



**Red Rock Corridor Commission
Agenda
Thursday May 30, 2013
4:00 p.m.**

**Cottage Grove City Hall, Council Chambers
12800 Ravine Parkway South
Cottage Grove, MN 55016**

	<u>Action Requested</u>
1. Introductions	Information
2. Consent Items*	Approval
a. Checks and Claims	
b. Minutes of the April 25, 2013 Meeting	
3. Support TH61/CR19 Improvements* - Andy Gitzlaff, WCRRA	Approval
4. AAU Update* - Lyssa Leitner, WCRRA	
a. Outreach Summary and Next Steps	Information
b. Goals and Objectives Statement	Approval
5. Legislative Update* – Josh Olson, RCRRA	Information
a. State	
b. Federal	
6. Communication Update* - Andy Gitzlaff, WCRRA	Information
7. Highway Corridor Transitway Study* ‘ Cole Hiniker, Met Council	Information
8. Other	Information
a. Next Scheduled Meeting – June 27, 2013	
9. Adjourn	Approval

* *enclosures*



DATE: May 24, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Checks and Claims

Attached is the

App E Website & Communication Services Invoice #1 (May 2013)	\$ 667.00
Note: Percent of contract utilized = 42%	
Stantec AAU Consultant Services Invoice #1 (Jan-Feb 2013)	\$ 21,996.00
Stantec AAU Consultant Services Invoice #2 (March 2013)	\$ 50,414.77
Note: Percent of contract utilized = 29%	
TOTAL	\$ 73,077.77

Detailed invoices can be made available upon request.

Action Requested: Approval



Draft Meeting Minutes

April 25, 2013
Cottage Grove City Hall
4:00 p.m.

Commission Members	Agency	Present
Autumn Lehrke, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Janice Rettman	Ramsey County RRA	X
Linda Higgins	Hennepin County RRA	X
Barb Hollenbeck	City of Hastings	
Jen Peterson, Vice-Chair	City of Cottage Grove	X
Keith Franke	City of St. Paul Park	
Steve Gallagher	City of Newport	
Jim Keller	Denmark Township	X
Cam Gordon	City of Minneapolis	
Amy Brendmoen	City of St. Paul	X

Ex-Officio Members	Agency	
Bob Kastner	City of Red Wing	
Marc Mogan	Prairie Island Indian Community	X
Ken Bjornstad	Goodhue County	X

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X
Josh Olson	Ramsey County RRA	X
Joe Morneau	Dakota County RRA	
Adele Hall	Hennepin County RRA	

Others Present	Agency
Jay Demma	Stantec Consulting
Jay Owens	City of Red Wing
Emily Buss	South Washington County Bulletin
Katie White	Met Council
John M Burbank	City of Cottage Grove

The meeting was video recorded and can be viewed online
at: http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4301

Chair Lehrke called the meeting to order at 4:04 p.m.

Agenda Item #1: Introductions

Introductions were made by those present.

Agenda Item #2: Consent Items

- a. **Checks and Claims**
- b. **Minutes of the February 28, 2013 Meeting**

Motion made by Higgins to approve the February 28, 2013 meeting minutes and checks and claims. Seconded by Slavik. **All in favor.** Motion carried.

Agenda Item #3: Support TH61/CR19 Improvements

Gitzlaff distributed a map showing the rebuilt interchange at TH 61/CSAH 19. Gitzlaff explained the background of the project as outlined in the packet. This project has been on the City of Cottage Grove's priority list for a long time. Gitzlaff stated that support is being requested and not a financial commitment from the Commission. This funding would provide for the first part of the interchange and intersection to be built. Support of this improvement will help to further the growth of the corridor and strengthen the possibility for development and redevelopment along the corridor.

Peterson stated this major piece of infrastructure has needed improvements for quite some time especially with the recent development of the east ravine area of Cottage Grove beginning in the area of the former drive-in site. The improvement would greatly benefit the community of Cottage Grove.

Rettman expressed her concern that adding items or information to the agenda without time for review causes a lack of accountability with the Commissioners votes. Rettman cited that the letter says the Red Rock Corridor had taken a stance supporting the improvement and would like to know when this was. Gitzlaff stated 2008. Rettman suggested the letter should be clear showing the Red Rock Corridor has supported the improvement since 2008.

Lehrke stated it is a great idea that we show past history of the support for the improvement by the Red Rock Corridor in the letter.

Rettman asked if there are any trails involved in this project and if the road to 3M is not going to be affected by this improvement. Peterson stated she believes there is a bike trail in the area along 100th street which is part of the Mississippi River Trail and is not sure if the trail is included in the interchange. The access to 3M is their main access point and 3M was involved with the discussion about the improvement.

Rettman asked for clarification on how much money is being asked for in phase one. Gitzlaff stated that 7 million is being asked for. Rettman asked what the maximum amount the Red Rock Corridor would support for this improvement. Gitzlaff stated Cottage Grove has taken the leadership role in this project and Washington County has only taken a supporting role so he is not sure what that amount is, but can get this

information for the Commission if needed. Rettman asked Peterson if there are other supporting dollars to go with this or if this is just the beginning. Peterson stated it is just getting started.

Higgins asked if the Transportation Economic Development Program is from the Met Council. Gitzlaff stated it is the Department of Transportation. Higgins asked if the letter of support should be addressed to the Department of Transportation. Lehrke stated the request came from the City of Cottage Grove asking for the letter of support to be addressed to the City Administrator Ryan Schroeder.

Motion made by Peterson to approve the letter of support for the Cottage Grove grant application for TH 61/CSAH 19 interchange improvements and adding a reference to the past letter of support. Seconded by Keller. **All in favor.** Motion carried.

Agenda Item #4: AAU Update

a) Outreach Summary

Leitner discussed the Alternatives Analysis Update including the report as presented in the packet. Leitner introduced Jay Demma from Stantec Consulting as the new Project Manager.

Rettman asked how many participants were there in-person and online and if any people were asked at the Park N' Rides as they are the captive audience. Leitner stated flyers were up at all the Park N' Rides with information about the public meetings, Facebook, website and the public survey. Each person was not given a flyer, but this has been done in the past. Leitner stated that they may be able to give flyers out to individuals in the future with permission from Metro Transit. Leitner stated that multiple places were asked to get the information to the public as it is a continual effort to get more people engaged including the right audience. Of the 90 people that clicked on the survey, only 30 finished it. Leitner stated the open house did not have a good showing and maybe in the future there could be more time spent on figuring out different ways to get the word out to the public for these open houses. The Red Wing listening session had eight individuals and the Hastings Chamber had 10 individuals attend. Leitner stated the information gathered is not a straight data point that went into the Problem Statement, but it did show that people said they want to look at available service throughout the day. In 2007, the Problem Statement listed was to find a solution for peak hours only. Leitner stated in the future they will be able to go out to the public with actual concrete data analysis.

