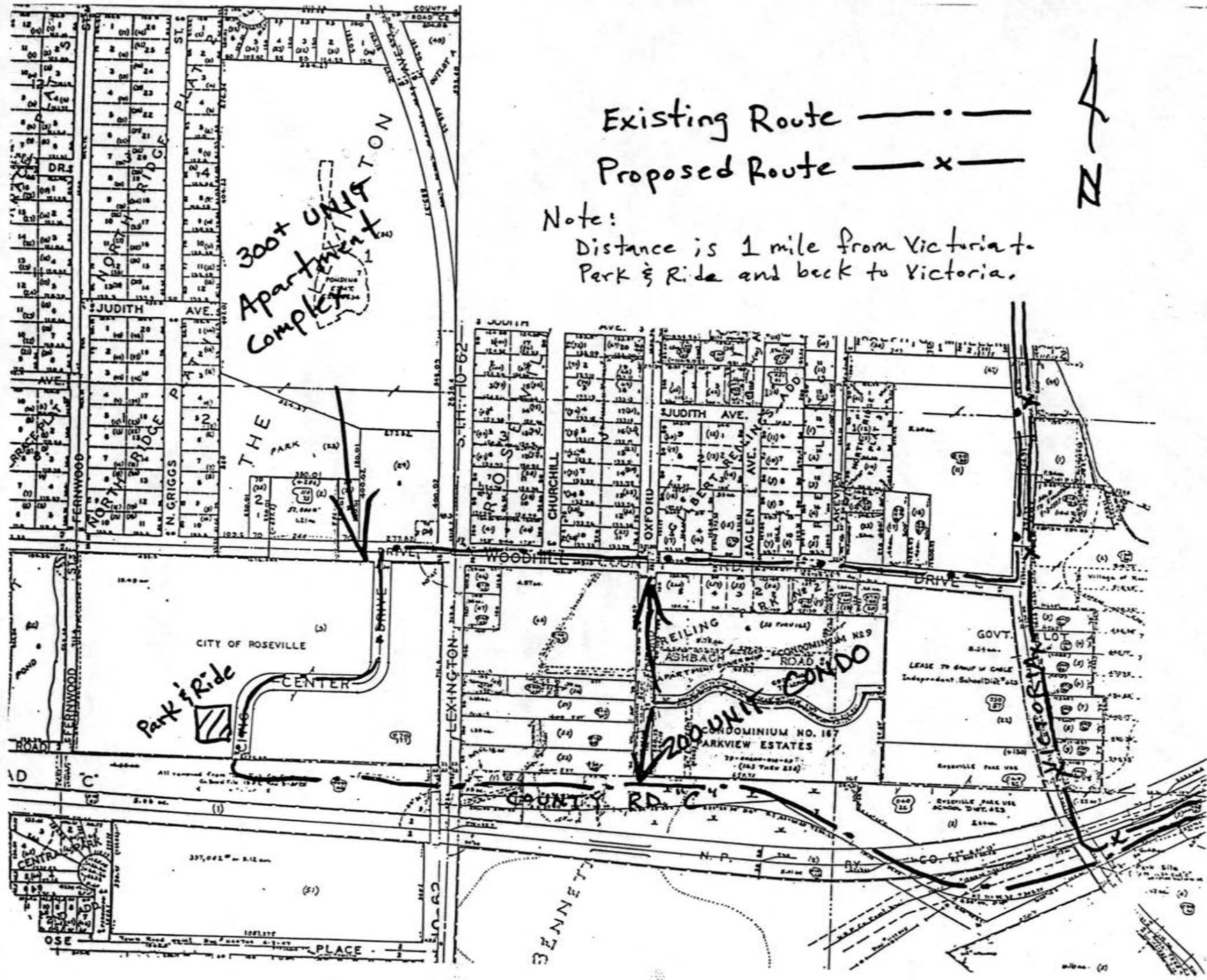
1. The distance from Victoria to the park and ride and back to Victoria is only one mile!!! Takes maybe two minutes?
2. The potential ridership of; the park and ride, the 200 unit condominium and 300+ unit apartment complex is glaringly apparent. To bypass this potential is a disservice to the community!!

Further I disapprove of declaring the "new route" an Express route and charging an additional 25 cents because of it. It is a joke that the extra charge is incurred so as to save 5 minutes of travel time. Poor economics!!

Respectfully,

  
John Jacobson  
2864 Fernwood ST.  
Roseville, MN 55113  
483-6111

cc: North Suburban Lines



Existing Route ———

Proposed Route — x —



Note:

Distance is 1 mile from Victoria to Park & Ride and back to Victoria.

300+ UNITS  
Apartment  
Complex

Park & Ride

200 UNIT CONDO

CITY OF ROSEVILLE

COUNTY RD. C

BENNETT

VICTORIA DRIVE

GOVT. LEASE TO GROUP or CARE Independent School Dist. 202

CONDOMINIUM NO. 167 PARKVIEW ESTATES

ROSEVILLE PARK USE SCHOOL DIST. 202

CENTER DRIVE

ASHBACH ROAD

CONDOMINIUM NO. 9

ROSEVILLE PARK USE SCHOOL DIST. 202

ROSEVILLE PARK USE SCHOOL DIST. 202

All returned from

337,021 sq. ft. - 8.12 ac.

PLACE

N.P.

CO. ST. 111

NEW SITE

10-11-60

MAR - 9 1993

4035 N. Victoria St. #219  
Shoreview, MN 55126  
March 8, 1993

Regional Transit Board  
Mears Park Centre  
230 East Fifth St.  
St. Paul, MN 55101

RE: MTC St. Paul Express Route 35F  
Arden Hills/Shoreview

Dear Sir:

I have been a regular rider on Route 35F since moving to Shoreview two years ago. I have enjoyed the convenience of bus service very much.

