



## Red Rock Corridor Commission Agenda 4:30 p.m. Thursday, January 28, 2016

Newport City Hall  
596 7<sup>th</sup> Avenue  
Newport, MN 55055

	<u>Action Requested</u>
1. Introductions	Information
2. Election of Officers	Election
3. Approval of Agenda	Approval
4. Consent Items*	Approval
a. Checks and Claims	
b. Minutes from the December 2, 2015 Commission Meeting	
5. Liability Coverage Insurance*	Approval
6. Implementation Plan Update*	Approval
7. 2016 Engagement*	Discussion
8. Website and Social Media Update*	Information
9. Other	Information
a. Commissioner Reports	
b. Next Meeting	
February 25, 2016 4:30 pm at Newport City Hall	
10. Adjourn	Approval

*\*Enclosures*



**DATE:** January 21, 2016  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Election of Officers

The Red Rock Corridor Commission Joint Powers Agreement (JPA) calls for the election of a Chair and Vice-Chair from its membership at the first Commission meeting of the calendar year. The Chair and Vice-Chair serve 1-year terms. The Chair presides over all meetings of the Commission, may establish such subcommittees as may be needed, and performs other duties and functions as may be determined by the Commission. The Vice-Chair performs the duties of the Chair during the absence of the Chair.

At the meeting, the Commission will be asked to elect officers for 2016.

**Action:**  
Election of Officers



# Red Rock Corridor Communications

Consultant Johnson Group  
 Contract No. 8922  
 Expiration Date  
 Business Unit Public Works  
 Object Code  
 Updated

Task No.	Task Description	Johnson Group	Task Total
1.0	Email Marketing	\$7,200.00	\$7,200.00
2.0	Social Media Posting and Mgmt	\$2,100.00	\$2,100.00
3.0	Collateral Materials	\$6,900.00	\$6,900.00
4.0	Awarness Campaign	\$12,200.00	\$12,200.00
5.0	Community Outreach	\$6,000.00	\$6,000.00
6.0	Video Production	\$2,500.00	\$2,500.00
7.0	Website Updates & Maintenance	\$5,000.00	\$5,000.00
8.0	Website Hosting	\$180.00	\$180.00
NA	Contingency	\$1,920.00	\$1,920.00
	<b>Total Contract Cost</b>	<b>\$44,000.00</b>	<b>\$44,000.00</b>
	<b>Total Project Cost</b>	<b>\$44,000.00</b>	<b>\$44,000.00</b>

Invoice Number / Date	Tasks									Total Contract Cost	Total Project Cost
	Email Marketing	Social Media	Collageral Materials	Awareness Campaign	Community Outreach	Video Production	Website Updates	Website Hosting	Contingency		
1019740 / 5/1/15	\$900.00	\$1,295.00		\$1,805.00		\$2,500.00	\$150.00			\$6,650.00	\$6,650.00
1019797 / 5/29/15		\$1,120.00					\$75.00	\$180.00		\$1,375.00	\$1,375.00
1019865 / 6/29/15	\$600.00	\$150.00		\$1,890.00			\$75.00		\$1,875.00	\$4,590.00	\$4,590.00
1019942 / 7/29/15		\$175.00		\$945.00						\$1,120.00	\$1,120.00
1020003 / 8/27/15		\$175.00		\$945.00			\$75.00			\$1,195.00	\$1,195.00
1020067 / 10/1/15	\$600.00	\$175.00		\$945.00						\$1,720.00	\$1,720.00
1020268 / 10/30/15		\$175.00		\$945.00			\$37.50			\$1,157.50	\$1,157.50
1020309 / 11/30/15		\$150.00		\$945.00						\$1,095.00	\$1,095.00
1020366 / 12/30/15	\$600.00	\$225.00	\$3,412.50	\$945.00					\$825.00	\$6,007.50	\$6,007.50
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
										\$0.00	\$0.00
Amount Billed to Date	\$2,700.00	\$3,640.00	\$3,412.50	\$9,365.00	\$0.00	\$2,500.00	\$412.50	\$180.00	\$2,700.00	\$24,910.00	\$24,910.00
Percent Complete	37.5%	173.3%	49.5%	76.8%	0.0%	100.0%	8.3%	100.0%	140.6%	56.6%	56.6%
Amount Remaining	\$4,500.00	(\$1,540.00)	\$3,487.50	\$2,835.00	\$6,000.00	\$0.00	\$4,587.50	\$0.00	(\$780.00)	\$19,090.00	\$19,090.00

**Red Rock Corridor Implementaion Plan**

Consultant Kimley-Horn and Associates, Inc.  
 Contract No. 9342  
 Expiration Date 10/31/2016  
 Business Unit  
 Object Code  
 Updated 12/16/2015

Task No.	Task Description	Task Total
1.0	Project management and Coordination	\$70,116.87
2.0	Review and Assess Previously Completed Work	\$3,053.60
3.0	Public Engagement and Agency Coordination	\$58,886.28
4.0	Ridership Forecast	\$79,613.60
5.0	Service Plan Development	\$19,004.48
6.0	Capital and Operating Costs	\$35,055.60
7.0	Update Station Planning to Reflect BRT	\$21,446.16
8.0	Implementation and Financial Plan	\$28,518.10
9.0	LPA Process	\$19,599.52
10.0	Draft and Final Report	\$17,102.48
11.0	Miscellaneous Services-Contingency	\$40,000.00
	<b>Total Contract Cost</b>	<b>\$392,396.69</b>
	Direct Expenses	\$7,460.00
	<b>Total Project Cost</b>	<b>\$399,856.69</b>