Rettman stated she wanted to make sure the ridership at the Park N' Rides and businesses that want to go back and forth between the cities should be pursued regardless of the Alternatives Analysis. Rettman wants to make sure the mode of transportation is consistently available and not just based on 70 people, but more inclusive. Leitner stated the information provided today is to get feedback from the Commission and then in a future meeting get final approval from the Commission.

Rettman asked if Transit Oriented Development is included. Leitner stated that the Economic Development Goal can be changed to include that verbage.

b) Goals and Objectives

Demma gave a PowerPoint presentation on the Problem Statement, Goals and Objectives.

Peterson asked what the length of time was for the online survey. Leitner stated it was about one month. Gitzlaff stated the survey was reopened for the Newport Planning Commission as well as the Hastings Chamber. Peterson asked if it was only open to those groups or the public in those communities as well. Gitzlaff stated it was previously open for the community and then at a separate time for the Newport Planning Commission and Hastings Chamber. Peterson stated she was not thrilled with the amount of people that took the online survey and why some of the answers are being looked at for people that took the survey who do not live in the area affected by the Corridor. Peterson stated she does not want the information from those surveys to skew the results from the people that live and/or work in the Corridor that took the survey.

Peterson stated she feels the survey should have been promoted and implemented through the Facebook page once the page had more strength behind it. Peterson would also encourage the communities to link information to the Red Rock website. Peterson stated she is unhappy with the lack of amount of material received so far.

Lehrke asked what kind of response rates came from the 2007 study efforts. Gitzlaff stated the response rates are typically around 20% unless you are going to physically go out and ask people questions or offer them a gift or prize for their responses. Gitzlaff stated flyers were previously handed out for an open house and focus group session which could be done again to get more answers from the public.

Olson stated it is a challenge to get the outreach numbers they anticipate. The process starts out slow until people understand the project is going forth. The Robert Street Corridor numbers were low for the first meeting, but have since quadrupled. Once the word gets out and the communication methods are refined, the outreach numbers should get better. Olson stated he agrees with Peterson about not skewing the results with people from outside the Corridor taking the survey, but transit is not restricted to a particular corridor and people have a vested interest that also live outside of the Corridor.

Rettman stated this is also an opportunity to increase the ridership with the support of the people that are going to use it, but also build it up at the same time. As an example with Amtrak in terms of ridership from where it was to where it is now, something major happened with the affordability issue and on-time ability. Rettman stated that you should be able to go on the buses with a bus card to hand out surveys. Leitner stated that Metro Transit wants to know what information is being handed out ahead of time. Rettman asked if there is opportunity to reopen the survey now that Facebook is up and running for longer. Leitner stated the survey can be reopened at any time. Leitner asked

the Commissioners to have any other organizations link the Facebook page to their pages, as it would be easier to get the information out to the public.

Rettman asked for clarification of the funding of capital costs not dependent on other transportation projects. Demma stated at one time the high speed rail project through the Corridor might be able to provide some of the capital costs to do another more regional commuter based transit line in the Corridor. The idea is “can something be cost effective on its own and not be dependent on another transit project.” Rettman stated not acknowledging High Speed Rail in the river corridor is going to impact the corridor as it is the federally designated route. Leitner stated the PMT’s concern was to find a solution that was not dependent on something the Commission had no control over. Slavik stated he does understand the concern, but would continue to support the current goal as it is to be most cost effective. Leitner stated they can also have the stand alone cost and what the cost could be if High Speed Rail does come in.

Higgins asked in goal #2 what “create a transit service with capital costs that are commensurate with the level of service provided” means. Higgins asked if it should be reworded to seem more logical. Leitner stated it may need to be reworded and it means how much it costs per service hour and long term what the capital costs are.

Rettman asked if it would be good to add the Transit Oriented Development statement in order to leverage some money in terms of transit oriented types of things to goal #3 of Increasing Opportunities for Community and Economic Development Throughout the Corridor as it needs to be clearly articulated if other dollars are available.

Demma stated goal #3 is where the Transit Oriented Development could be added under the idea of supporting local land use initiatives where communities may want to do more dense development around station areas. Lehrke stated the Economic Development is a huge selling point for transit investments.

Demma stated they are open to additional feedback over the next few weeks and will come back to the next meeting with a revision for review and maybe approval from the Commission.

c) Review of Previous Work

Demma stated they will be taking revisions and feedback on the Technical Memorandum as presented in the packet as they move throughout the process at any time. Leitner stated this is a working document throughout the entire project and were not expecting feedback at this meeting, but the technical team will work off of this as their starting point going forward. All of the PMT and staff have provided their feedback and it is based off of staff representatives from the communities. Higgins asked if this document should be brought back monthly. Leitner stated this is a good document to look at and is interesting to see some of the data points that do exist. The expectation is not for the Commissioners to look through it line by line unless they would like to.

Peterson asked what the midday bus service was like in Cottage Grove when they had it. Leitner check with Metro Transit.

Peterson asked if there is an idea of where the 15 people on the Citizens Advisory Committee are from. Leitner stated that only one community was not present as that person could not make it. There is at least one representative from each community along the Corridor on the CAC.

Agenda Item #5: Legislative Update

a) State

Olson stated there is a significant debate on the transportation side of the bill; differences on both sides. He stated they will just have to see what happens with the transit sales tax that was proposed. Within the Senate bill, a provision was included to allow the seven metro county regional railroad authorities to do BRT. Dakota County currently has this exemption for Cedar Avenue. This would allow the other counties to work on BRT projects.

b) Federal

Olson stated that on the Federal side, the conversation related to transportation is in the background. The President unveiled his budget which included 77 billion dollars in transportation funding which is an increase from previous years. This did include a significant amount towards rail funding including High Speed Rail across the country as well as rail that exists today. There is a comprehensive document included in the packet.

Agenda Item #6: Communication Update

Gitzlaff discussed the Facebook and website communication update as presented in the packet. Peterson stated the website includes a year old agenda as the most recent information and would like the most recent packets to be included instead of just the agenda. Peterson feels that in order to get more traffic to the Facebook page and website, the Commissioners should include the information in their own personal or professional network and also include it in their e-mail signatures. The cities and counties should also have the information available. Gitzlaff stated they will get the current agenda packets and minutes available on the site in a timelier manner. Higgins stated there seems to be two Red Rock Corridor Facebook pages. Lehrke would like staff to look into this. Lehrke stated it would be hard for her to include the information on her e-mail signature as she serves on over 25 committees, but does feel it is a great suggestion.

Agenda Item #7: Other

a) Next scheduled meeting is Thursday, May 30th at 4:00 p.m.

Agenda Item #8: Adjourn

Motion made by Keller to adjourn. Seconded by Rettman. **All in favor.** Motion carried.