I would not object to the consolidation of MTC Route 35F with North Suburban Lines, provided the County Rd F and Victoria area was still included in the route. Please do not discontinue service to this area entirely.

Thank you for your attention to this matter.

Sincerely,

*Laurel Ruether*

Laurel Ruether

MAR 20 1993

March 25, 1993

Mr. Mike Opatz  
Regional Transit Board  
Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101

RE: Restructuring of North Suburban Lines Lexington Route

Dear Mr. Opatz:

I am writing this letter to inform you of my displeasure in the changes that are being proposed to the North Suburban Lexington Route. I was informed you were the individual to contact. The changes are being made supposedly to consolidate the Lexington Route with the St. Paul Route 35F. I can understand the Regional Transit Board trying to save money, but these changes are being made in a manner that does not take the concerns of the present riders on this Lexington Route. I presented my concerns at the proposal hearing of March 11, 1993 but left with the feeling that, although I was able to express my opinion, this restructuring of the routes was a done deal. The "survey" that was done seemed to carry all the information that was needed to make this decision. Everything was in black and white! "Not enough ridership on this Lexington stretch!". I feel you could use this argument on a lot of bus routes in the Twin Cities. I disagree with this approach. If a survey was going to be done why wasn't ridership looked at over a period of time. A one time observance (although I was told it was twice) does not reflect an accurate picture. <sup>ONE DAY</sup> Last week on the stretch of the Lexington route from the Park and Ride at the Roseville Ice Arena to County Road E, seven individuals got off the evening 4:40 bus. This doesn't seem to bad to me. I question how many of these individuals would use the new bus route. I guess it always can be said that if someone does not want to walk 1/3 mile to the bus stop (the distance between Victoria and Lexington) they don't need bus service. Let them drive to work. The stops where these riders got off will no longer be available under the proposal.

Your new proposal even excludes service to the Roseville Ice Arena Park and Ride. I can't understand this at all. There is one rider who gets on the bus at the Park and Ride, transferring from the Minneapolis route 33, and rides the bus north to get off south of County Road E on Lexington. The Roseville Circulator that operates on Lexington is not much help for any of these stops when you look at coming from the direction of St. Paul. The circulator

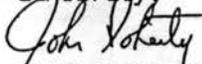
serves the Rosedale bus center mainly. I'm not claiming Lexington is a big money route, but I think the stretch south of County Road E carries its weight both into town in the morning and out in the evening if looked at over a period of time.

Another concern, putting aside the actual route as discussed above, is the time of the two scheduled buses in the morning. Why is there no earlier bus? There should be a bus that gets downtown earlier than 7:25 AM. The way it is in the proposal two buses would arrive downtown only 15 minutes apart. Why can't there be 30 minutes between them instead and have one arrive before 7:00 AM and one around 7:30 AM. The proposal has the evening buses running 30 minutes apart. Why not the morning buses too. Running two buses that close together is going to end up with having one of the buses almost empty anyway the way I see it.

My third concern is where could riders park their cars along Victoria St. if they drive to catch the bus since the Ice Arena parking would not be included in the proposed changes. There seems to be no area where this would be available. I guess riders would have to find on street parking somewhere or just forget about taking the bus.

It is my hope that the Transit Board will take some of these concerns into mind when they make the final decision on the proposed restructuring of the Lexington bus route. The route has been in operation in one form or another since the late 1960's. I don't feel the time for its demise has arrived.

Sincerely,



John Doherty  
3270 No. Lexington Ave.  
Shoreview, Mn 55126

cc:Randy Rosvold

Subj: Restructuring of Route 35F + No. Suburban Lexington Route

MAR 19 1993

R.T.B.

Mar 18, 1993

To: Transit Board

Review + Approval Meeting of April 5, 1993

I just received a copy of the proposal for consolidation of the 35F and the North Suburban Lines Lexington Route. Why are you considering cutting the early bus service. We should be able to get downtown before 7:25 that is on the current proposal schedule. If you can't run a full bus line at that time, why can't you run a shuttle bus to Riedland a connection point for downtown. Surely the transit board must realize we are not a 8-4:30 workforce anymore. Even the "early" bus arrives downtown at about 7:25. Even if one starts at 7:30, this does not give someone time to get off the bus, walk to work and be at your work location in 5 minutes or less. This schedule is worthless for early workers. Have one bus getting downtown at least by 7:00 A.M. If you can't do that, save more money and eliminate the 7:25 also.

A second point I question is why does the new route bypass the Knoxville Ice Arena park + ride? If people are not given the option of ~~using~~ <sup>using</sup> a park + ride location, quit using it in your efforts to increase bus use. The western suburbs are having park + rides built all over the place and in the northern suburbs we are going to eliminate the use of them. This makes no sense to me at all. I can't see ~~any~~ this proposal increasing bus ridership. Decreasing it - yes probably.

Early Bus Rider  
Joseph Phillips - Knoxville

cc Board

March 17, 1993

Mr. Greg Andrews, Executive Director  
Regional Transit Board  
Mears Park Centre  
230 East Fifth Street  
Saint Paul, MN 55101

RE: Restructuring of MTC Route 35F & No. Suburban Line Lexington Route

Dear Mr. Andrews:

I am opposed to the restructuring of the MTC Saint Paul Route 35F weekday and North Suburban Lines weekday Lexington Route.

I live two blocks from the Roseville Ice Arena Park & Ride where I currently catch my bus. With this proposed restructuring, no bus service will be available at this site. Many of us catch the bus at this site, not just myself. I have been taking this bus for 13 years.

Why change the current bus service? It is working just fine for us, its current users. Poor MTC ridership in this area does not justify ruining a healthy bus service that North Suburban Lines provides for its customers.

