

**Red Rock Corridor Commission  
Agenda  
Thursday December 12, 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 October 31 <sup>st</sup> , 2013 Meeting	
3. AAU Study* - Lyssa Leitner, WCRRA	
a. Public Outreach Update	Information
b. Review Implementation Plan and Next Steps	Information
c. Release Draft AAU Report for Public Comment	Approval
4. 2014 Workplan and Budget* - Lyssa Leitner, WCRRA	Approval
5. Support Red Rock Bonding Request* – Lyssa Leitner, WCRRA	Approval
6. 2014 Meeting Schedule*	Approval
7. Communications Update* - Lyssa Leitner, WCRRA	Information
8. Legislative Update – Josh Olson, RCRRA	Information
a. State	
b. Federal*	
9. Other – Commissioner Autumn Lehrke	Information
a. Newport Transit Station Ground Breaking Recap	
10. Adjourn	Approval

*\*Enclosures*



**DATE:** December 4, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

Attached is the

App E Website Services Invoice #5 (October 2013)	\$ 667.00
App E Website Services Invoice #6 (November 2013)	\$ 667.00
Note: Percent of contract utilized = 92%	
Stantec AAU Consultant Services Invoice #5 (July - November 2013)	\$ 56,688.76
Note: Percent of contract utilized = 84%	
<b>TOTAL</b>	<b>\$ 58,022.76</b>

*Detailed invoices can be made available upon request.*

**Action Requested:** Approval



## Draft Meeting Minutes

October 31, 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	
Barb Hollenbeck	City of Hastings	X
Jen Peterson, Vice-Chair	City of Cottage Grove	X
Keith Franke	City of St. Paul Park	
Steve Gallagher	City of Newport	X
Jim Keller	Denmark Township	X
Cam Gordon	City of Minneapolis	
Amy Brendmoen	City of St. Paul	

Ex-Officio Members	Agency	
	City of Red Wing	
	Canadian Pacific	
Marc Mogan	Prairie Island Indian Community	
Jess Greenwood	Goodhue County	

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

Others	Agency
Katie White	Met Council
Jay Demma	STANTEC
Melissa Taphorn	Washington County HRA
Kevin Roggenbuck	RCRRA
Stuart Krahn	STANTEC
Lynne Bly	MnDOT

The meeting was video recorded and can be viewed online at: [http://swctc.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=4613](http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4613)

Chair Lehrke called the meeting to order at 4:02 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 August 29, 2013 Meeting

Motion made by Slavik to approve the August 29, 2013 meeting minutes and checks and claims. Seconded by Peterson. **All in favor.** Motion carried.

**Agenda Item #3: Newport Transit Station Construction Announcement**

Chair Lehrke gave an update on the Newport Transit Station construction as presented in the packet. Rettman stated the Ramsey County Commissioners met with the legislators that were on the bonding tour earlier this week. One of the things being asked for was \$10 million regarding the Hoffman Yard and the east metro's capacity; this would help to improve freight rail and passenger rail all the way to Wisconsin.

**Agenda Item #4: MN High Speed Rail Update**

Kevin Roggenbuck, RCRRA, gave an update on the MN High Speed Rail Commission. The Minnesota High Speed Rail Commission met on September 5, 2013 and voted to send a formal request to the MnDOT Passenger Rail office to form a Technical Advisory Committee for the river route portion of the High Speed Rail Corridor. The purpose of forming a TAC is to have a group of technical people to advise and inform the Commission of the technical aspects of the Tier 1 EIS that is going on for the High Speed Rail service from Milwaukee to the Twin Cities. Roggenbuck stated the TAC will be represented by technical staff, planners, engineers, etc. from the cities, counties and other organizations in the river route area. Chair Bill Spitzer contacted MnDOT and they have solicited the 22 county, city and other agencies for their interest in joining the TAC which included Washington County and all of the Red Rock Corridor communities. The Commission will get an update from MnDOT on November 7 and discuss this further. Dan Krom, Director at Passenger Rail Office, will conference call into the MN High Speed Rail Commission to talk about forming a TAC.

Roggenbuck stated on September 5, the Commission also discussed having former Chair Jerry Miller as an ambassador or advocate at large for High Speed Rail in the river route area. Commissioner Bill Spitzer contacted Mr. Miller and he is interested in this position. At the November 7 meeting, the Commission will discuss his level of involvement and any logistical support that he might need in performing these duties. Roggenbuck stated the approval of the 2014 work plan and budget will also be included in the November 7 agenda. The budget will be largely the same as last year but will include additional funding for logistical support for Jerry Miller if the Commission decides to include him and involve him in the project. There will be discussion on the draft legislative proposals for MnDOT. The Commission will consider action on these proposals after the Passenger Rail forum has discussed them and approved them.