Meeting adjourned at 5:10 p.m.



DATE: May 24, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Cottage Grove TIGER Grant Application for TH 61 / CSAH 19 Interchange

The City of Cottage Grove is currently in the process of submitting a grant application for the 2013 Transportation Investment Generating Economic Recovery (TIGER) Program. This request, which is due June 3, 2013, is seeking \$7 million dollars towards the \$13.5 million total project cost for the TH 61/CSAH 19 Interchange Improvement Project.

The proposed interchange improvement is located on TH 61 at CSAH 19 in Cottage Grove. The project consists of replacing the existing bridge with a new wider bridge with an angle alignment that is more conducive to future roadway connections. In addition, CSAH 19 will be widened to accommodate the proposed bridge design, along with frontage road connections. The goal is to provide for safe and efficient traffic movements at the intersection that serves 3M Cottage Grove, the Cottage Grove Business Park, existing commercial properties, and a future commercial, retail, and mixed housing development located at the northwest quadrant of the intersection. The interchange project is the first phase of a multi-phase project. The total cost of all three phases is \$35 million; this grant request is only for Phase 1.

The grant application requires the inclusion of letters of support from elected officials, local businesses, adjacent communities, and others that are impacted or see benefit from the completion of the project. The City of Cottage Grove has requested a letter of support from the Red Rock Corridor Commission.

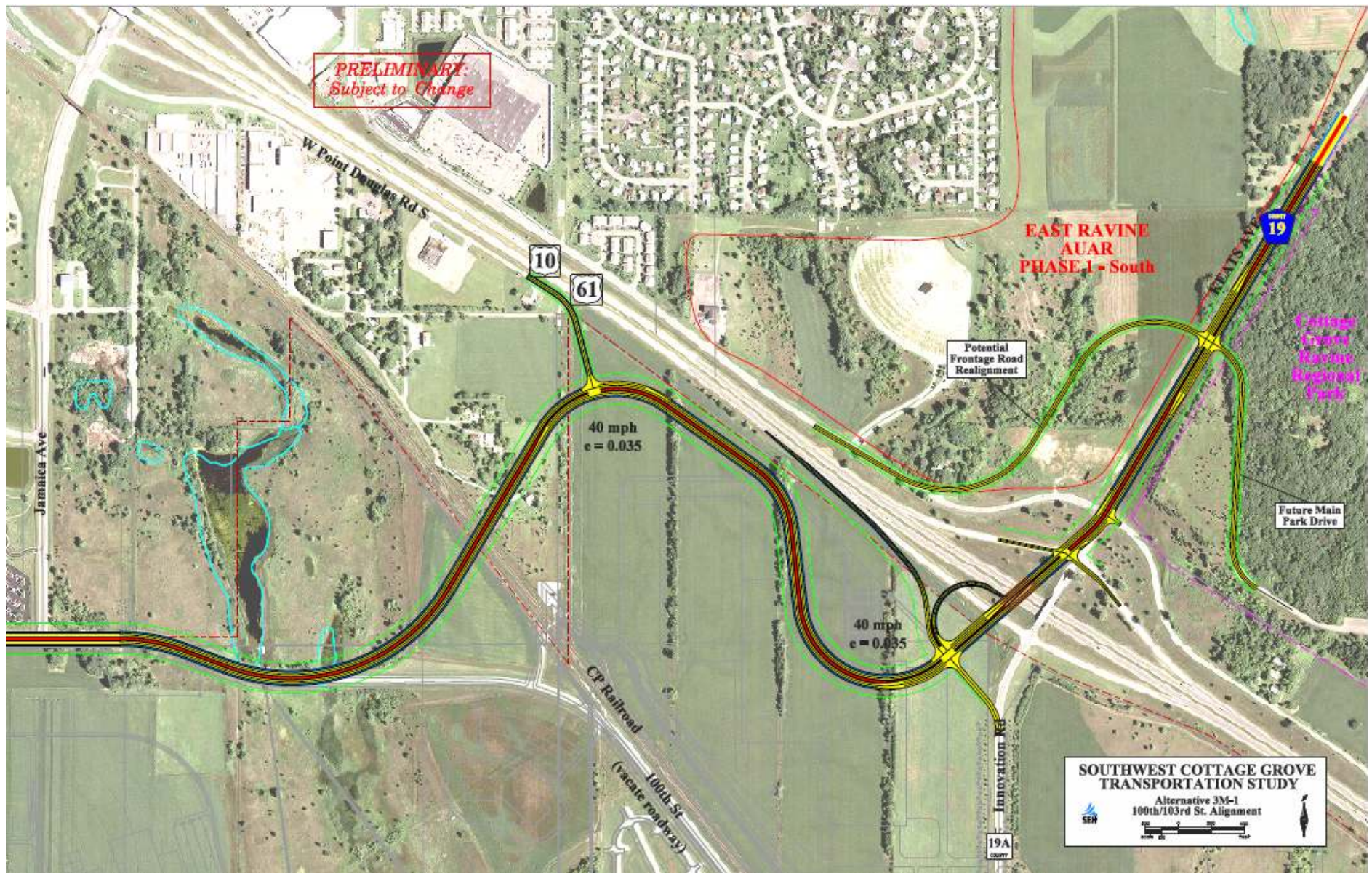
The proposed project will respond to the transportation needs of the Red Rock Corridor by improving transportation infrastructure through roadway improvements and enhanced access to transit. The project will also provide better access and improved site readiness to surrounding parcels, thus increasing potential redevelopment and development opportunities in the corridor. An increase in densities in the Red Rock Corridor near potential transit stops or stations will benefit the corridor by promoting increased ridership both on the existing express bus system and the future transitway system.

Previous Action

The Commission has supported this project in the past. Most recently at the Commission meeting in April, the Commission approved sending a letter of support for Cottage Grove's Transportation Economic Development (TED) Program grant application for this project.

Action Requested:

Approve sending a letter of support by signature of the Chair for the Cottage Grove TIGER grant application for TH 61 / CSAH 19 Interchange Improvements





Commission Members

Washington County
Regional Railroad Authority

Dakota County
Regional Railroad Authority

Ramsey County
Regional Railroad Authority

Hennepin County
Regional Railroad Authority

City of Saint Paul

City of Minneapolis

City of Newport

City of Cottage Grove

City of Hastings

Denmark Township

Ex-officio Members

Goodhue County

City of Red Wing

Prairie Island Indian Community

Canadian Pacific Railway

May 24, 2013

Mr. Ryan Schroeder
City of Cottage Grove
12800 Ravine Parkway South
Cottage Grove, MN 55016

Support for City of Cottage Grove Grant Application for TH 61 / CSAH 19 Interchange Improvements

Dear Mr. Schroeder:

The Red Rock Corridor Commission is a joint powers board of the County Regional Rail Authorities and communities along the Red Rock Corridor established in 1998 to address the transportation needs of the corridor. The corridor runs from Hastings, MN through downtown St. Paul to Minneapolis generally following Trunk Highway 61 and Interstate 94. TH 61 is a major transportation route of regional and national significance.