Invoice Number / Date	Tasks											Total Contract Cost	Direct Expenses	Total Project Cost
	Project Management and Coordination	Review and Assess Previously Completed Work	Public Engagement and Agency Coordination	Ridership Forecast	Service Plan Development	Capital and Operating Costs	Update Station Planning to Reflect BRT	Implementation and Financial Plan	LPA Process	Draft and Final Report	Miscellaneous Services-Contingency			
6550933 2/28/201	\$1,843.31	\$1,183.22	\$8,100.61									\$11,127.14	\$0.00	\$11,127.14
6633503 3/31/20	\$14,182.08		\$2,202.72	\$6,955.56								\$23,340.36	\$80.51	\$23,420.87
6710352 4/30/20	\$7,792.39	\$1,309.94	\$10,571.09	\$23,537.55							\$55.37	\$43,266.34	\$400.25	\$43,666.59
6787282 5/31/201	\$5,982.93	\$560.44	\$3,032.82	\$211.71							\$389.64	\$10,177.54	\$67.86	\$10,245.40
6880852 6/30/201	\$3,899.06		\$4,329.96	\$5,455.49	\$5,050.64	\$499.82		\$44.32				\$19,279.29	\$173.29	\$19,452.58
6964217 7/31/201	\$3,734.28		\$13,590.87	\$1,839.24	\$2,686.78			\$531.66				\$22,382.83	\$4,630.20	\$27,013.03
7048838 8/31/201	\$3,039.89		\$4,122.00	\$19,184.37	\$2,606.21						\$45.24	\$28,997.71	\$694.56	\$29,692.27
7138466 9/30/201	\$2,850.13		\$3,885.98	\$6,685.08	\$5,684.66	\$1,062.65						\$20,168.50		\$20,168.50
7205932 10/31/20	\$3,584.87		\$3,635.61	\$6,569.14	\$2,913.50	\$16,798.16						\$33,501.28		\$33,501.28
7324195 11/30/20	\$4,964.52		\$1,317.12	\$3,405.58		\$7,043.27	\$443.00	\$322.75				\$17,496.24	\$57.05	\$17,553.29
Amount Billed to Date	\$51,873.46	\$3,053.60	\$54,788.78	\$73,843.72	\$18,941.79	\$25,403.90	\$443.00	\$0.00	\$898.73	\$0.00	\$490.25	\$229,737.23	\$6,103.72	\$235,840.95
Percent Complete	74.0%	100.0%	93.0%	92.8%	99.7%	72.5%	2.1%	0.0%	4.6%	0.0%	1.2%	58.5%		
Amount Remaining	\$18,243.41	\$0.00	\$4,097.50	\$5,769.88	\$62.69	\$9,651.70	\$21,003.16	\$28,518.10	\$18,700.79	\$17,102.48	\$39,509.75	\$162,659.46	\$1,356.28	\$164,015.74



## Meeting Minutes

December 2, 2015

Newport City Hall

4:30 p.m.

Commission Members	Agency	Present
Marion Greene	Hennepin County RRA	X
Janice Rettman	Ramsey County RRA	X
Jim McDonough	Ramsey County RRA	
Karla Bigham, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Jen Peterson, Vice-Chair	City of Cottage Grove	X
Myron Bailey	City of Cottage Grove	
John Kummer	Denmark Township	
Mark Vaughan	City of Hastings	X
Cam Gordon	City of Minneapolis	
Tracy Rahm	City of Newport	X
Bill Finney	City of St. Paul	
Keith Franke	City of St. Paul Park	X

Ex-Officio Members	Agency	
Ron Allen	Goodhue County	
Jess Greenwood	Goodhue County	
Judy Mitchell	Canadian Pacific Railway	
Marc Mogan	Prairie Island Indian Community	

Staff	Agency	Present
Jan Lucke	Washington County RRA	
Lyssa Leitner	Washington County RRA	X
Kevin Roggenbuck	Ramsey County RRA	X
Matt Parent	Dakota County	X
Hally Turner	Washington County	X
Laura Kearns	Washington County	X
Joe Scala	Hennepin County	X
Ray Hoover	Hennepin County	

Others	Agency
Brian Smalkoski	Kimley-Horn
William Reynolds	Kimley-Horn
Katie White	Met Council

Betsy Leach	District 1 – Community Council to St. Paul
Lynne Bly	MnDOT

**Agenda Item #1: Introductions**

Chair Bigham called the meeting to order at 4:30PM. Introductions were made by commission members, staff and others present.

**Agenda Item #2: Approval of Agenda**

A motion was made by Councilmember Rahm to approve the agenda. The motion was seconded by Commissioner Slavik. All in favor, **Approved**. The motion carried.

Commissioner Greene arrived at 4:33PM.

**Agenda Item #3: Consent Items**

A motion was made by Councilmember Peterson to approve the check and claims and the meeting minutes from the October 22, 2015 Commission Meeting. The motion was seconded by Councilmember Vaughn. All in favor, **Approved**. The motion carried.

**Agenda Item # 4: Implementation Plan Update**

Brian Smalkoski and William Reynolds with Kimley-Horn gave a presentation on the research that has been completed to date on the implementation plan. Kimley Horn asked for approval from the commission for a draft recommendation on an alignment for the public comment.

Councilmember Vaughn suggested not naming the stations in Hastings at this time. Only use Station 1, Station 2, Station 3 etc. as people tend to only focus on the location of the stop as opposed to the concept of multiple stations in Hastings.

Councilmember Rahm said people are looking at how much time it takes them to drive to their destination vs. how long it takes on the corridor.

A motion was made by Councilmember Peterson to approve Alternative 2 as the draft recommendation for public comment. The motion was seconded by Councilmember Rahm. All in favor, **Approved**. The motion carried.

**Agenda Item #5: Draft 2016 Work Plan and Budget**

Ms. Leitner went through the implementation plan contract extension as well as the proposed 2016 work plan and budget.

A motion was made by Commissioner Slavik to approve the 2016 Budget and Work Plan, Communications Contract Extension, and Implementation Plan Contract Extension. The motion was seconded by Commissioner Greene. All in favor, **Approved**. The motion carried.

**Agenda Item #6: Website and Social Media Update**

There have been 2370 website views in the past 30 days. The Facebook page is now up to 302 likes.

**Agenda Item #7: 2016 Red Rock Corridor Commission Meeting Schedule**

A list of meeting dates for 2016 was provided in the packet. The meetings are scheduled on the fourth Thursday of each month at 4:30PM at the Newport City Hall.

The November meeting does fall on Thanksgiving and will need to be rescheduled. This will be brought before the commission at a later date.

Commissioner Slavik recommended combining the November and December meetings into one meeting due to the holidays.

Commissioner Greene exited at 5:51PM.

**Agenda Item #8 Other**

Commissioner Bigham wanted to thank staff and the Kimley Horn team for all of their efforts on the corridor.

Councilmembers Peterson and Vaughn attended Senate Bonding Committee presentation at Rasmussen College in Lake Elmo. It was very well attended.

Commissioner Rettman said the High Speed Rail Commission is currently working with several partners on getting a second train in place for Amtrak.

Mr. Roggenbuck said in November the Ramsey County Regional Railroad Authority voted to contribute \$300,000 towards the second Amtrak study. The State of Wisconsin has also contributed \$300,000. MnDOT has not contributed funds for this project.

**Agenda Item #9: Adjourn**

A motion was made by Councilmember Vaughn to adjourn. Commissioner Slavik seconded. All in favor, **Approved**. The motion carried.

The meeting was adjourned at 6:00PM.





**DATE:** January 20, 2016  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Liability Coverage Insurance

The Red Rock Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal for 2016. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto and crime. The premium paid by the Commission last year was \$552.00.

At the time coverage was obtained, the Commission was asked to determine whether or not it would waive the statutory tort liability limits. The Commission chose **NOT** to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the Commission chose to waive the limits, a claimant could recover up to \$1 million. The League of Minnesota Cities Insurance Trust would like confirmation that the Commission would again chose not to waive the statutory tort liability limits. The 2016 premium will be comparable to last year's, and is included in the Commission's 2016 budget.