I thought one goal of RTB was to keep people out of their cars and on the bus to downtown. If you are going to bypass the park and ride in my neighborhood, many of us who catch the bus at this site, will be driving to work.

I will not get on a MTC bus. Their service is poor, their drivers are rude, their busses are unclean, and the busses are poorly maintained.

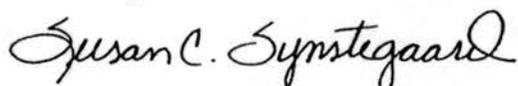
I received a flyer about this change only last week. I think a change of this magnitude requires more study before such dramatic action!

Why should we, North Suburban Line bus riders, sacrifice our convenience to satisfy former MTC bus riders? This is not right.

You are taking away our park & ride. What alternative park and ride along this route are you offering us in return? None!

The North Suburban Lines is an exceptionally well run company. Don't mess with it. You don't know what you're doing.

Sincerely,



Susan C. Synstegaard  
2726 Dellwood Street  
Roseville, MN 55113  
(612) 633-2245

cc: North Suburban Lines

March 17, 1993

Mr. Greg Andrews, Executive Director  
Regional Transit Board  
Mears Park Centre  
230 East Fifth Street  
Saint Paul, MN 55101

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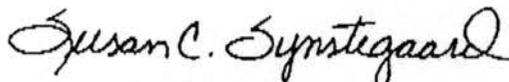
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Sincerely,



Susan C. Synstegaard  
2726 Dellwood Street  
Roseville, MN 55113  
(612) 633-2245

~~(Copy of this letter is in the file)~~



**PUBLIC HEARING ON PROPOSED  
RESTRUCTURING OF MTC ST. PAUL ROUTE 35N  
WEEKDAY AND NORTH SUBURBAN LINES  
WEEKDAY COMMUTER II**

**7:00 P.M., TUESDAY, MARCH 9, 1993  
ARDEN HILLS CITY HALL  
1450 W. HIGHWAY 96  
ARDEN HILLS, MINNESOTA**

**ATTACHMENTS:      PROPOSED ROUTE  
                             PROPOSED SCHEDULE**

**PROCESS AND TENTATIVE TIMELINE FOR PROPOSED CHANGES:**

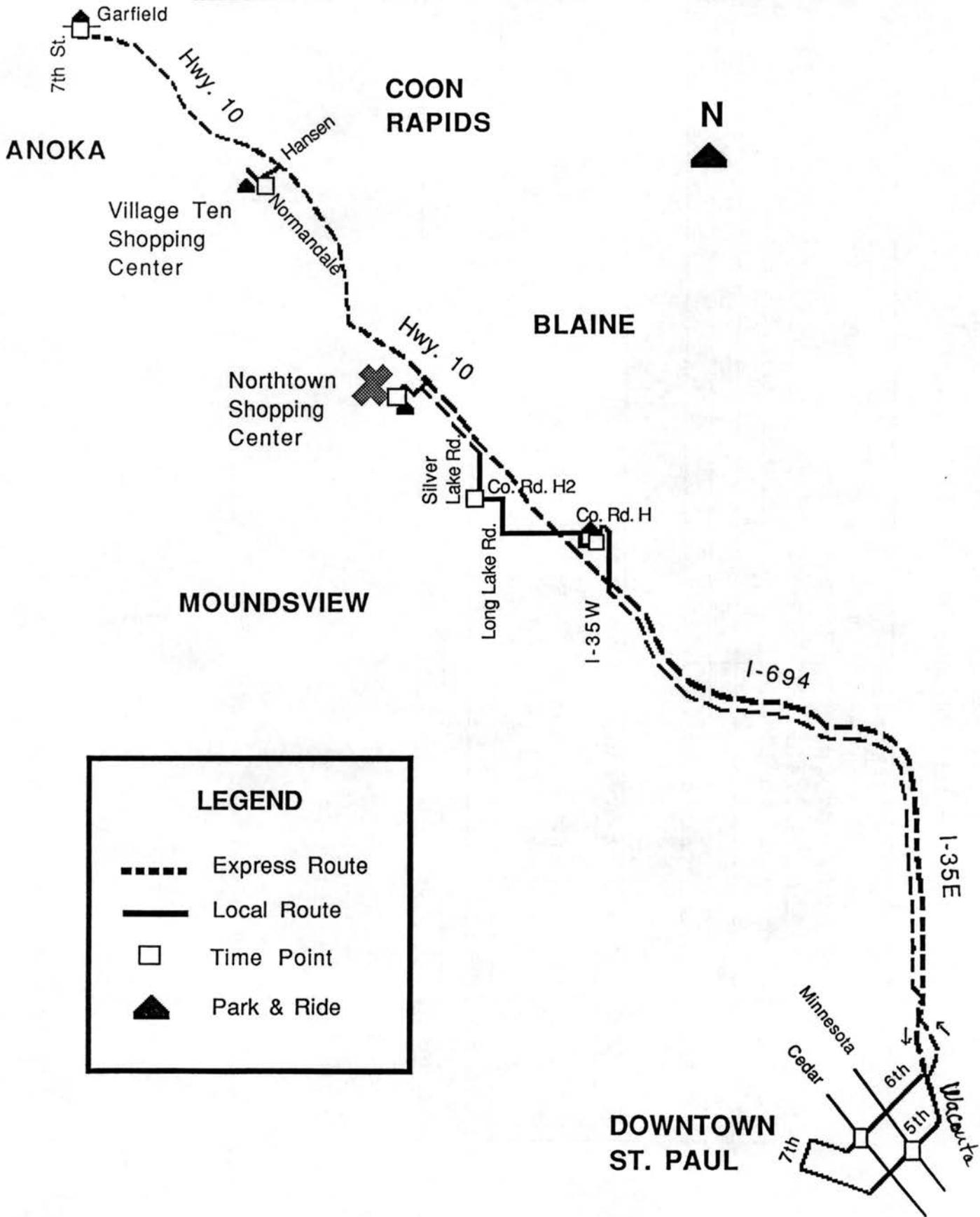
**RTB POLICY COMMITTEE REVIEW AND APPROVAL - MONDAY, MARCH 22, 1993**