The Commission has expressed its strong support for the Trunk Highway (TH) 61 and County State Aid Highway (CSAH) 19 interchange improvement project in the past and is pleased to continue to support this project by providing this letter of support for the City of Cottage Grove grant application through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Program.

The proposed project will respond to the transportation needs of the Red Rock Corridor by improving transportation infrastructure through roadway improvements that enhance access to transit. The project will also provide better access and improved site readiness to surrounding parcels, thus increasing potential redevelopment and development opportunities in the corridor. An increase in densities in the Red Rock Corridor near potential transit stops or stations will benefit the corridor by promoting increased ridership both on the existing express bus system and the future transitway system.

Sincerely,

Autumn Lehrke
Chair, Red Rock Corridor Commission

C: Red Rock Corridor Commission Members



DATE: May 22, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Red Rock Corridor Alternatives Analysis Update

Work began on the Alternatives Analysis Update (AAU) in early January. Below are the three phases of the study:

1. Reviewing previous work and reassessing the vision and goals for the Corridor
2. Alternatives development, analysis and evaluation
3. Implementation Plan

The project is currently nearing the end of phase one and beginning work on phase two.

Alternatives Development

The technical team has been looking at potential concepts for the new BRT alternative and reviewing the express bus and commuter rail alternatives. A meeting was held with key staff from the Corridor counties, Mn/DOT, Metro Transit and Metropolitan Council to discuss the logistical service planning items for these alternatives.

Over the next month the technical team will be working on the draft alternatives and draft ridership, capital cost and operating cost information. The timeline to review this information is as follows:

- PMT on July 8th
- Red Rock Corridor Commission workshop at July 25th meeting
- Revise alternatives based on feedback and prepare public outreach materials
- Anticipated public outreach focused on alternatives information in August

Public Outreach

The project team has been working on initial plans on how to extend the public outreach efforts once alternatives information is available. Receiving feedback from the public about the alternatives will be of utmost importance and we want to ensure that efforts are made to reach as many people as feasible. The initial plan is to utilize the following techniques:

- The online survey link has been reopened <http://redrockaau.questionpro.com/>, this survey will stay live until the end of June to continue to collect input from the public.
- Hold listening session along the Corridor with key stakeholder groups. This is an easy way to gain feedback from people during their existing meetings and was very successful early on in the AAU.
- Hold an event at the Cottage Grove and St. Paul park and rides. The details of these events have not been established but we want to ensure that feedback is gathered from

existing transit users. We anticipate utilizing short surveys and large maps/graphics for bus riders to quickly interact with in order to gain feedback.

- Hold up to two open houses. We have learned that open houses are not the most successful way to get a large amount of feedback but can be used to target people who cannot attend listening sessions, are not current bus riders and are not involved in other community groups in the Corridor.
- Present findings and gain feedback at any meeting staff is requested to be at. Attending existing meetings with established groups is sometimes the most effective way to reach a lot of diverse people. Staff is always willing to present at meetings in the Corridor, please continue to direct these requests to us as you come across them.

Problem Statement, Goals and Objectives

The problem statement, goals, and objectives are a critical component of any study looking at transportation alternatives. The purpose is to provide a clear understanding of the transportation problem being addressed and to serve as a framework for determining which alternatives should be considered as reasonable options in a given corridor.

In the previous Alternatives Analysis prepared in 2007, the project purpose and its related goals and objectives focused heavily on issues related to peak hour mobility to the downtowns of St. Paul and Minneapolis. It has been determined that there are additional items that are just as important as those identified in 2007. Therefore a problem statement and goals with objectives have been prepared for inclusion into the 2013 Alternatives Analysis Update.

Based on comments received at the last Commission meeting the draft of the problem statement, goals and objectives has been updated and is attached to this memo. The following items have changed:

- In order to make the language more understandable, objective 2.b has been reworded.
 - Original wording: Create a transit service with capital costs that are commensurate with the level of service provided.
 - Updated wording: Create a transit service with capital costs that are consistent with other transit systems in the region.
- In order to make it clear that the Commuter Rail alternative will have capital costs that are evaluated based on standalone dollar figures and a potential cost share with high speed rail, objective 2.c has been reworded.
 - Original wording: Implement a system for which the funding of capital costs is not dependent on other transportation projects.
 - Updated wording: Implement a transit investment that is coordinated with other transportation projects in the corridor and region but not dependent on them to be cost-effective.
- The request was made to add transit oriented development (TOD) into goal 3. Objective 3.a was reworded to reflect this request.
 - Original wording: Support local initiatives to create higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the Corridor.
 - Updated wording: Support local initiatives to create transit oriented development (TOD) including, higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the Corridor.

Action

Approval of Problem Statement, Goals and Objectives



Red Rock Corridor 2013 Alternative Analysis Update **DRAFT** Problem Statement, Goals and Objectives

Updated for Red Rock Corridor Commission
May 24, 2013

2013 Alternative Analysis Update Problem Statement

The 2007 Red Rock Alternatives Analysis focused heavily on issues related to peak hour mobility to the St. Paul and Minneapolis downtowns. Additional analysis is needed to better understand historical, current and future transit markets in the corridor, including off-peak and reverse commute service demand, local access demand, railroad access, new station locations, connections to new transit services, level of service, and efficient use of transit infrastructure.

Communities in the Red Rock corridor between St. Paul and Red Wing do not currently have all-day fixed route transit service, having at most peak period express bus and dial-a-ride services. Community members and the Commission have expressed a desire for more off-peak/all day transit service with more access.

2013 Alternatives Analysis Update Goals and Objectives

The goals and objectives are intended to lay the framework for how alternatives will be evaluated in the AAU. For goals one and two, measureable data points will be analyzed for each objective. Goals three and four do not have set data points to be evaluated. Instead, a summary will be prepared for each goal that will address how each alternative meets (or does not meet) the goal and objectives.

1. Goal: Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

Objectives

- a. A transit option which is time competitive to the private automobile
- b. Reliable service
- c. Improve mobility throughout the day for both work and non-work trips by providing flexible duration of service
- d. A transit option that maximizes the number of riders and the transit modal share, among both transit-dependent and non-transit-dependent populations
- e. Provide connectivity among existing and planned transit/bike/pedestrian services and infrastructure throughout the region, expanding the destinations corridor transit users can access

2. Goal: Cost Effectively Address Transportation Problems in the Corridor

Objectives

- a. Implement a service with operating costs per rider that are consistent with other transit systems in the region
- b. Create a transit service with capital costs that are consistent with other transit systems in the region.
- c. Implement a transit investment that is coordinated with other transportation projects in the corridor and region but not dependent on them to be cost-effective.