Roggenbuck stated the progress of two studies including the Twin Cities Tier 1 EIS and the second Amtrak train being added from Chicago to the Twin Cities will be the topic of a conference call with Dan Krom.

#### **Agenda Item #5: AAU Update**

##### **a) Public Outreach Efforts**

Leitner gave an update on the Alternative Analysis Update Public Outreach Efforts in a PowerPoint presentation.

##### **b) Evaluation of Alternative Results**

Jay Demma gave an update on the Alternative Analysis Update Evaluation of Alternative Results in a PowerPoint presentation.

Rettman stated she would like to make sure that none of the alternatives are dropped off the list as to not preclude anything in the future. Leitner stated there is a suggested alternative, but there is a phased implementation plan. It is also up to the Commission's direction. Leitner stated the final report will list all of the pieces of the evaluation including tech memos and the alternatives for the public to be able to comment on. The Commission would then look at the information to make a decision on the direction they would like to go.

Rettman asked if the ridership is based on the 2030 model with cost based on 2013. Demma stated yes the ridership is based on the 2030 model with a 2013 base with the typical inflation rate. Leitner stated the table projects out one time capital costs plus 25 years of operating. The costs for operation are inflated with the standard inflation rate of 3.15%. Rettman stated it is important to note the ridership is a 2030 ridership.

Gallagher asked if the cost projection includes replacement of the buses versus the train cars as the train cars most likely have a longer life expectancy. Demma stated yes it does and the buses would have to be replaced more frequently, but there is also a higher cost to the train vehicles themselves. Gallagher asked if the graph could show Commuter Rail that is all day service. Leitner stated the original way was having all day bus service supplement the Commuter Rail and in this region it is not a model to run Commuter Rail on tracks all day long. All day station to station bus service could be run and was modeled originally, but through conversations with the technical team and Metro Transit, it was decided to not show it that way because it is not the way Northstar functions. Leitner stated the Express Bus option models similarly the Commuter Rail but in a bus version and BRT adds on the all-day service; you can bump over the Commuter Rail dot to the right on the graph about 500-700 riders a day to get that number.

Rettman asked what the times are for the new service on the Express Bus. Demma stated they would be the typical morning and evening peak times. Approximately 5:30-9:00 in the morning and 3:30-7:00 in the evening. Rettman asked if it is for commuters only to go to work and leave work. Demma stated yes, no mid-day service. The

frequency of service is all under the mobility category and it has equal weight in each of the alternatives.

**c) Implementation Plan and Next Steps**

Leitner gave an update on the Alternative Analysis Update Implementation Plan and Next Steps in a PowerPoint presentation.

Rettman stated multimodal includes walking. Bikes can be talked about, but when it comes to ADA accessibility and walking, it becomes critical. Rettman stated if people are able to get to a job, it gives them trails to walk on during lunch as well as destinations for High Speed Rail to show off a community. Trails can also give people an opportunity for a health component where they are working or staying during that time. Rettman stated the statement that people want an opportunity to go places with transit and not always have to drive needs to be included as that has only increased since the last study. When bonding is received to further increase the East Metro Rail Capacity, Washington County will have the ability to expand the job base and with that comes housing needs. Rettman stated this needs to be clear that this is not just for today but also for the future.

Chair Lehrke asked if there is a choice to have a public comment period or public hearing. Leitner stated you can have either one or both and staff recommends having both. The comment period would be advertised through the social media sites and press releases with new graphics that are easier to read. Leitner stated the comment period would be closed two weeks prior to the Commission meeting and then they would be available to read prior to the meeting. Rettman asked to have it open longer than that even though their comments may not be read prior to the meeting; they at least have the opportunity to submit their comments.

Peterson asked for clarification on what further evaluation of a BRT option includes under the PMT recommendations stage 2. Leitner stated this means that more study is needed before something can be built. There are still levels of engineering and potential environmental work, depending on the level of capital costs. Leitner stated when the communities and the Commission are potentially ready to implement this, the numbers will be run again and there will be more fine detail to get to the point where building can begin. Fine tuning some details including the Cottage Grove station location, types of infrastructure and a pedestrian bridge will help fine tune the level of investment. The ridership numbers will then be closer to the date of implementation instead of the 2030 model. Peterson asked how Highway BRT is different than regular BRT. Leitner stated Highway BRT should have been used the entire time, there is not a difference in this instance.

Gitzlaff stated the reason why this is really stage 2 is many things are going on right now including the Highway BRT study by Met Council that is going to wrap up early next year as well as Thrive 2040, the Regional Comprehensive Plan being updated along with the Transportation Policy Plan. There is an opportunity to inform those processes over the next year.