**RTB FULL BOARD REVIEW AND APPROVAL - MONDAY, APRIL 5, 1993**

**IMPLEMENTATION: JUNE 1993**

**(PUBLIC COMMENTS ACCEPTED UNTIL APRIL 5, 1993)**

**SERVICE PROPOSAL FOR CONSOLIDATED  
35N AND COMMUTER II ROUTES**



**SERVICE PROPOSAL FOR CONSOLIDATED  
MTC 35N AND NSL COMMUTER II ROUTES**

|                   | TO: DOWNTOWN ST. PAUL                    |  |  |                              |  | DOWNTOWN ST. PAUL                          |  |
|-------------------|--|--|--|------------------------------|--|--|--|
|                   | Anoka -<br>7th & Garfield<br>Park & Ride | Coon Rapids -<br>Village 10<br>Park & Ride | Blaine -<br>Northtown<br>Park & Ride   | Silver Lake<br>Rd & Co Rd H2 | Moundsview -<br>Co Rd H<br>Park & Ride | 6th Street &<br>Cedar                      | 6th Street &<br>7th Street               |
|                   | AM                                       | AM   | AM                                     | AM                           | AM                                     | AM   | AM                                       |
| Anoka Express     | 6:16                                     | 6:24                                       | 6:37                                   | ---                          | 6:49                                   | 7:15                                       | 7:18                                     |
| Northtown Express | ---                                      | ---  | 6:58                                   | 7:06                         | 7:14                                   | 7:40                                       | 7:43                                     |
| Anoka Express     | 6:44                                     | 6:52                                       | 7:05                                   | ---                          | ---                                    | 7:40                                       | 7:43                                     |
|                   |  |  |  |                              |  |  |  |
|                   | DOWNTOWN ST. PAUL                        |  | TO: ANOKA                              |                              |  |  |  |
|                   | 5th Street &<br>7th Street               | 5th Street &<br>Minnesota                  | Moundsview -<br>Co Rd H<br>Park & Ride | Silver Lake<br>Rd & Co Rd H2 | Blaine -<br>Northtown<br>Park & Ride   | Coon Rapids -<br>Village 10<br>Park & Ride | Anoka -<br>7th & Garfield<br>Park & Ride |
|                   | PM                                       | PM   | PM                                     | PM                           | PM                                     | PM   | PM                                       |
| Northtown Express | 4:37                                     | 4:40                                       | 5:06                                   | 5:14                         | 5:22                                   | ---  | ---                                      |
| Anoka Express     | 4:42                                     | 4:45                                       | ---                                    | ---                          | 5:20                                   | 5:33                                       | 5:41                                     |
| Anoka Express     | 5:07                                     | 5:10                                       | 5:36                                   | ---                          | 5:48                                   | 6:01                                       | 6:09                                     |

## MEETING MINUTES FROM ROUTE 35N/NSL COMMUTER II PUBLIC HEARING

March 9, 1993 - 7:00 p.m.  
Arden Hills City Hall

Attending: Tom Sather, RTB Member; Greg Andrews, RTB Executive Director; Howard Blin, RTB Planning Manager; Randy Rosvold, RTB Senior Planner; Paul Moline, RTB Planner; Bob Mairs, MTC Chair; Paul Wallace, MTC Director of Security; Jim Johnston, MTC Transit Planner; Beverly Aplikowski, Arden Hills Council Member; and 13-35N Riders, 3-35F Riders and 2-NSL Commuter II Riders (see attached sign-up list).

1. Brief introductions by Randy Rosvold who then provided a description of the service and explained the process being followed.
2. Public Testimony
  - Key issue is who will provide bus service--MTC or North Suburban Lines? Won't ride bus if it's MTC--unreliable service, poorly maintained buses, crabby drivers.
  - 7:25-7:30 arrival time downtown. When will HOV bypass ramp in downtown St. Paul to I-35E north be complete?
  - What is capacity on buses?
  - What is bus fare?
  - How did RTB come up with times on timetable? How can travel time be the same with new 35F times?
  - Can you justify two buses on the 35F?
  - What is RTB? How do you get on it?
  - What is the RTB's budget?
  - What about people west of Hamline on Highway 96?
  - Proposal for park/ride at County Road H would mean I have to walk or drive north of my home. This is backtracking. I want to go downtown. Reluctant to go north. Too much congestion in Highway 10-I35W County Road H area.
  - When will park/ride lot at County Road H be done? What will folks do in the meantime? You are forcing people to drive to park/rides and not use transit. If people will use car, they will drive downtown.
  - Where would Commuter II stop at Northtown?
  - Park-and-ride at Northtown needs better lighting. Will they have phones?
  - Is Commuter II below subsidy standard?
  - One trip on 35N is full--why is it high subsidy?
  - MTC bus drivers get lost--always new, don't know routes.

- Will proposed routes be overcrowded like the 35N?
- Questions/clarification about arrival times in downtown St. Paul.
- Won't 7:40 arrival express from Anoka-Northtown be full?
- Gets on/off on Highway 10 and Able St.--how will he use proposed service?
- Is route subject to change later if needed?
- Right now, people can get on NSL at Fourth and Minnesota before it leaves so they don't have to stand on corner. Will they still be able to?
- When will decision be made on who provider is?
- Is happy to see RTB not proposing elimination of bus service. Grateful that staff is trying to be responsive to riders' concerns.