3. Goal: Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

- a. Support local initiatives to create transit oriented development (TOD) including, higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the Corridor
- b. Support a vibrant business community by increasing access for workers and customers to businesses in the corridor.
- c. Increase connectivity and access from population centers to employment concentrations along the Corridor

4. Goal: Improve Quality of Natural and Built Environment

Objectives

- a. Limit adverse impacts to natural, cultural, and other resources in the study area
- b. Reduce emissions
- c. Provide a fair and equitable distribution of impacts and benefits across the various population groups in the study area
- d. Address existing and future safety issues along corridor



Alliance Legislative Update

May 20, 2013

Legislature Passes Lights-On Transportation Funding Bill

*No increase in gas tax or metro sales tax included in final bill – Need to Gear Up for
Next Year!*

The Minnesota legislature has passed an omnibus transportation appropriations bill for the coming biennium (FY2014-15) that largely provides status quo funding levels with a few one-time increases. **We are greatly disappointed that the session has ended with no permanent increase in dedicated funding for highways and transit statewide.**

The session provided numerous ups and downs as proposals to increase taxes for transportation were offered and withdrawn. The only vote by a full body, was the Senate vote to increase the gas tax by 5 cents with a 2.5 cent increase this year and another 2.5 cent increase in 2015 along with increasing the metro sales tax for transit by ¼ cent in counties currently levying the tax and ½ cent in counties not currently levying the tax in 2013 and another ¼ cent increase in 2015.

Other proposals considered by the legislature included a 7.5 cent increase in the gas tax, a gross receipts tax on fuel and equalizing the motor vehicle sales tax rate between purchased and leased vehicles.

The House passed a “lights-on” bill off the House floor so the conference committee had the Senate proposal of increasing the gas tax and metro sales tax on the table. During the conference committee deliberations, the **Transportation Alliance suggested including the equalization of the MVST on purchased and leased vehicles as had been included in the Senate bill that passed out of committee, along with increasing the license tab fees** – an option recommended by the Transportation Finance Advisory Committee (TFAC) and not publicly rejected by the governor. These funding options for highways, along with the ½ cent increase in the metro sales tax for transit and expansion of the wheelage tax authority for counties would have made for a more balanced and significant funding bill given the governor’s continued opposition to increasing the gas tax.

MnDOT Commissioner Charlie Zelle testified before the conference committee and recommended that in addition to the increase in the metro sales tax for transit, the legislature authorize an additional \$300 million in trunk highway bonds. The Department has determined that the Trunk Highway Fund has the capacity to handle an

additional \$300 million in trunk highway bond debt without violating the policy that no more than 20% of the trunk highway funds be used for debt service.

Another idea floated was a proposal to combine the ½ cent increase in the metro sales tax with \$500 million in trunk highway bonds with a portion of the revenue from the metro sales tax used to cover the additional debt service on an additional \$200 million in trunk highway bonds.

At the end of the day, leadership and the governor agreed that neither the metro area sales tax increase nor the increase in the gas tax would be included in the final transportation appropriations bill.

The governor has said that he wants MnDOT to spend the coming summer and fall making the case with the public about why transportation investments are needed and how to fund them. Although this is disappointing given the number of studies, plans and reports that have been developed including the most recent work of the Transportation Finance Advisory Committee (TFAC), we're prepared to work with the Department to build more political support for increasing revenue for highways and transit statewide.

Progress In Motion Meeting Tuesday, May 21st 3:00 PM

We're not wasting any time in getting ready for next year's legislative session!

Join us for a meeting with MnDOT Commissioner Charlie Zelle

May 21st 3:00 pm

AGC Conference Room – Suite 110, 525 Park St., St. Paul

The Final Transportation Appropriations Bill – HF1444

Here is a run-down of the provisions that were included in the final transportation appropriations bill passed by the legislature:

- **Wheelage Tax Expansion** – all 87 counties are now authorized to levy a \$10 per vehicle wheelage tax. Previously, only the 7 counties in the Twin Cities Metropolitan Area were authorized to levy this tax and the law included a \$5 per vehicle cap. The new legislation increases the amount to \$10 – an automatic change in those 5 counties that currently levy the tax – with the ability to impose a rate of up to \$20 per vehicle in 2018 and subsequent years. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)
- **Removal of Referendum Requirement** – For Greater Minnesota Counties which were granted the authority to levy a local option sales tax for transportation, the requirement to hold a referendum prior to enacting the tax is now removed. The transportation funding bill passed in 2008 provided authority for counties outside the Twin Cities metropolitan area to levy a sales tax of up to ½ cent for a specific transportation project. Now

counties will be able to levy that tax by county board resolution. The language was also changed on the use of the funds so that the funds may be used for both capital and operating costs for transit as well as capital costs related to the Safe Routes to School program. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)

- **Corridors of Commerce Program Created** – While no ongoing funding is included, the Corridors of Commerce program is established in law and \$300 million in trunk highway bonds are authorized for the program. The bond authorization is not effective until July 1, 2014. This program is designed to channel funds to state highway projects that improve commerce in the state. MnDOT is directed to establish a process for project selection that involves accepting recommendations on candidate projects from area transportation partnerships and other interested stakeholders in each MnDOT district. Candidate projects would be classified as Capacity Development – two-lane segments in corridors with 4-lane segments, or Freight Improvement.
- **Transportation Economic Development Program (TED)** – The bill establishes the TED program in state statute with language similar to previous language regarding the goals and criteria for TED. The bill directs \$10 million per year or \$20 million for the biennium in existing trunk highway dollars to TED. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)
- **One-Time Funding Increases**
 - \$37 Million in general fund dollars are provided for the Southwest Light Rail Transit line. This funding allows the project to keep moving in anticipation of additional construction dollars.
 - \$18 Million in general fund dollars to the Metropolitan Council to deal with operating costs for transit. The base level of funding for transit operations is increased by \$11.7 million per year in the following two years or \$23.4 million for the FY2016-17 biennium.
 - Grants for the cost of providing free transit rides to disabled veterans in Greater Minnesota (\$256,000) for the biennium, also included in FY2016-17 biennium.
 - Safe Routes to Schools - \$500,000 for the biennium, also included in the planning for FY2016-17.
 - State Road Construction