**Action**

Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2016 and that the statutory tort liability limits not be waived.



**DATE:** January 20, 2016  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Implementation Plan Update

**Background**

An Implementation Plan for phased transit improvements in the corridor, including eventual bus rapid transit (BRT) service, has been underway since the beginning of 2015.

The Implementation Plan goals are to:

- identify more specific construction and capital costs;
- revise station area plans guided by market analysis for bus rapid transit;
- determine a funding plan; and
- establish a staged approach for implementation of the plan.

The Implementation Plan will determine short- and long-term strategies for implementing BRT and to tie those strategies to funding needs. It is expected that the plan will be completed by spring 2016.

**December and January Meetings and Events**

Meeting/Event	Date
Minnesota Senate Capital Investment Committee Presentation	December 1, 2015
Business and Civic Advisory Committee (BCAC) Meeting	December 8, 2015
Washington County Board Workshop	December 8, 2015
St. Paul Park City Council Presentation	December 21, 2015
Dakota County Regional Railroad Authority Presentation	January 5, 2016
Washington County Board Presentation	January 5, 2016
Cottage Grove Station Area Planning Meeting	January 7, 2016
Saint Paul Station Area Planning Meeting	January 8, 2016
Cottage Grove Economic Development Authority Presentation	January 12, 2016
Red Rock Open House	January 13, 2016
Hastings Station Area Planning Meeting	January 19, 2016
Red Rock Technical Advisory Committee (TAC) Meeting	January 19, 2016
Hastings City Council Workshop	January 19, 2016
Cottage Grove City Council Workshop	January 20, 2016
St. Paul Park Station Area Planning Meeting	January 21, 2016
District 1 Presentation	January 25, 2016
Cottage Grove Planning Commission Presentation	January 25, 2016

## Evaluation of Route Alternatives

At the December meeting, the Commission approved Alternative 2 to be released for public comment. The two alternatives approved for additional analysis can be seen here:

[http://www.redrockcorridor.com/wp-content/uploads/2014/12/Red-Rock\\_FactSheet\\_website\\_150818\\_DRAFT-2.pdf](http://www.redrockcorridor.com/wp-content/uploads/2014/12/Red-Rock_FactSheet_website_150818_DRAFT-2.pdf)

The Kimley-Horn team has previously review capital and operations and maintenance costs, service plans, ridership modeling, and evaluation criteria with the Commission at the October and December 2015 meetings. The TAC reviewed this information on November 16, 2015 and recommended to the Red Rock Corridor Commission for Alternative 2 to be released for public comment. The BCAC discussed the analysis on December 2, 2015 and supported Alternative 2 as the route to be advance for final analysis in the Implementation Plan.

## Public Input

In addition to the TAC and BCAC Committees, Red Rock Corridor staff met with corridor counties, cities, and community organizations to get input on the proposed alternatives. Comments were collected through the Red Rock Corridor website and at an open house held on January 13, 2016.

The second public open house for the Red Rock Implementation Plan was held on Wednesday, January 13<sup>th</sup> from 5:00-7:00 pm at St. Paul Park City Hall. The open house was attended by the general public, elected officials and staff from corridor communities. The purpose of this open house was to:

- Share information related to the Implementation Plan and bus rapid transit
  - Describe bus rapid transit
  - Share study results related to ridership, travel time, and costs for alternative routes
  - Explain criteria for evaluating the two alternative routes
- Provide opportunities for members of the public to inform plan development through interactive activities

The meeting was held in an open house format with a brief presentation. The meeting included two interactive stations at which participants could learn about the plan and provide comments and recommendations. Project and consultant staff guided activities and answered questions.

The public comment period was open from December 2, 2015 to January 20, 2016. All public input gathered on the proposed alternatives is attached to this memo.

The TAC met on January 19 and confirmed that Alternative 2 is still the recommended alternative based on public input.

## Next Steps

Selection of the final route and general station locations will likely happen at the January Commission meeting presuming the data, results from the evaluation criteria, and public input provides clear direction. The technical data, input from the public, and policy discussion will set the stage for the final implementation plan document.

## Action

Approve an alternative to advance for final analysis in the Implementation Plan

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Mon, Sep 14, 2015 at 2:12 PM

To: redrockcorridor@gmail.com

First Name: [REDACTED]  
Last Name: [REDACTED]  
Address: [REDACTED] Hastings, MN 55033  
Phone: [REDACTED]  
Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Alternative 1

If there was transit service all-day from St. Paul to Hastings how often would you use it (4+ days a week, 1-3 days a week, just for special events, or never)?

5 Days per week to commute to and from work.

Where would you want to go using transit between Hastings and St. Paul (school, work, events, others, nowhere, etc)?

I would primarily use this service to commute from Hastings to work.

Are there other things you would like to share with us?

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Thu, Sep 17, 2015 at 2:52 PM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address: [REDACTED] Hastings. Man. 55033

Phone: [REDACTED]

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Alternative 1

If there was transit service all-day from St. Paul to Hastings how often would you use it (4+ days a week, 1-3 days a week, just for special events, or never)?

Just for special events.

Where would you want to go using transit between Hastings and St. Paul (school, work, events, others, nowhere, etc)?

Events downtown St. Paul, University of Minnesota. Women's Press, Target Center, Lynx games. Guthrie

Are there other things you would like to share with us?

We are getting old and need transportation to the cities for evening events because we do not like to drive at night anymore. Thank You.

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Sat, Nov 21, 2015 at 5:17 PM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address: [REDACTED] Woodbury, MN; [REDACTED] Minneapolis, MN

Phone: [REDACTED]

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Neither

If there was transit service all-day from St. Paul to Hastings how often would you use it (4+ days a week, 1-3 days a week, just for special events, or never)?

1-3 Days per week during the winter

Where would you want to go using transit between Hastings and St. Paul (school, work, events, others, nowhere, etc)?

Battle Creek West/Battle Creek Regional Park (in order to cross country ski)

Are there other things you would like to share with us?

Would prefer Alternative 1 if it also included stops at Mounds Blvd., Earl St., and Etna St.







## Red Rock Corridor Alternative 2 is not in AAU...starting from scratch? cost and ridership info looks way off?

Sat, Dec 5, 2015 at 10:28  
PM

To: redrockcorridor@gmail.com, info@redrockcorridor.com, [REDACTED]  
[REDACTED]  
[REDACTED]

Cc: [REDACTED]  
[REDACTED]  
[REDACTED]

To: leaders involved in the Red Rock Corridor planning... it's complicated to say the least. Please ensure Ms. Leitner can "reply all" for us as it's in your best interest to also understand her answers to these six simple questions. Failing to obtain a response for all of us is an assumption tax payers should have blind trust and that you care not to understand that tens of millions of tax dollars could be wasted on this. I ask in this manner with all you involved because the corridor planners refuse to answer funding and logistical questions and respond by stating they are only required to respond to data practice act requests. I thank you ahead of time for your support:

To: Ms. Leitner,

Thanks for the info on the Alternative Route 1 vs Route 2 in the email that was sent for the RRC below. You promise that Route 2 is the "most efficient" and that the public has the opportunity to review the option at an open house after the decision was already "unanimously approved".