October 2, 1992

Regional Transit Board  
Att: Randy Rosvold  
Mears Park Centre  
230-5th St. E.  
St Paul, MN 55101

In response to the request for comments and suggestions concerning Route 35N I would like to submit the following statement:

I have ridden the 35N MTC bus route since November of 1985. This is my only viable means of transportation to my place of employment. I ride this route five days per week 52 weeks per year.

When I began commuting to downtown St Paul on the 35N line, the service was somewhat unreliable in that on several occasions the bus simply did not show up and no replacement bus was sent to pick us up. Also we were subject to rather frequent breakdowns on route to or from downtown St Paul.

The passengers did their share of complaining and I feel that service did improve in that a second bus was added both morning and afternoon to ease the overcrowding problem that we had experienced in which passengers were standing for the entire ride from Mounds View to downtown in the morning and from downtown out to the suburbs in the evening. Also, the breakdowns have been very rare lately and that is much appreciated by all.

I find it hard to believe that ridership has declined to such a point that discontinuing the route is being considered. If the route was known for being available and consistently reliable, I think the ridership would improve by virtue of its reputation. I know I was very discouraged when I felt that I couldn't truly depend on the bus service. ~~I would have used different transportation if I had known of any.~~ But I stuck with the bus and service did get better. I would feel badly if the service was cut down or taken away.

As a taxpayer, I know that our tax dollars subsidize the MTC and therefore feel that I am paying not only as I pay my fare, but also in my property tax payments and probably with State and Federal income taxes as well. I have tried to ascertain just how much the city of Mounds View where I reside pays into the fund, but have not met with much success learning this in

formation. I will continue to try to learn this before the meeting. It is most likely a matter of asking the right office the right question. I know the city of Shakopee investigated this issue a few years ago and some very interesting data was revealed.

Those of us who use the bus, whether for lack of any other means of getting to work or who feel that mass transportation is a sound environmental issue hope that more study will be made before any such drastic step as cancelling the 35N route is made.

I have tried to graciously accept and tolerate the changes in routing that have been made downtown St Paul lately because I assume that some sacrifices have to be made for the general good. It has meant that I walk farther to and from my place of work and that I can't shop ~~at~~ some of the downtown merchants as often as I used to.

Please consider my comments in this matter. I hope other passengers will also voice their opinions and that they will be heard by the Board.

Very sincerely



Sally Peters  
2629 Clearview Ave.  
Mounds View, MN 55112  
780-4112 (home)  
266-2141 (office)

|                       |  |                                 |  |
|-----------------------|--|---------------------------------|--|
| Company               | REGIONAL TRANSIT BOARD   | Company                         | 2629 CLEARVIEW AVE                       |
| Location              | 230-5TH ST E   | Location                        |  |
| Fax #                 | 229-2739   | Telephone #                     | 266-2144                                 |
| Comments              | RESPONSE TO RTB<br>PROPOSAL OF CHANGES<br>IN MTC 35N ROUTE. I AM SENDING A CURRENT<br>LETTER AND COPY OF PREVIOUS CORRESPONDENCE |                                 |  |
| Original Disposition: | <input type="checkbox"/> Destroy   | <input type="checkbox"/> Return | <input type="checkbox"/> Call for pickup |

March 3, 1993

Regional Transit Board  
 Mears Park Centre  
 230 E. 5th St.  
 St Paul, MN 55101

To Whom It May Concern:

Once again the riders of the 35N bus route between Northtown Shopping Center and downtown St. Paul are being forced to justify and apologize for their use of and need for the bus service they use every week day to get to their places of employment.

At the last meeting we attended we were shown charts and graphs explaining how unprofitable it is for the MTC to maintain this route. When we questioned the accuracy of the statistics that were presented, our objections were more or less acknowledged and then ignored.

I guess I am tired of begging the MTC to continue the 35N bus route. We all have suggested that possibly some of the trips to the Mega-Mall could be curtailed a bit to redistribute the reduced fares to the Mall and allow for those of us who are trying to earn a living and use mass transportation.

I have heard very positive reports on the North Suburban Bus services, so if that line can handle the ridership, I'm willing to use that company. I would hope that some thought will be given to schedules and routes so that our lives aren't disrupted any more than is absolutely necessary. If we are going to have to use a Park and Ride facility, I hope there will be adequate parking available. I am even willing to pay more for the bus fare. Just give a bus we can depend on and quit whining about how useless we all are.

Thank you

*Sally Peters*

Sally Peters  
 2629 Clearview Ave.  
 Mounds View, MN 55112  
 780-4112 (home)  
 266-2144 (work)

3-16-93

Mr. Greg Andrews, Executive Director  
Regional Transit Board  
230 East Fifth Street  
St. Paul, MN 55101

cc Board

Dear Mr. Andrews,

Realizing you are soon to make a decision concerning a proposed restructuring in the Commuter II bus route from Anoka to St. Paul, I felt I needed to express my concerns regarding any changes. I am very unhappy that you did not consider us, as customers, enough to talk with us concerning a proposed restructuring that could affect us all greatly. In speaking with Randy from your offices on the telephone, I got the impression that the people making this decision felt the changes would improve the route. I totally disagree with that premise. Here are my major concerns:

1. The bus currently running is a coach bus - comfortable, roomy and not your normal, smelly, transit bus. I would not be interested in riding a city bus for the length of time we spend on the bus each day. Transit buses are fine for short, inner-city routes, but not for this length of a commute.

2. John Ward Park, our current bus pick up and drop off, is paved and well plowed. We can wait in our cars until the bus arrives without a problem. The 7th and Garfield Park and Ride is not paved and is a muddy mess for the majority of the year. The people who meet the bus there now have to stand in line outdoors to wait for the bus as it stops in the street to pick them up.