- MAP-21 increase in **federal funding** of \$125.4 million in FY2014 and \$137.6 million in FY2015.
 - \$95 million in one-time increase from the Trunk Highway Fund balance
- Change in distribution of motor vehicle leased sales tax revenue – For FY2014-15 only, the bill changes current law which provides that after the first \$32 million in revenue from the sales tax on leased vehicles is deposited in the general fund, the remaining dollars are split 50/50 between Greater Minnesota transit and 5 of the 7 metro counties (excluding Hennepin and Ramsey) for use on county highways. The new language directs the split of the remaining funds after the deposit of \$32 million to the general fund to be shared with \$9 million for county highways in the 5 metro counties and the rest of the money directed to Greater Minnesota transit. This change is estimated to increase funding for Greater Minnesota transit by \$10.8 million.
- **MVST Loopholes Closed** – The legislation changes the current exemption from paying the motor vehicle sales tax for gifts between individuals so that only gifts among family members will be exempt from the MVST payment. The bill also increases the tax on collector vehicles from a flat \$90 per year to \$150 per year to account for the number of years this fee has remained the same. This provision was supported by the Transportation Alliance and included in a transportation funding bill we worked to have introduced (HF1449)

Barebones Capital Bonding Bill Passed

Another disappointment of the session was the defeat in the House of the capital bonding bill. The House had put together a bonding bill of about \$800 million with funding for a number of transportation programs including transitways, ports and the Local Bridge program and Local Road Improvement program. Bonding bills require a 3/5th s majority of legislators voting in favor to pass or 81 votes in the House so it required 8 Republicans to join all of the Democrats in supporting the bill. When the vote was taken, the bill fell 5 votes short for passage. The bill voted on included \$20 million for the Local Bridge program, \$25 million for the Local Road Improvement program, \$50 million for transitway projects and \$8 million for ports.

With concerns about the funding needed for the capitol building restoration, the legislature passed a very small bonding bill with \$109 million for the capitol building and \$22.6 million for parking facilities in the capitol complex area.

This is another bill that we hope will be resurrected next session and will provide an avenue for funding important transportation projects.

Transportation Policy Issues

The omnibus transportation policy bill was also passed by the legislature. It is largely comprised of technical changes. A few items of note:

- MnDOT is encouraged to examine all real estate owned by the state and decide if any should be sold with a requirement to report to the transportation committees on this review in each odd-numbered year.
- The commissioner is formally directed to appoint a transportation ombudsperson. This position currently exists at MnDOT.
- A Public-Private Partnerships joint program office is authorized with input from the Departments of Minnesota Management and Budget, Employment and Economic Development, the Public Facilities Authority and others. The transportation appropriations bill provides \$250,000 per year in trunk highway funds to cover the cost of this joint program. The Transportation Alliance testified in support of efforts to encourage public-private partnerships.
- Regional Railroad Authorities in the metropolitan area may plan and fund construction and operation of bus rapid transit systems.
- Direction is given to MnDOT on the preferred alternative for the relocation of Highway 53 between Eveleth and Virginia.

One of the most notable issues was the provision that was not included in the bill that would have increased the statutory speed limit from 55 miles per hour to 60 miles per hour. MnDOT, AMC and the Minnesota County Engineers Association testified in opposition to that proposal.

Language that had been included in the transportation appropriations bill making changes to truck weights was amended to only deal with allowing heavier vehicles near a proposed distribution center in Frazee. That language was added to another bill on the Senate floor. The amendment states that a road authority may issue a permit for a six-axle vehicle with a gross weight of 90,000 pounds or seven-axle vehicle with a gross weight of 97,000 pounds only to haul freight from a distribution facility that is constructed after July 1, 2013 and is located within MnDOT district 4.

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Minnesota Legislature Ends Minutes Before Constitutional Deadline for Adjournment

The Minnesota legislature adjourned for the year at approximately 11:59 am on Monday, May 20. The legislature will return to work February 25, 2014. A number of issues were addressed this legislative session.

Taxes

All eyes were on the tax committee during the 2013 legislative session with Democrats in control of both bodies and the Governor's office for the first time in almost three decades. The legislative session was kicked off by a major tax reform proposal coming from Governor Mark Dayton. Dayton's proposal overhauled the state's sales tax code, made significant changes to individual and corporate income taxes, and increased the state's tobacco tax. The proposal set the stage for extensive tax reform discussion, and eventually, a \$2 billion tax bill.

Dayton's initial budget proposal was met with sharp criticism from Republicans and Democrats alike. His sales tax proposal raised over \$4 billion in new revenue from an increased sales tax base alone. That revenue was off-set by a reduction in the overall rate, netting the sales tax portion of his proposal at just over \$2 billion. This increase hit almost every industry and business across the state. After feedback from the business community and Minnesotans across the state, Dayton retooled his proposal in March, taking sales tax reform off the table. Dayton's supplemental budget still included an income hike on high earners and an increased tobacco tax.

Beginning in mid-April, the House and Senate Tax Committees started to work through proposals of their own. The Senate tax bill included several of the sales tax provisions from Governor Dayton's original proposal, largely including personal services and items like salon visits and clothing. The Senate tax bill also increased taxes on tobacco and the state's top earners, although they reached down into the top 4-5% of Minnesotans rather than the top 2% like the Governor. It also repealed several corporate income tax preferences, but off-set those changes with a drop in the overall corporate income tax rate and an increase in the state's R&D tax credit. The House bill taxed the state's top earners, and put an income tax surcharge on the top 0.5% of earners to pay back the school shift. The bill also increased taxes on tobacco, alcohol and repealed several corporate income tax preferences.

The final tax bill included over \$2 billion in new revenue, about a quarter of which is raised through corporate income tax increases. The biggest chunks of money come from: 1) a new 4th tier for taxpayers (\$250,000 joint filers, \$150,000 single filers) at 9.85%, raising **\$1.1 billion**; 2) changes in corporate tax preferences and credits, including a repeal of the foreign royalty subtraction and making the R&D tax credit nonrefundable, raising **\$424 million**; and 3) an increase in the cigarette and other tobacco products tax, raising **\$407 million**.

The bill also includes some sales tax reform by using a broadening of the sales tax base to pay for certain aids and credits. The bill adds \$314 million in business to business taxes with no consumer tax base expansion. The business to business taxes include: storage and warehousing, repair and maintenance on commercial and industrial machinery and equipment, and repair and maintenance on electronic and precision equipment.

Health

Every year, the Health and Human Services budget gets considerable attention towards the end of session as it is almost always one of the most contentious budget issues to work through. In a year in which considerable new revenue was raised in the tax bill, much of the consternation around the HHS bill wasn't on specifics in the bill itself, but rather on the original one hundred and fifty million dollar budget cut target that the HHS chairs were given to work with. After considerable back and forth between the House, Senate and Governor's Administration an eventual budget target was reached that only required a 50 million dollar reduction in projected spending. The reduced target largely took some of proposed surcharge increases to hospitals, HMOs and others off the table and instead allowed the HHS chairs to gain their needed budget number largely through payment accelerations. The final budget that was agreed to during the last week in session included some of the largest increases in long term care providers rates in a number of years along with other reforms to long term care and nursing home services. The agreement included a full restoration of the Medical Education and Research Costs (MERC) program funding that is used to help train health care providers throughout the state. Additionally, a long awaited across the board reimbursement increase was included for physicians and dentists.