1.) **Could you please send out raw data to your email pool on the info used to come to that decision so they can be better prepared at the open house?...** Now that the corridor is traveling far off hwy 61, doubling the amount of stations from 6 to 12, and going further into Hastings I'm sure the costs and impact data are far different since "BRT" routes require road enhancements on non-freeways.... ie: the \$35 million dollar "preferred highway 61/ CSAH 19 interchange concept" on page 11 of the May 30th, 2013 RRC Commission meeting

2.) According to the November 2015 RRC commission meeting (p.3) it looks like considering this one extra route is costing \$400,000. **Why is such a back roads route being considered? Why no feeder lines?** Diverting Alternate 2 way off 61 totally loses it's title of being a "Bus Rapid Transit" route (by definition) into being like an express bus route... which the area already has 3 of. Taking over an hour to go from Hastings to St. Paul is not "Rapid" (64 minutes according to p. 15 of 11/2015 RRC meeting). According to google such a trip from Hastings to Union Depot by car would be 4x faster at about 20

minutes: <https://goo.gl/maps/DARyfhXaVck2...> add the time BRT riders would take driving to a BRT station and walking to their final stop from the destination and you have the nightmare ridership of 835 people a day on the Red Line Corridor in Apple Valley (MNDOT Status Guideways Report p. 26).

3.) Will it cost tax payers at least \$400,000 every time you come up with a new route option? The Gateway corridor you're planning had 3 BRT routes considered in its AA study and many more alignments for each in the Scoping data.

4.) Why are the cost and ridership data of Alternate 1, aka the BRT route in the AAU, way off in your references to it in your new implementation plan?

Because in the AAU it states the BRT route, aka Alternative 1, would:

-Have a capital cost of \$45.8 million (p.14 of AAU pdf) Yet has half the stations (6) compared to the new Alternate 2 route (12) p.15 of 11-2015 meeting

-Have an operating cost of \$3.8 million/yr (p.14 of AAU pdf)

-Have a total combined (BRT and express) daily ridership of 2,420/day (p.13 of AAU pdf)

Yet in your new implementation plan you say the same route (alternate 1)

Only would have cost \$28.6 million?

Had an operating cost of over \$6 million/yr!

and combined (BRT and express) Ridership was 2,750?

<http://www.redrockcorridor.com/corridor/implementation-plan/>

5.) How is its history seemingly rewritten to make it look like this new alternative Route 2 which diverts further off 61, doubles the amount of stations from 6 to 12, and goes further into Hastings over doubling the "acreage served" (750 to 2,100) some how costs less than the original BRT plan of \$45.8 million? To make this new alternate look even better on your page it looks like you nearly doubled the operating cost of the original route from the AAU (\$3.8 million/yr) to what you now quote (as \$6 million/yr)... The same for ridership... in the AAU ridership never separates BRT from express (wildly assuming no riders of express will be lost to BRT) and say ridership was higher than originally calculated for a number of 2,750 instead of 2,420... (if the answer is 2030 vs 2040 data than why do you only gain 330 riders over 10 years?)

6.) How can this new route possibly cost 62% less than the \$112 million dollar Red Line Corridor in Apple

Valley, have the same number of stations, yet be over twice the length (13 vs 30 miles)?

Please explain as to ensure a fair understanding is had by the public on what you are doing with tens of millions of tax dollars at stake... If I pour hours over this and can't understand your math I'm sure the legislature will continue to easily be convinced to refuse to fund this corridor directly (since 2011).

If in two weeks you can't explain I'll see if the Met Council, CTIB, or the FTA can explain. Being on phase one of CTIB next to the Robert Street and River View Corridors looks like strong competition since both serve way higher density populations (p.366 of Met Council 2040 plan).

Thanks,



## Re: Red Rock Corridor Alternative 2 massive inconsistencies and unanswered questions...

Mon, Dec 14, 2015 at 3:36 PM

To: [REDACTED] info@redrockcorridor.com,  
redrockcorridor@gmail.com

(bcc'd) To local leaders who are responsible to tax payers regarding the Red Rock Corridor with influence over how the planning is being run and invested in.

The corridor planner Lyssa Leitner responded on 12-9-15 with the aid of a county attorney in this email (also below) refusing to directly answer fair questions requesting clarification regarding the cost and impact of the newest Red Rock Corridor route known as Alternative 2 in the "implementation plan".

Are you on the side of tax payers who at least deserve to know why MAJOR study data is not adding up with the Red Rock Corridor?

If you are not on the side of tax payers please send a reply and explain:

**\*\*\*\*\*Why can citizens can not obtain direct answers for corridor questions?\*\*\*\*\***

-specifically in this case, the route decisions and inconsistent cost estimates of the Red Rock Corridor among their own corridor studies. Please read the simple questions and responses below (or on this link) to show as sourced proof the answers were not only evasive by avoiding the questions through the guidance of the assistant County attorney, but also manipulating us all by making it appear the answers were in front of us the whole time. I assure you, they are not, and prove it.

Regretfully,

[REDACTED]

To Ms. Leitner:

I'm surprised at your responses for all of us. In front of the County Commissioners and area legislators that hold the keys to the project funded by our tax dollars. The six questions were thoroughly thought out and sourced to show every effort was made to find the answers independently. The questions stem from the inconsistencies between the 2014 Alternative Analysis Update (AAU) and your most recent estimates for the same route option (alternate 1) in the

2015 implementation plan. Your responses are no different than what the senior citizens in Oakdale experienced from you on October 15th when you were brought to tears when caught smirking while they pleaded with you to listen and answer similar questions about the Gateway Corridor: <http://alphanewsmn.com/2015/10/oakdale-residents-speak-out-against-the-485-million-bus-route/> and: this bulletin op-ed account

**Your copy and paste response answer for every question to view past meetings on the surface appears helpful. However, you know as well as I know, the meeting minutes and agendas you reference just show the items were discussed rather than a resource for the information behind the discussion that could answer the questions. Below I source each of your references and include why each response is unacceptable even compared to the quality of information provided from the Gateway Corridor Commission (which I admit is adequate). Follow up questions are in Maroon for you to consider.**

(full original questions with supporting data as well as your full responses are on the email below this one or on this link)