Peterson asked if the bus stations will be in the middle of the highway as they are on Highway 35W. Leitner stated those are a type of Highway BRT and are built in more urban areas where the freeway is narrower as well as being built in conjunction with a managed lane. The Highway BRT being looked at here is much closer to the Red Line with running on the shoulders the entire way and diverting at stations where it is not possible to get direct access.

Peterson asked what if the cost listed for Commuter Rail is solely for this option or shared costs with Amtrak, freight or High Speed Rail. Leitner stated Commuter Rail is what would force the majority of improvements as it would shut down the freight system completely near the Union Depot for 2-3 hours in the morning and afternoon. The initial investment would be very heavy for this Corridor for Commuter Rail. Leitner stated there is a potential to share some of the costs in the future, but based on the current information from the study, there was not a comfort level for it to be split. Rettman stated all railroads have been working really well with Ramsey County by putting in money for upgrades. Olson stated what has been learned through the rail capacity study is just the tip of the iceberg in terms of what things costs and implications of different rail improvements on the actual system itself. It is also all about the timing of improvements. There are improvements currently being made in this Corridor that will only stand to benefit any mobility option moving forward. Olson stated the Freight Railroads knows there is significant demand coming and their network needs improvements. Leitner stated they have consulted multiple times with the East Metro Rail Capacity and both High Speed Rail and Commuter Rail would necessitate a new set of tracks.

Slavik asked what the 2013 ridership numbers are. Gitzlaff stated roughly 900 with two-thirds being from Minneapolis; this includes the two Park & Rides.

Slavik asked if there were many positive comments for going beyond Hastings as there did not appear to be. There have been calls made to him and Councilmember Hollenbeck stating that the way the survey was worded as it appeared there was already service in the Hastings area. Slavik stated there seemed to be a demand for service south of the river.

Motion made by Hollenbeck to approve the results of the evaluation and direct staff to prepare a final report with a detailed implementation plan based on the PMT recommendation. Seconded by Peterson. **Ayes, Chair Lehrke, Hollenbeck, Slavik, Keller, Peterson and Rettman; Nays, Gallagher.** Motion carried.

#### **Agenda Item #6: Draft 2014 Work plan and Budget**

Gitzlaff discussed the draft 2014 work plan and budget as presented in the packet.

Chair Lehrke asked for clarification of the final end balance. Gitzlaff stated the final end fund balance will be \$30,000 with an additional \$70,000 within the budget for a total of \$100,000 available.

Rettman asked for clarification of note number one under Operating Budget Notes regarding the remaining amount held in reserve. Gitzlaff stated this should say \$30,000 remaining will be held in reserve.

#### **Agenda Item #7: Communications Update**

Gitzlaff discussed the Facebook and website communication update as presented in the packet. Another e-newsletter will be sent out in a week or two to announce the progress of the AAU study and the Newport Station Groundbreaking. Lehrke asked if there is enough likes on Facebook to be able to get a specific website address. Gitzlaff stated he will look into that.

#### **Agenda Item #8: Legislative Update**

##### **d) State**

Josh Olson discussed the State Legislative Update as presented in the packet. The Bonding Committees for the House and Senate have been visiting with the projects that have expressed funding. The Minnesota Transportation Alliance membership meeting is November 7 in St. Cloud with one of the breakout sessions discussing transit ways.

##### **e) Federal**

Olson discussed the Federal Legislative Update as presented in the packet. There has not been a whole lot of activity on the transportation front. Olson stated there is still continuing resolutions for the Federal budget which plays into the transportation budget. Map-21 is still in play and is the current reality in terms of transportation funding and rules and regulations.

#### **Agenda Item #9: Other**

##### **a) Next scheduled meeting is Thursday, December 12, 2013 at 4:00 p.m.**

Motion made by Rettman to combine the November and December Red Rock Corridor meetings and change to December 12, 2013. Seconded by Slavik. **All in favor.** Motion carried.

Rettman requested that any documents that the Commission will be asked to approve on December 12, 2013 be sent out farther in advance to give Commission Members a chance to thoroughly review ahead of time. Gitzlaff stated that this was a reasonable request.

#### **Agenda Item #10: Adjourn**

Motion made by Gallagher to adjourn. Seconded by Slavik. **All in favor.** Motion carried.

Meeting adjourned at 5:26 p.m.



**DATE:** December 4, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** AAU Study

Work began on the Alternatives Analysis Update (AAU) in January 2013. 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 and Final Report

The project has completed phases one and two and is nearing the end of phase three.