Earlier in the session most of the attention on the health care side was focused on the Health Insurance Exchange legislation. The legislature passed the exchange bill in late March a week or so before the federal deadline for a state to pass legislation establishing a state-based exchange. The new insurance exchange, MnSure, had a seven member board appointed by the Governor in early May and will begin work in earnest over the summer months as they prepare for the exchange to go live to individuals and small employers starting October 1st. This will be one of the more closely watched issues over the interim before the exchange starts providing health coverage to individuals on January 1st, 2014.

Bonding

In early April, Representative Alice Hausman (D-St. Paul) introduced an \$800 million bonding bill. The bill provided \$109 million in funding for the Capitol restoration project. Other investments include money for the education, downtowns of regional centers, transit capital improvement, wastewater infrastructure funding, and regional treatment centers and mental health facilities across the state.

On Friday, May 17, the House failed to pass the bonding bill. According to the Constitution, the House requires at least three-fifths of members, or at least eight Republican votes, to pass the bill. The final vote in the House was 76-56.

In order to pursue funding for Capitol renovation, early yesterday morning, the Senate unanimously passed a \$132 million bonding bill for Capitol renovations and adjacent parking. The plan includes \$3 million for design work on an office building related to the Capitol renovation. With three hours left in the yesterday's session, the House debated a \$177 bonding bill that included \$109 million for the Capitol restoration, \$22 million for a Capitol area parking ramp, \$19 million for a Veteran's home, as well as \$20 million for flood mitigation. The House passed the bill, 121-10. The Senate passed the bill, 57-6.

Environment

After several hours of debate, both the House and Senate passed the omnibus environment, natural resources, and agriculture bill. The House passed the bill, 71-60, while the Senate passed the bill, 42-23. The bill was authored by Representative Jean Wagenius (D-Minneapolis) and Senator David Tomassoni (D-Chisholm).

The bill appropriates more than \$700 million for environment and natural resources. It also provides \$81 million for agriculture. Specifically, the bill includes \$6.7 million from the invasive species account in the natural resources fund, and \$6.1 million from the General Fund for management, awareness, research and monitoring of aquatic and terrestrial invasive species. Moreover, the bill provides \$20 million to the Department of Agriculture. The money provides for a competitive grants program to fund small renewable energy projects for rural residents. The grants are also meant to help grow the bioenergy industry in the state.

The bill also addressed the controversial frac sand mining debate that took place throughout the legislative session. Companies seeking to mine frac sand in Minnesota would need to get approval from the Department of Natural Resources. Furthermore, the bill provides \$1 million for the Environmental Quality Board to lead an interagency team to provide technical assistance regarding the mining, transport and processing of silica sand, and to develop model standards and criteria.

Education

Since the beginning of the legislative session, Governor Dayton and DFL leadership highlighted education as their top priority. In the final three days of the session, both the House and Senate passed budget bills for K-12 spending and for higher education. The K-12 Education Finance bill, authored by Representative Paul Marquart (D-Dilworth) and Senator Charles Wiger (D-Maplewood), increases state spending on education by \$485

million over two years. \$134 million fully funds optional all-day kindergarten across Minnesota. The bill also includes increases for special education, preschool scholarships, and classrooms.

Both houses also passed the Omnibus Higher Education bill. The bill freezes tuition at Minnesota state colleges and universities and boost spending on higher education by \$250 million in the next biennium. Moreover, the bill includes the Prosperity Act, a controversial measure that would extend in-state college tuition rates to some young people who lack lawful immigration status. The bill also aims to keep a closer eye on postsecondary spending.

Both bills are awaiting Governor Dayton's signature.

Same Sex Marriage

On May 14th, thousands of citizens watched Governor Mark Dayton sign an historic bill on the steps of the Minnesota State Capitol legalizing same-sex marriage. This law will be enacted on August 1, 2013 and will also recognize same-sex marriages from other states. This past November's election saw the defeat of the constitutional amendment banning same-sex marriage. Minnesota became the 12th state to legalize same-sex marriage and the first in the Midwest.

The House passed the bill, 75-59, with four Republicans voting for the bill and two Democrats voting against it. Republicans Rep. Jennifer Loon (R - Eden Prairie), Rep. Andrea Kieffer (R - Woodbury), Rep. David FitzSimmons (R-Albertville), and Rep. Pat Garofalo (R - Farmington) voted for the bill, while Democrats Rep. Patti Fritz (D-Faribault) and Rep. Mary Sawatzky (D-Willmar) voted against the bill.

The Senate passed the bill, 37-30, with one Republican voting for the bill and three Democrats voting against it. Republican Senator Branden Petersen (R-Anoka) voted for the bill, while Democrats LeRoy Stumpf (D - Plummer), Dan Sparks (D - Austin) and Lyle Koenen (D - Clara City) voted against the bill.

Campaign Finance

Late in the session, a campaign finance bill received bipartisan support in the House and the Senate.

The bill would increase the contribution and spending limits for the governor and constitutional officers and candidates for the Minnesota House and Senate. Specifically, the proposal would increase the contribution limits to candidates for governor from \$4,000 a year in election years and from \$500 to \$2,000 in non-election years. Furthermore, individual contributions to state lawmakers would increase from \$600 to \$1,000 over two years. Representative Ryan Winkler (D-Golden Valley), argued that in light of the growing number of outside groups spending money on races, increasing the contribution limits would give candidates a greater voice in political campaigns.

In the final hours of the session, three provisions were dropped from the bill that would have required some political groups to say more about where their money is coming from and how it is being spent. Republicans would have withdrawn support for the bill if the disclosure provisions were preserved in conference committee.

Governor Dayton stated any changes to campaign finance law must have bipartisan support. Yesterday, the House passed the bill 85-49, while the Senate passed the bill, 47-15.



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MEMORANDUM

TO: Counties Transit Improvement Board

FROM: Dennis McGrann // Andy Burmeister

DATE: May 14, 2013

RE: Counties Transit Improvement Board Federal Update

Below you will find the May update for the *Counties Transit Improvement Board* (CTIB). The Fiscal Year 2014 appropriations process is starting to move forward as the House Appropriations Committee begins their “mark-up” of a number of yearly budget bills. The Senate has spent floor time over the past couple of weeks on the Water Resources Development Act (WRDA), an environmental infrastructure bill. Meanwhile, the House and Senate Agriculture Committees are preparing to mark-up their versions of a new Farm Bill and both Chambers have had significant discussion related to immigration reform.

The following provides an update of activities of importance to CTIB which have occurred over the past month, and provides an outlook of issues and opportunities for CTIB to engage during the upcoming year.