**1.)** First question asked you to please send out raw data to your email pool on the info used to come to the alternate route decision so they can be better prepared at the open house. Your answer is not only no, but you acknowledge that the data is not readily available (as you offer to allow an appointment with the data rather than post it online). Furthermore you do not indicate that the "technical data" will be posted. The data requested is not an outrageous expectation. It's posted for every other corridor study in the past for this corridor and the gateway. ie: the AAU study for the RRC: 2013 Technical Memorandum #4 Capital Cost Evaluation **Why not post the implementation plan data too? Especially if you are not willing to answer any questions?**

At the time of sending my e-mail I wasn't aware the December 2015 meeting you directed me to was posted. I appreciate the tip, it was the only piece of data in all your answers I have not poured over. **However it revealed you didn't spend \$400,000 on this new route study you're spending a total of \$550,000!** p.45 of December 2nd RRC meeting. **What's the point of a contract with Kimley Horn if they can't do a job for the contracted cost?**

**2.)** Question 2 on why there are no feeder lines so it doesn't take over an hour to take a trip that would take 20 minutes in a car... instead of writing a sentence or two kindly explaining (perhaps a logical reason) you direct me to another dead end. I reviewed the link to the July meeting agenda you reference and it includes a presentation from the special interest group East Metro Strong sharing Met Council survey data not collected from South Washington County about how great transit can be

in an ideal urban setting (starting on p. 24 of pdf)... nothing on answering any of the questions. I reviewed the July meeting minutes... no data, only evidence it was discussed (hardly a recording of minutes). With the cluster that is the RRC page it's not surprising the meeting minutes for July is also the link for the September meeting agenda off the Corridor page: <http://www.redrockcorridor.com/agenda-meeting-min/>

Again, it does state that the alignment choice was discussed at all the outside TAC, BAC, and "map meetings"; however the Red Rock Corridor doesn't share any of those meeting minutes like the Gateway corridor does.

Interestingly at the September meeting agenda p.15 of the pdf it states "*The results of the analysis will be previewed with the TAC, B-CAC, and Commission in October. Once all committees have reviewed the technical information, it will be released for public comment*" (the committees have reviewed it and that hasn't happened... **I asked you to release it.. and you say no, I have to come in to see it [your answer to question 1]**)

In October Ms. Turner states the data would be released for the public on page 6 of the pdf for the October meeting minutes... **why would I have to go to the County offices to review the data your commission promises to have released last month?**... kind of important since you are making all these heavily impacting decisions that are worth tens of millions of dollars.

**3.)** Will it cost tax payers at least \$400,000 every time you come up with a new route option? Followed up with providing the fact the Gateway corridor plans are more organized to group route studies together. You arrogantly respond "**There is no public data responsive to this question no[r] does the inquiry seek existing data.**" I can't begin to explain how condescending and disrespectful that response is for tax payers to hear.

**4.)** Why are the cost and ridership data of Alternate 1, aka the BRT route in the AAU, way off in your references to it in your new implementation plan? You again refuse to simply answer a legitimate question by referring to meeting minutes void of hard data or to watch an entire meeting that may or may not be available from SWCTV... Who do you think you are responding to citizens like this? Especially after your rebuke from the man in Oakdale who said: "Please don't laugh at me. This destruction of my home is serious business to me."

5.) How is it history is seemingly rewritten to make it look like this new alternative Route 2 which diverts further off 61, doubles the amount of stations from 6 to 12, and goes further into Hastings over doubling the "acreage served" (750 to 2,100) some how costs less than the original BRT plan of \$45.8 million? You respond "Data on the capital costs for both the BRT in the AAU and the BRT alternatives for the Implementation Plan can be viewed in technical memos available by appointment at the Washington County Government Center. " Again, from your commission it's stated at the September and October Corridor meetings that the technical data was going to be public last month (sourced above)...

6.) Perhaps the most fair question of all: How can this new route possibly cost 62% less than the \$112 million dollar Red Line Corridor in Apple Valley, have the same number of stations, yet be over twice the length (13 vs 30 miles)? Like your answer for question three regarding cost, you come up with an arrogant and insulting response:

Washington County does not possess data in response to this request.

How you can feel you are doing honest and responsible work Ms. Leitner is beyond me. How can you have any pride in the Corridors you are planning in Washington County if you can't answer six fair questions that should be easy to answer? These questions could just as well come from a County Commissioner should they not have the blind faith they have in you.



## Hwy 10 Stop

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Tue, Dec 22, 2015 at 6:58 AM

To: redrockcorridor@gmail.com

Hi Lyssa,

Was reviewing the Red rock corridor plan posted at the Newport park N ride today. Any possibility of adding a park N ride stop near the intersection of Hwy 61 and hwy 10 for either plan? There are a lot of WI commuters into the metro via Prescott. Does the funding mechanism include contributions from Wisconsin government bodies?

I prefer plan #1.

I hope the 364 isn't dropped as a result?

Brian Kinstad,  
Elmwood, WI (50 miles to reach transit)

Nice job on the plan so far. Both options are great.



## Comments on Alternatives

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[REDACTED] Mon, Dec 21, 2015 at 10:22 AM

To: "redrockcorridor@gmail.com" <redrockcorridor@gmail.com>

As a resident of Cottage Grove, I support the selection of Alt #2 and how it will provide more improved service to the communities. I look forward to seeing the station plans as they are developed. Having the alternative to access the growing transit network from Cottage Grove will provide an marked improvement in quality of life for our community.

Regards

[REDACTED]

Cottage Grove, MN 55016

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

## Contact form from redrockcorridor.com

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WordPress

Sat, Jan 2, 2016 at 4:24 AM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address:

Phone:

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Neither. The service that is needed is express bus service to Minneapolis, not St Paul. The majority of the ridership from this area works in Minneapolis. Adding express bus service to Minneapolis to the under-utilized Newport Park N Ride is what is needed. This service would draw riders from across the river as well.

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for the communities or to have a shorter total trip between Hastings and Union Depot in St. Paul?

Eliminate the stop in St Paul Park. Express bus riders do not like stops.

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Neither plan will be cost effective unless this route serves Minneapolis. The ridership numbers are much higher to Minneapolis.

What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other?

Express bus service to Minneapolis.

Are there other things you would like to share with us?

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Thu, Dec 31, 2015 at 8:32 PM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address: Hastings

Phone:

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

I would not use this mode of transportation on a regular or semi-regular basis. Alternative 1 would be better than 2.

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for the communities or to have a shorter total trip between Hastings and Union Depot in St. Paul?

No.

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

No way. The distance to the depot on 2nd St is not that great to need three or more additional stops for an additional \$20 Million?! No way.

What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other?

Police monitoring the area. Open and clean. Safety. Bathrooms.

Are there other things you would like to share with us?