3. The timelines on the proposed restructuring are not realistic. Perhaps the people who have researched these time lines and the length of time it takes to stop and pick up or drop off passengers should actually ride our bus - during rush hour - and see first hand how long the trip actually takes. Many of us are on the bus for a long enough period of time that we do not care to extend the length of our commute.

4. I'm away from home for twelve hours each day now. I would need to take the earlier morning bus if I had to walk the five or six blocks from the new drop off point just to get to work on time. Again, because of the distance I would have to walk from work, I would have to take the later bus going home. This would add at least another 45 minutes to an already long day.

4. The Lorenz Line bus caters to us - its customers. It drops us off and picks us up where we can reach our jobs **safely and quickly**. Very few people have to walk more than a couple of blocks to get to work. The proposed change would have people walking much farther. No one minds a walk on a nice day, but it would be extremely undesirable during our winters or rainy days.

5. Our bus commute is working. We do not need or want additional buses as a trade off for the other concessions that we would be making. It seems a bit unfair to change our commute just because one of the 35N buses is not working. Perhaps the 35N people could drive to the Village 10 stop and join our bus family.

It has been a pleasure riding this commuter bus. Lorenz Bus Company does a good job. I really hate the thought of having to drive to work again. Please reconsider this proposal. There's an old saying - "If it ain't broke - don't fix it." Please don't try to FIX our bus - IT AIN'T BROKE!

Sincerely,



Karen Henderson, Commuter II Bus Rider (Phone: 296-1067)

Karen Henderson, Executive Director  
Minnesota VICA  
520 Capitol Square Building  
550 Cedar Street  
St. Paul MN 55101

Sue Brettschneider  
1845 South Ferry Street  
Anoka, MN 55303  
H 427-0653  
W 296-2821

March 18, 1993

Greg Andrews, Executive Director  
Regional Transit Board  
Mears Park Centre  
230 East Fifth Street  
St. Paul, MN 55101

Dear Mr. Andrews,

Planning, organizing, and providing transit in the metropolitan area is an unenviable tremendous task. I know one bus route is a mere speck in the transit program. I just wanted you to hear from one of the 32+ satisfied riders on the North Suburban Lines Commuter II.

The people on our bus are unique. Many ride the bus specifically because it is not the standard MTC transit bus. For most the only time they ride the bus is to and from work and they are willing to pay the slightly higher price for the padded-cloth covered-reclining seats, air conditioning, a bathroom, easily accessible paved parking areas, curbside service, and express route. We have come to know each other quite well, we even have a bus Christmas party with an official commuter song book with just enough songs to sing from St. Paul to Coon Rapids.

I have ridden the bus daily for the past ten years. During that time only three changes have been made, two of which were requests from the riders. The first change we requested was an inbound stop for the people who work on the capitol side of Highway 94. This was done and has been in effect for approximately eight years. The second change was the morning departure time. Previously our route left Anoka at 6:50 a.m. Because of growth in traffic, weather and construction we found that we were not arriving in St. Paul in time for everyone to get to work by 8:00 a.m. and asked to leave ten minutes earlier in the morning. The third change was the increase in fare. We were happy to pay the additional fare considering the professional, comfortable service we were receiving. The bus company always seems to have our best interest at heart. In the era of Total Quality Service I feel North Suburban Lines has given us the best of all worlds in bus commuting.

Unbeknownst to the riders of Commuter II plans to change the service were in the works. On paper these changes may look like a change for the better. Unfortunately the proposed changes do not meet the needs and desires of the current commuters. We were given very little notice about the hearing and felt like we were left out in the decision making process. After spending two hours a day, five days a week for ten years commuting, I believe I have gathered some knowledge and would be able to offer educated opinions on the suggested alternatives.

I would like to take this opportunity to invite you to take a ride with us. See first hand the quality of service, experience the courtesy of the drivers, check out the parking areas, time the route, see the ease of access at the drop-off points. It would give you first hand knowledge as to why we think the proposed changes would be a detriment to the service currently provided. What is more important, the schedule or the riders?

We  Commuter II

March 17, 1993

Mr. Greg Andrews, Executive Director  
Regional Transit Board  
Mears Park Centre  
230 East Fifth Street  
St. Paul, Minnesota 55101

Dear Board Member:

It has come to my attention that in the near future the Regional Transit Board will be making a decision regarding a proposed restructuring in the Commuter II bus route from Anoka to St. Paul affecting MTC 35N and North Suburban Lines and the customers involved. Please be advised that I am totally opposed to any changes from the existing system.

Several years ago Mr. Jim Lorenz, owner of North Suburban Lines, saw a need to provide transportation service to the northern suburb citizenry who worked in Downtown St. Paul. Mr. Lorenz accepted this challenge and started a commuter express service from Anoka to St. Paul. There was no assurance that this new service would succeed, in fact, the first week there were only four passengers. Mr. Lorenz, with his sincere commitment, continued to provide a quality service during these difficult times and limited ridership.

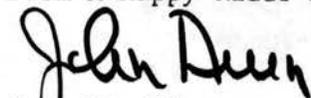
Over the years the ridership has continued to grow to its current level (30-40 passengers). Mr. Lorenz and North Suburban Lines continually demonstrate their commitment to provide an essential service to their customers. His bus line picks up and drops us off so that we reach our destination safely and on a timely basis. His buses are always on time, they are clean, the drivers are skilled and courteous, and the overall service is excellent. Why penalize the customers using this quality service provided by North Suburban Lines? Why penalize Mr. Lorenz who years ago saw a need for an express commuter service, accepted the challenge and risk, and has since that time provided a quality service to many customers?

In my judgement, the proposed restructuring of Commuter II, Anoka to St. Paul, would destroy a perfectly good and efficient service.