#### **Public Outreach**

Over the last few months the team has engaged the general public, commuters and the boards/commissions of the Corridor communities. Below is a summary of the meetings and activities that have occurred:

- Cottage Grove City Council – September 4
- Newport City Council – September 5
- Washington County Regional Rail Authority Workshop – September 10
- St. Paul Transportation Committee – September 23
- Park and Ride engagement – September 25 and 26
- St. Paul District 1 Community Council – October 28
- Hastings City Council – November 4
- Dakota County Board – November 19
- Newport City Council Workshop – November 21
- Online questionnaire (open for approximately one month)

#### **Implementation Plan**

The Implementation Plan is the final chapter of the attached Final Plan. It is based on the draft recommendation made by the Commission at the last meeting. Below is an excerpt from the Implementation Plan.

*Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media.*

*In moving forward with the development of BRT, the Red Rock Corridor Commission will pursue a staged implementation plan. These stages are such that actions and improvements for Stage 1 will need to be implemented before Stage 2 actions and improvements begin and, likewise, Stage 2 actions and improvements will need to be implemented before Stage 3 actions and improvements begin.*

*In conjunction with the actions and improvements in each of the three stages, there are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission. They are:*

- 1. Advocate for integrated multi-modal investments that support mobility throughout the Red Rock Corridor.*
- 2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.*
- 3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.*

### **Release of Draft Final Report for Comment**

Reflecting any comments by the Commission, the Draft Final Report will be posted online and distributed for public comment. Public comments will be collected in writing until February 14<sup>th</sup> and will be distributed to the Commission in full. A public hearing will also be held at the January 30<sup>th</sup> Commission meeting. The Draft Final Report will be distributed via e-news announcements, press releases, Facebook posts, and providing the attached project summary to partners.

The Draft Final Plan is attached to this memo. The appendices are not included for space concerns. All of the appendices are currently available on the Red Rock website and were included in previous Commission packets.

### **Action**

Approval of the Draft AAU Final Report for release for public comment.

RED ROCK CORRIDOR ALTERNATIVES  
ANALYSIS UPDATE



December 4, 2013  
DRAFT

# DRAFT



Prepared for:  
Red Rock Corridor Commission



## Funding Partners

[Insert list of funding partners with logos]

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## Acknowledgements

### Red Rock Corridor Commission

- Autumn Lehrke, Chair; Washington County Regional Railroad Authority Commissioner
- Jen Peterson, Vice-Chair; City of Cottage Grove Council Member
- Amy Brendmoen, City of St. Paul Council Member
- Keith Franke, City of St. Paul Park Mayor
- Steve Gallagher, City of Newport Council Member
- Cam Gordon, City of Minneapolis Council Member
- Linda Higgins, Hennepin County Regional Railroad Authority Commissioner
- Barb Hollenbeck, City of Hastings Council Member
- Jim Keller, Denmark Township Town Board Supervisor
- Janice Rettman, Ramsey County Regional Railroad Authority Commissioner
- Mike Slavik, Dakota County Regional Railroad Authority Commissioner
- Ex-Officio Members: Goodhue County, Prairie Island Indian Community, City of Red Wing, Canadian Pacific Railway

### Project Management Team

- Stephen Baisden, Metro Transit
- Lynne Bly, MnDOT
- John Burbank, City of Cottage Grove
- Chuck Darnell, Hennepin County
- Bill Dermody, City of St. Paul
- Andy Gitzlaff, Washington County
- Jess Greenwood, Goodhue County
- Deb Hill, City of Newport
- John Hinzman, City of Hastings
- Lyssa Leitner, Washington County
- Marc Mogan, Prairie Island Tribal Community
- Joe Morneau, Dakota County
- Josh Olson, Ramsey County Regional Railroad Authority
- Jay Owens, City of Red Wing
- Melissa Taphorn, Washington County HRA
- Scott Thompson, Metro Transit
- Katie Walker, Hennepin County
- Kevin Walsh, City of St. Paul Park
- Katie White, Met Council

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Citizens Advisory Committee

- Skip Soleim
- Mary Ann Newman
- Emily White
- Betsy Leach
- Gregory Hanson
- Ronald Toppin
- Jonathan Jordan
- Christy Edman
- David Erickson
- Shauna Klug
- Julie Wickard
- Mark Vaughan
- Joe Chouinard
- Jesse Warden
- Linda Lehrke
- Tom Mohr
- Chris Simonson
- Jerry Dooley
- Commissioner Mike Slavik (liaison to Commission)
- Commissioner Autumn Lehrke (liaison to Commission)

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Consulting Team

Stantec Consulting Services Inc.