I do not want to see the lovely historic Hastings turned into another Apple Valley or Woodbury. There are enough strip malls and commercialization in other areas. Hastings has always been a more rural environment. If the transit station means our city is going to become another land of big box stores and 24 hour retail, Hastings will lose its earned charm in a heartbeat.

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Sat, Jan 9, 2016 at 5:42 AM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

2

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for the communities or to have a shorter total trip between Hastings and Union Depot in St. Paul?

More access

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Yes

What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other?

Retail

Are there other things you would like to share with us?

I am excited about the project!

## Contact form from redrockcorridor.com

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WordPress [REDACTED]

Fri, Jan 8, 2016 at 1:20 PM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Either alternative is doable, but Alternative 2 would be clearly the most convenient!

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for the communities or to have a shorter total trip between Hastings and Union Depot in St. Paul?

Shorter trip

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Yes

What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other?

Retail, then residential

Are there other things you would like to share with us?

## Greetings

Fri, Jan 15, 2016 at 8:16 AM

Reply-To: [REDACTED]  
To: RRC Project <redrockcorridor@gmail.com>

Hello,

In response to the request for comment/feedback, I have attached my two cents worth.

Thanks

[REDACTED]  
Cottage Grove

Comment to Red Rock Corridor Project Manager

Feedback after the Public Hearing at St. Paul Park City Hall Jan 13. 2016

Some of us in the Cottage Grove area can recall when Metro Transit operated more than one bus route to our area. These buses would run into the night hours...10 – 11pm if I recall correctly.

I suspect that Metro Transit curtailed that service, at least in part, due to costing more than it was generating.

With the infinite wisdom of the Red Rock Corridor Commission, they apparently have determined that the capital and operating costs for a Bus Rapid Transit system can be adequately sustained by inducing mandatory taxpayer funding.

Either I missed it or there was no information on fares listed etc.of what it would cost to ride from the various stations to St. Paul and return. When asked about the technical analysis data Ms Leitner advised that it would be posted on RRC website in a couple of days. I suspect most likely after the closing of the public forums to help avoid further scrutiny. However, I can understand that with mandatory taxpayer funding fares would not be a factor in the sustainability of the system.

Costs for Alternative #1 are listed as \$28+ million (add another \$6 Million for operation and maintenance costs). Projected combined BRT and Express Route riders per day is 2750. Let's round that to 3000. 28 million/3000 is \$9333 cost per rider...paid for by all taxpayers over a period of years...whether we ride the bus or not. Can we also expect mandatory regulations requiring citizens to ride the bus?

This project would also allow for some, as Ms Leitner put it, "to make 'Happy Hour' and still get the bus home"...all courtesy of mandated taxpayer funding. Whow! What a deal!

Historically, the pain threshold for taxpayers in this area has not yet reached the rabid bite stage. A majority has not yet been relegated to a ramen soup and peanut butter sandwich diet, nor have we been bombarded with enough foreclosure notices, for lack of ability to make payments. Although that pain threshold may increase some with the recent \$146 million taxpayer funded school referendum, it

should also rise a bit as we face the possibility of yet another \$28 million plus taxpayer funding for a bus ride.

What is often times overlooked is that for government to get any money, it must first be taken from those who work to earn it. Regardless of where that money goes, it all comes from the taxpayer's pocket.

Time is a precious commodity for working class families. In most cases we simply do not have/allow adequate time to sort through the rhetoric to be informed enough to vote for responsible, accountable public servants and hold their feet to the fire. Perhaps the future will allow for the incremental implementation of such.

My Two Cents,



Cottage Grove

## Red Rock corridor feedback

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Tue, Jan 19,  
2016 at 12:18  
PM

To: redrockcorridor@gmail.com

The site was frozen when trying to provide feedback. Please see the below:

- If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither? Alt. 1
- Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for riders or to have a shorter total trip between Hastings and Union Depot in St. Paul? I would prefer the shorter total trip and will not take the bus if the time spent on it increases significantly.
- Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve? No, I have a hard time believing the substantial cost difference can be made up. Also, I wouldn't be surprised if you lose express riders due to the increased time on a bus.
- What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other? None, unless the private companies or developers want to build there with NO incentives other than what is good for their business. I go to the transit station to catch the bus and that's it.
- Are there other things you would like to share with us?

If speed were sacrificed, as it would be in alternative 2, I would not take the bus and would drive instead despite the additional cost. Time with my family is more important than saving a few bucks.

•

Thanks,

██████████



## Contact form from redrockcorridor.com

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WordPress

Wed, Jan 20, 2016 at 11:50 AM

To: redrockcorridor@gmail.com

First Name: [REDACTED]

Last Name: [REDACTED]

Address:

Phone:

Email: [REDACTED]

If you were to use transit in the Red Rock Corridor would you prefer Alternative 1, Alternative 2, or neither?

Neither since they don't go into downtown St. Paul at all except for Union Depot.

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for the communities or to have a shorter total trip between Hastings and Union Depot in St. Paul?

N/A

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

N/A

What type of activity would you like to see at the transit stations? Residential, Commercial/Retail, Industrial, or Other?

Are there other things you would like to share with us?

**PUBLIC INPUT FOR THE  
RED ROCK CORRIDOR IMPLEMENTATION PLAN**

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Please check the boxes that apply:

If you were to ride transit in the Red Rock Corridor, which alternative would you prefer:

Alternative 1

Alternative 2

Neither

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for riders or to have a shorter total trip between Hastings and the Union Depot in downtown Saint Paul?

Greater access

Shorter total trip

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Yes

No

What type of activity would you like to see at the Red Rock stations? (check one or more)

Residential

Commercial/Retail

Industrial

Other \_\_\_\_\_

My home is located near this intersection or zip code: 55104

My work/school is located near this intersection or zip code: McKnight + Old Hudson

**Other comments or questions that I have about this project are:**

I would like to be on the email list for the Red Rock Corridor.

My email address is: \_\_\_\_\_

**Please leave your comments in the comment box  
or submit comments or questions to:**

Lyssa Leitner, Washington County  
www.redrockcorridor.org OR redrockcorridor@gmail.com  
(mailing address on reverse)

**Thank you for your feedback!**

**PUBLIC INPUT FOR THE  
RED ROCK CORRIDOR IMPLEMENTATION PLAN**

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Please check the boxes that apply:

If you were to ride transit in the Red Rock Corridor, which alternative would you prefer:

Alternative 1

Alternative 2

Neither

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for riders or to have a shorter total trip between Hastings and the Union Depot in downtown Saint Paul?

Greater access

Shorter total trip

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Yes

No

What type of activity would you like to see at the Red Rock stations? (check one or more)

Residential

Commercial/Retail

Industrial

Other \_\_\_\_\_

My home is located near this intersection or zip code: \_\_\_\_\_

SS105

My work/school is located near this intersection or zip code: \_\_\_\_\_

SS105

**Other comments or questions that I have about this project are:**

I would like to be on the email list for the Red Rock Corridor.