Please allow Mr. Lorenz and North Suburban Lines to continue their efficient commuter service without change.

If you have any questions, please contact me.

From A Happy Rider Since Day One,



John W. Allen  
2701 121st Lane Northwest  
Coon Rapids, Minnesota 55433  
421-9267

cc: Jim Lorenz

Greg Andrews  
Mears Park Centre  
230 East 5th Street  
St. Paul, MN 55101

3-17-93

Dear Greg,

I am very concerned about the current proposal by the RTB to alter my bus service. I have ridden the North Suburban Commuter II Coon Rapids bus for five years and I have been very satisfied with the service. I don't want it to change. If the new proposal was implemented and the commute time to downtown was extended, the express nature of the bus altered, or the quality of the bus reduced, I would not ride the bus any more.

The current commuter II service meets the RTB's performance standards. The problem appears to be the early 35N bus. It doesn't make sense for the RTB to take a service that is working well for their customers and is meeting their own performance standards and alter the characteristics that have made it a success.

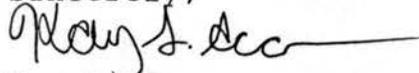
My current time on the bus is 45 minutes in the morning and 50 minutes in the afternoon. Increasing this time would not be acceptable.

I have ridden many different MTC bus routes including the 35N and from my prior experience I know that this North Suburban Service offers many features that MTC can not match including:

- truly express service.
- clean, high quality, dependable buses.
- heat and air conditioning that work.
- an available comfortable seat.
- draft free and rattle free windows.
- the North Suburban bus pulls right into the group of waiting cars in a well lit parking area.
- a bathroom.
- a quiet ride that lends itself to reading or studying.
- courteous bus drivers.
- individual lights so people can sleep or do other activities.

I hope you will decide not to change the Commuter II service. My telephone number is 223-4046, please call me if you would like any more information.

Sincerely,



Kay L. Scow

*Nevin D. Nolder II*  
*550 Cedar Street, #819*  
*St. Paul, Minnesota 55101*  
*(612) 296-8586*

March 17, 1993

Mr. John Riley, Chairman  
Regional Transit Board  
230 East Fifth Street  
St. Paul, Minnesota 55101

Dear Mr. Riley:

I am writing in response to the recent announcement of the Board's hearing on the proposed consolidation of MTC bus route St. Paul Express #35N with existing North Suburban Lines Commuter II service.

I have commuted into downtown St. Paul via Anoka for over 15 years -until this past fall by car. I have tried car pooling at times and found that it did not work out, so have driven alone most of the time. This past fall, having been strongly encouraged by a friend who rides with North Suburban Lines, I made the switch to the bus.

This was not an easy decision. By car my commute requires about two hours per day in addition to my work hours. 10 and a half hours is a lot of time to be away from home. The present arrangement required that I add an additional hour and a half due in part to necessary "wait time"; in part to extended time between drop off and pick up; in part due to delay at the existing stop at Village 10 - a total of 12 hours away from home. Despite the added time involved, I made the switch, primarily in response to the relative safety and comfort of the coach ride.

Your proposed changes would destroy that already precarious balance. In addition to the fact that your projected schedule could not possibly be met, you are proposing additional time (and discomfort and inconvenience) hiking several blocks each way to a new stop morning and night.

Mr. Riley, it is my impression that one of the goals of the RTB is to increase ridership for mass transit and to decrease reliance on individual commuting by car. This proposal will certainly work against that objective.

I would be extremely surprised if you could produce one Commuter II rider who would favor the proposed consolidation. The net result of this change would be a substantial increase in the number of cars driving into St. Paul each day, and a substantial decrease in the use of (and confidence in) mass transit on the part of present Commuter II riders.

Please abandon this poorly conceived and poorly handled proposal!

Sincerely,

Nevin D. Nolder II

March 11, 1993

Regional Transit Board  
Mears Park Centre  
230 East Fifth Street  
St. Paul, Minnesota 55101

Re: Restructuring of MTC Route 35N and North Suburban Commuter II

One thing that never fails to amaze me is why things that are working need to be changed. I am one of the original Lorenz bus riders. The convenience, dependability and comfort of the buses for such a long commute are a great enticement to ride the bus.

The proposed service schedule indicates two buses from Anoka to St. Paul. This may appear on the surface to be a "big" advantage; but in reality, it means nothing. The first bus into St. Paul in the morning leaves Anoka at 6:16 and arrives downtown at 7:18. This would be great if you worked flextime from 7:30 to 4:00. Yet, there is NO return bus to Anoka before 4:42 p.m. So, what is the point of a 6:16 inbound bus?

Also, the schedule indicates the return time from downtown to Anoka is about the same as the present Lorenz schedule. With an extra stop at Northtown (and the heavy traffic in that area), someone is dreaming if they think they can get back out to Coon Rapids Village 10 (which is where I catch the bus) by 5:33.

If the Transit Board thinks the fact that two buses will be available to commute both ways is such a great advantage that it will attract more riders and make the present riders happy, think again! If MTC takes over the route and riders get home any later than they do now, ridership is going to fall off. The only chance of attracting more riders on the earlier bus would be by offering a return bus to Anoka earlier in the afternoon. A return from St. Paul to Anoka at 4:15 would allow riders to work 7:30 a.m. to 4:00 p.m. which is a flextime option available at many businesses, including government agencies.

Sincerely,



Peggy Ihde  
2949-142nd Avenue N.W.  
Andover, MN 55304  
757-7394

MAR 12 1993

R.T.B.

2630 Louisa Avenue  
Mounds View, Minnesota 55112  
March 11, 1993

Regional Transit Board  
7th Floor, Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101

Re: Proposal to Restructure Route 35N

Dear Board Members:

Since I was unable to attend the March 9 hearing on the proposal to restructure Route 35N, I would like to submit my comments in this letter.