FISCAL YEAR 2014 APPROPRIATIONS:

As has traditionally occurred over the last several years, House appropriators are the first to begin moving forward their annual appropriations bills through the Committee process. The House Military Construction – Veterans Affairs appropriations bill will be marked up this week by the Subcommittee. With this said however, it is unlikely that this, nor any of the subsequent appropriations bills, will quickly move through the process and become law. There has been little progress in negotiations between the House and the Senate to set a budget level for the year. If a budget agreement is not reached, Continuing Resolutions are likely to once again be utilized to fund federal programs. Although the President submitted his budget to Congress, it is likely that a number of the Committees will make significant changes to the Administration’s request.

ACTION ITEM: This is the start of what will likely be a long-term discussion on funding levels for federal programs. We will notify you once we get word of action on items of specific

interest to CTIB (transit programs) and provide recommendations on how the Board could weigh in to influence this funding process.

SECRETARY OF TRANSPORTATION:

On April 29th, President Obama announced his nomination of Charlotte, North Carolina Mayor Anthony Foxx to serve as the next Secretary of Transportation. Mayor Foxx led efforts in the City to improve transit infrastructure including the Charlotte Streetcar Project, LYNX light rail system. Once confirmed by the Senate, Foxx will be the youngest Member of President Obama's Cabinet. Mayor Foxx is likely to be confirmed.

ACTION ITEM: We will keep you apprised of the confirmation process as it proceeds. With this said, it is important for the Board to continue to build and strengthen relationships in the Department of Transportation and the Federal Transit Administration. We will provide the Board with recommendations as opportunities to do so become apparent.

SEQUESTRATION:

As you know, sequestration cuts continue to affect Federal Departments. For example, the Department of Defense recently announced that they would furlough 330,000 civilian employees for 11 days. Discussions on replacing the sequester to avert government cuts have cooled. The most recent attempt by Senate Majority Leader Harry Reid to replace the cuts was blocked in the Senate. It appears that nothing will be done on the sequester in the near future and the impacts will likely become more and more clear in the coming weeks and months.

ACTION ITEM: The Sequester will likely be a topic of discussion for weeks, months, and years to come. With this in mind, it would be beneficial for CTIB track the impacts that sequestration is having on your activities. Furthermore, we will keep you apprised of opportunities for CTIB to weigh in on this important funding issue.

TIGER V GRANT PROGRAM:

The FY 2013 Appropriations Act appropriated \$473.847 million to be awarded by DOT for the TIGER Discretionary Grants program. Like previous rounds, the FY 2013 TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region. Larger projects of national or regional significance which DOT determines demonstrate achievement of several of the strategic goals, as well as the project readiness criterion, could be considered for grants larger than those typically awarded in recent rounds of TIGER.

The full Notice of Funding Availability can be found here:

<https://www.federalregister.gov/articles/2013/04/26/2013-09889/notice-of-funding-availability-for-the-department-of-transportations-national-infrastructure>

ACTION ITEM: Applications are due June 3, 2013. We expect additional rounds of TIGER funding to be available and will keep you apprised of future funding opportunities.

MAP-21 REAUTHORIZATION:

Even as rules and regulations continue to be put into place following the passage of the MAP-21 transportation authorization bill, House and Senate transportation leaders have begun discussions on a new transportation bill. Chief among the discussions is what the funding mechanism for funding transportation and transit programs will be as the current Highway Trust Fund is insolvent. Although conclusions have not yet been made, it is likely that this issue will see significant discussion in the months/years to come.

ACTION ITEM: Although the current transportation law will expire in a relatively short period of time, this issue will likely not be at the top of the agenda until the new fiscal year. With this said, it will be important for the Board to examine the rules and regulations that come out of FTA in an effort to identify areas that could/should be improved in the next transportation authorization bill. We look forward to working with you to identify and transmit your regulatory and legislative viewpoints to Members of Congress and the Administration.

UPCOMING DATES OF NOTE:

May 15, 2013 - The date after which the House may consider FY14 appropriations bills even if a final budget resolution has not been adopted.

May 19, 2013 - Three-month suspension of the debt-ceiling expires, meaning the U.S. risks breaching the debt limit unless Congress acts again.

July 1st, 2013 - Congress' July Fourth recess begins, which also marks the informal deadline set by House leaders to pass all 12 regular appropriations bills.

Mid-July - Target for President Obama to submit his mid-session review of the budget to Congress, which includes revised deficit estimates.

August 5, 2013 - Congressional summer recess begins.

October 1, 2013 - Fiscal 2014 begins, meaning a stopgap continuing resolution would be required to finance any agency whose appropriations bill has not been enacted.

May 14, 2013
Page 4

ACTION ITEM: We will keep you apprised of additional dates of note as they become available.

As always we will continue to monitor these and others transportation related issues. Please do not hesitate to contact Dennis McGrann at (202) 544-9840 or dmmcgrann@locklaw.com or Andy Burmeister at (202) 544-9844 or arburmeister@locklaw.com if you have any questions or would like additional information.



DATE: May 24, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Facebook and Website Communication Update

Website

A total of 571 people visited the Red Rock website for the month of April.

Facebook

The Facebook page, RedRockCorridor is now up to 57 likes. There have been no instances where comments needed to be removed from the facebook page in accordance with the Commission's facebook use policy.

Action

Information



DATE: May 24, 2013
TO: Red Rock Corridor Commission
FROM: Staff
RE: Highway Corridor Transitway Study

The Metropolitan Council is studying highway corridors with relatively high levels of existing peak-hour, commuter transit demand for the feasibility of implementing a Highway Bus Rapid Transit (BRT) model similar to the models envisioned for the I-35W South Transitway (Orange Line) and the Cedar Avenue BRT (Red Line) project.

Highway BRT would provide service that is all-day, frequent, and serves enhanced passenger facilities with additional customer amenities. The transit services in these corridors would also have advantages over congested traffic by utilizing bus shoulders or future MnPASS lanes. The corridors under analysis could play a vital role in connecting major regional destinations to the rest of the METRO system.

The study will examine eight corridors at a high-level of analysis in order to determine the potential benefits and costs associated with these types of improvements. At the conclusion of the study, the region will have a better understanding of the potential of Highway BRT and can further examine promising corridors in more detail. The eight corridors included in this analysis are:

- Highway 212
- Highway 169 in the southwest metro
- Highway 36
- Highway 65 in the north metro
- Interstate 94 in the northwest metro
- Interstate 35E south of downtown St. Paul
- Interstate 35E north of downtown St. Paul
- Interstate 394

The study will also be coordinated with other corridors under study including the Red Rock Corridor (see attached map). The study began in January 2013 and is expected to take about 12 months to complete. Metropolitan Council staff will give an overview presentation on the study at the Commission meeting.

Action Requested:
Information