My email address is: \_\_\_\_\_

**Please leave your comments in the comment box  
or submit comments or questions to:**

Lyssa Leitner, Washington County  
www.redrockcorridor.org OR redrockcorridor@gmail.com  
(mailing address on reverse)

**Thank you for your feedback!**

**PUBLIC INPUT FOR THE  
RED ROCK CORRIDOR IMPLEMENTATION PLAN**

---

Please check the boxes that apply:

If you were to ride transit in the Red Rock Corridor, which alternative would you prefer:

Alternative 1

Alternative 2

Neither

Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for riders or to have a shorter total trip between Hastings and the Union Depot in downtown Saint Paul?

Greater access

Shorter total trip

Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

Yes

No

What type of activity would you like to see at the Red Rock stations? (check one or more)

Residential

Commercial/Retail

Industrial

Other \_\_\_\_\_

My home is located near this intersection or zip code: 55071, ST PAUL PARK (PULLMAN)

My work/school is located near this intersection or zip code: 55112, SHOREVIEW

**Other comments or questions that I have about this project are:**

*\* TRANSIT LINE — ↑ SERVICE TIMES, SAME HOURS AT BRT (RED ROCK)*

I would like to be on the email list for the Red Rock Corridor.

My email address is: \_\_\_\_\_

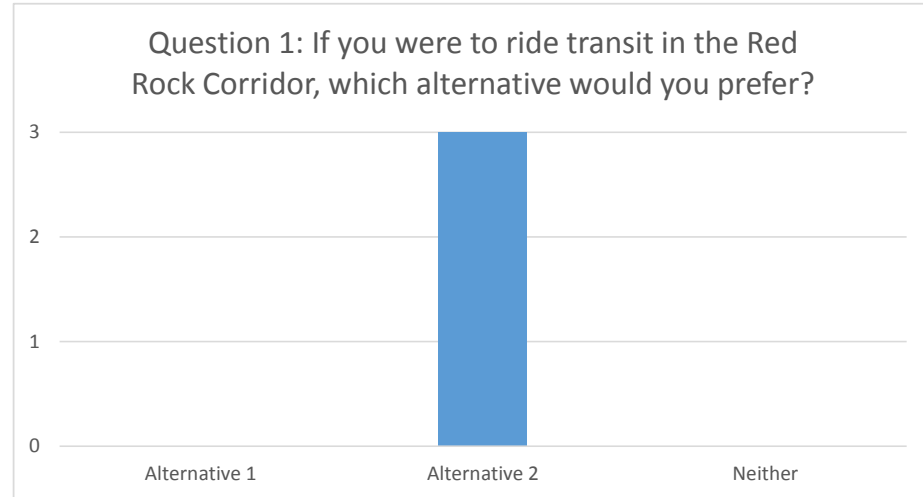
**Please leave your comments in the comment box  
or submit comments or questions to:**  
Lyssa Leitner, Washington County  
www.redrockcorridor.org OR redrockcorridor@gmail.com  
(mailing address on reverse)

**Thank you for your feedback!**

## Open House #2 Station Area Planning Summary

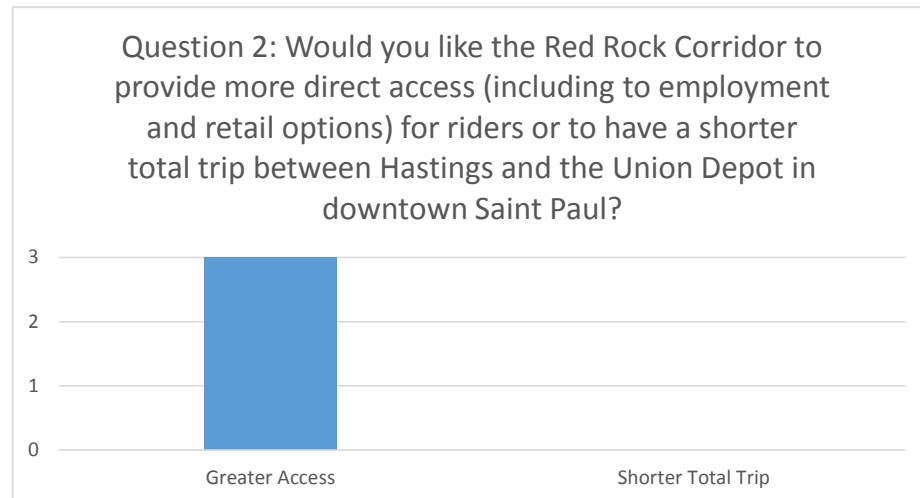
Question 1: If you were to ride transit in the Red Rock Corridor, which alternative would you prefer?

Alternative 1	0
Alternative 2	3
Neither	0



Question 2: Would you like the Red Rock Corridor to provide more direct access (including to employment and retail options) for riders or to have a shorter total trip between Hastings and the Union Depot in downtown Saint Paul?