The proposal before you, as I understand it, is to have three morning and three afternoon trips. Two trips would cover larger areas than the current route and have fewer stops. The third would follow the current route, which would include a stop at H2 and Sunnyside, my bus stop. The third trip would get riders to St. Paul about 7:45 a.m. and leave St. Paul about 4:40 p.m.

Assuming my understanding is correct, I support the proposed restructuring. It expands the 35N service territory to attract and serve more riders. It gives many riders a shorter commute. It meets the needs of riders who use park-and-ride lots (two-thirds of total ridership) and those who do not (one-third). It looks like a creative approach with significant potential for improving the route's financial performance.

Finally, I would argue that the route's financial performance should not be the primary indicator of its value. Customer loyalty and the fact that the route is used almost exclusively to get to and from work should tip the scales in favor of continuing service even if its financial performance is below average.

Thank you for your consideration.

Very truly yours,



Carol Casebolt

3-6-93

Dear Regional Transit Board,

I started riding the North Suburban Lines Commuter II Service bus on January 11, 1993. I really enjoy my hour ride to St. Paul every day! I heard about the bus through some co-workers at my job and thought I'd try it. Once I tried riding the MTC from Champlin to downtown Minneapolis and transferred to an express freeway bus on 3rd and Hennepin at 6:30am. That was an experience I can not go through everyday!

I have two small children and leave my home at 6:15am to catch the 6:40am bus in Anoka at John Ward Park. We have one other stop in Coon Rapids. I arrive in St. Paul at 7:30am and start my walk to St. Peter<sup>St</sup>. I have a very long day at my place of employment. I look forward to the relaxing ride on the ~~Commuter~~ Commuter bus at 4:45pm. I arrive back at the park at 5:45pm. Now, that is a long 12 hour day as it is!! Now, I read your letter on Friday, March 5th, that you want to consolidate with MTC. How will

this be done? It sounds like more stops  
more people and more time involved. I  
may have to find still another way to  
get to St. Paul!

I really think it was unfair to give  
people a letter on Friday, Mar 5th, at  
4:30pm, to attend a meeting on the following  
Tuesday, Mar. 9th and of all places in  
Arden Hills!! Could we have another  
meeting and time more convenient to the  
people that live north?!

Please reconsider the consolidating of  
MTC with the North Commuter Service -  
my life is crazy enough these days!!

Sincerely,

Mrs. Hazel Babbe  
312 McKinley St.  
Arden, MN. 55305

March 05, 1993

Regional Transit Board (RTB)  
7Th Floor , Mears Park Centre  
230 East Fifth Street  
St Paul, MN 55101

As a rider of the NORTH SUBURBAN LINES COMMUTER II since its inception,  
I would to make the following written comments.

I have no objection to the consolidation of MTC # 35 N with our bus route  
if the current level of service does not change in regard to the following points:

- 1) The bus stop is no less convenient than the John Ward Park location I now use.
- 2) The inbound bus leaves no earlier than 6:40 AM.
- 3) The bus stops in downtown St Paul are not a greater distance from my place of  
employment than the present stops.
- 4) I do not have to transfer.
- 5) The arrival time downtown is no later than 7:40 AM
- 6) The fare does not increase
- 7) The outbound bus does not leave earlier than 4:45 PM



Richard J. Roe  
14279 N.E. 89Th Street  
Elk River, MN 55330  
W. (612) 221-6232  
H. (612) 441-5084

We, the undersigned riders of NORTH SUBURBAN LINES COMMUTER II, would like the following items considered as the proposed consolidation of St Paul Express #35N with our bus proceeds:

MAR 17 1993

- 1) Our first notification was at 4:30 PM Friday March 5, 1993.
- 2) Friday and the outbound trip has the least riders.
- 3) We called the RTB offices immediately to get clarification of the proposal on the notice, but no one was available to tell us anything about the plan until 8:00 Monday morning March 8, 1993.
- 4) The hearing is scheduled before many of us can make arrangements to attend.
- 5) The hearing is being held 20 miles to 50 miles from where the riders of this bus live.
- 6) We, the riders that were on the bus Friday, as well as we, the riders who have learned about this plan more recently, feel we are not being offered a fair opportunity for public comment.

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Richard Rose W 221-6232 H 441-5084

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Kathy Balshe W 221-6482 H 421-9063

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Gary Sob W 221-5772 H 427-7192

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Nancy Walker W 296-8586 H 444-4518

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Fredy Sellen W 223-7477 H 421-2608

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Way Dean W 223-4046 H 757-5976

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Lucy K. Kiefert W 223-7602 H 427-8007

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Guadalupe Forsyth W 296-6581 H 427-2852

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Peggy Shde W 297-2750 H 757-7394

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Michelle Barros W 293-8530 H 444-9393

---

Kathleen Hartney W 667-9378 H 754-0933

---

Wendy Conway W 296-8317 H 755-5734

Brenda Middelstadt W 225-7163 H 493-3924

Bony Pars 294-4056 427-2645

Kathy Miller W 221-7934 H 753-1275

Juanita M Sommerfeld W 228-8991 H 421-0573

Robert H Mon W 298-3087 H 755-3991

Heather Abram W 298-7568 H 427-3702

Anthony Ho W 244-0125 H 753-5849

Sue Betty Schneider 296-2821 427-0653

Karen Andersen W-296-1067 H-753-5172

Joyce Kiesting W 291-1757 H 441-5513

Kim Reiter W: 222-2797 H: 421-8871

Karen Ricketts W: 298-2494 H 420-4263

Tom Anderson W - 282-8732 H - 434-8941

Roger Orlich W 282-8409 H- 441-0599

Dianna I Fritz WK 221-5021 Hm 421-7744

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