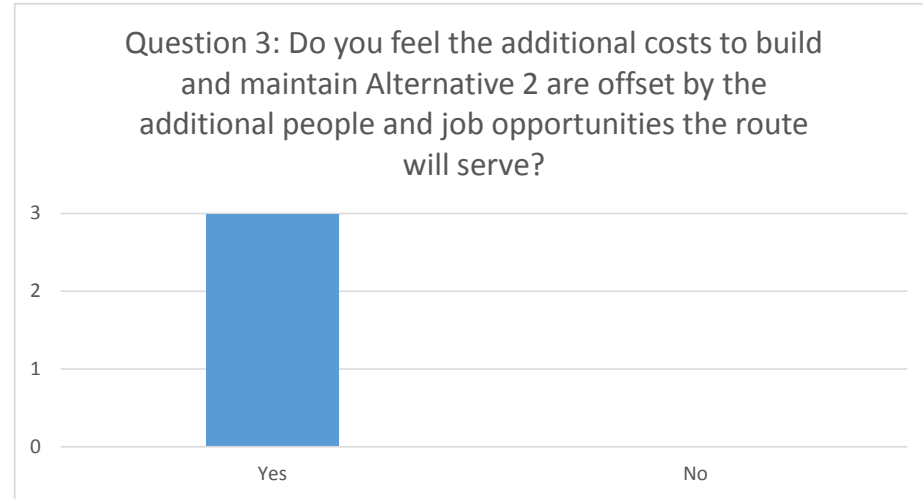
Greater Access	3
Shorter Total Trip	0



## Open House #2 Station Area Planning Summary

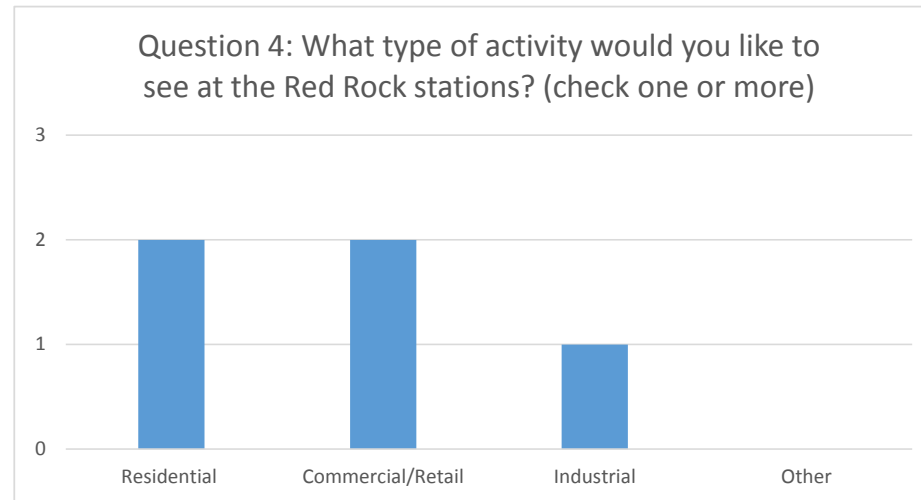
Question 3: Do you feel the additional costs to build and maintain Alternative 2 are offset by the additional people and job opportunities the route will serve?

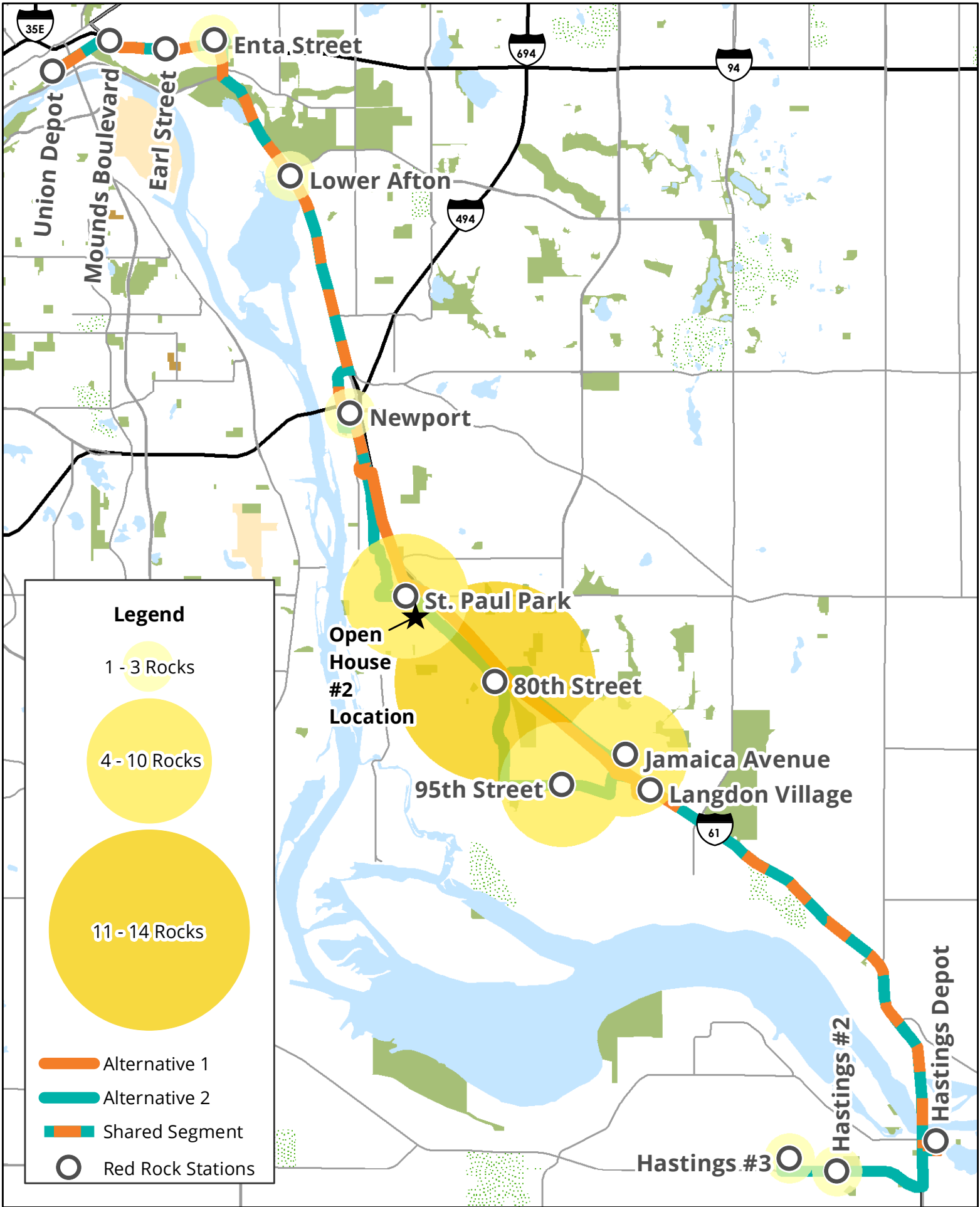
Yes	3
No	0



Question 4: What type of activity would you like to see at the Red Rock stations? (check one or more)

Residential	2
Commercial/Retail	2
Industrial	1
Other	0





**Open House #2 Station Prioritization Results**

January 2015



**DATE:** January 20, 2016  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** 2016 Engagement

The Red Rock Corridor Commission and staff remain committed to ongoing stakeholder engagement for both the Implementation Plan and general education on the corridor. Staff will work with partners to continue to educate the corridor communities on the development of the Implementation Plan. In addition to updating social media and the website with relevant study updates, staff is available to meet with all interested parties for presentations, workshops, and other engagement opportunities. There will be a public hearing at the conclusion of the study with action from corridor counties and cities to follow. Corridor communities will be asked to adopt resolutions of support for the Implementation Plan at the conclusion of the study.

During previous outreach, staff has heard the value of Red Rock Corridor to connect individuals with employment opportunities within the corridor. The City of Cottage Grove is convening interested businesses within the city to discuss the project. With guidance from the Red Rock Corridor Commission, staff is available to work with businesses along the corridor for input on the study.

Lastly, Metro Transit will soon be operating the A Line, an arterial bus rapid transit (BRT) route, along Ford Parkway and Snelling Ave in Saint Paul. The Red Rock Corridor Commission could tour the A Line to experience the different ways BRT the Twin Cities metro area has implemented BRT.

A discussion of potential engagement opportunities for 2016, including the above items, is requested.

**Action:**  
Discussion





**DATE:** January 20, 2016  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Communications Update

**Website**

There have been 3890 website views in the last 30 days.

**Facebook**

The Facebook page is now up to 319 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