- Cordelia Crockett
- Jay Demma
- Stuart Krahn
- Marcus Kusuma
- William Lambert
- Graeme Masterton
- David Schellinger
- Tom Wolf

Community Design Group

- Theresa Nelson
- Antonio Rosell
- Benjamin Waldo
- Kevin White



**Supporting Documentation (available under separate cover and on the project website)**

1. Technical Memorandum #1: Background Review
2. Technical Memorandum #2: Vehicle Technologies
3. Technical Memorandum #3: Operating & Maintenance Cost Evaluation
4. Technical Memorandum #4: Capital Cost Evaluation
  - a. Appendix A: Commuter Rail Cost Estimates for South of Hastings
  - b. Appendix B: Bus Only Shoulder Lane Estimates for Highway 61
  - c. Appendix C: BRT Cost Estimates for Red Rock Corridor
5. Technical Memorandum #5: Ridership Evaluation
6. Technical Memorandum #6: Option Evaluation
7. Public Involvement Documentation
  - a. Public Meetings
  - b. Surveys
  - c. Media
8. Other Project Information

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## Executive Summary

### Introduction

The results of the Alternatives Analysis Update (AAU) study indicate that extending bus service to Dakota County, promoting more dense development around transit stations, working toward more all-day service options, further evaluation of a Bus Rapid Transit (BRT) alternative, and continued advocacy for mobility investments in rail capacity to support all-day transit service are the needed steps for building a stronger transit base in the Corridor to serve a growing transit market.

This recommendation reflects a staged approach to building transit services in the Red Rock Corridor. The process that led to this conclusion is detailed in this AAU.

### Purpose of Report

This Alternative Analysis Update (AAU) project builds upon the previous 2007 Alternatives Analysis (AA) by updating pertinent sections and providing new analysis of BRT as an alternative. The purpose is not to start from scratch, but to carefully review, incorporate, and update in light of more recent census and ridership data in order to create a current and uniform basis for the analysis. Ultimately, the goal of the AAU is to position the Red Rock Corridor for the next steps, including potential funding through the FTA New Starts or Small Starts and identifying the path toward implementation.

### Project History

In the 1990s, commuter rail service began being planned for the Minneapolis-St. Paul area, and the Red Rock Corridor was included in this early planning work as a potential commuter rail corridor. Subsequently, high-speed rail was being considered for the region with potential service through the Red Rock Corridor en route to Chicago.

In 2007, the Red Rock Corridor Alternatives Analysis (AA) was developed as an initial phase in attaining federal funding for future commuter rail service. This analysis concluded that commuter rail was appropriate for the long term, especially in the event that high speed rail was introduced into the corridor and provided a potential mechanism for reducing capital costs. The analysis recommended that commuter bus services be developed in the short-term to build transit demand.

The results of the alternatives analysis led to the study of commuter bus services in the Corridor and station area planning work based around a long-term plan for commuter rail service. However, other regional planning work led by the Metropolitan Council, such as the 2008 Transit Master Study and the 2010 Park-and-Ride Study, and ongoing developments in the corridor reopened the door for additional study to reevaluate whether commuter rail is the appropriate investment for the corridor, viewing the potential ridership as low for the potential costs, unless those costs were shared with another capital investment, such as high speed rail. In addition, the East Metro Rail Capacity Study identified existing



capacity constraints within the rail system which would be further strained if commuter rail service was added to the corridor. Finally, the Transportation Policy Plan adopted in November 2010 and amended in May 2013 identifies the Red Rock Corridor as being served by BRT, LRT, or commuter rail. Therefore, in light of the ongoing conversation in the Region as to the future transit services in the Red Rock Corridor, an update to the previously completed Alternatives Analysis was undertaken.

## Project Management

Management of the AAU process was overseen by several committees. A project management team consisting of staff from cities and counties along the Corridor, the Metropolitan Council, Metro Transit, MnDOT, and the Prairie Island Indian Community met monthly to review progress and provide technical guidance. A Citizens Advisory Committee made up of representatives of communities along the Corridor met at key milestones during the study and served as liaisons to their respective communities. The Red Rock Corridor Commission, an 11-member committee of elected officials from each city and county along the Corridor, provided oversight and direction of the study.

## Study Area Background

The background component of the AAU focused on updated data for travel, population, employment, and transportation services in a Corridor that has been extended south from Hastings to Red Wing, including a potential stop in the Prairie Island Indian Community. In the years since the 2007 AA, there also have been updates to the regional population and employment forecasts, and actual data is available on the performance of commuter rail in the Region via Northstar. BRT planning in the Region has also progressed such that a BRT line began operation in the METRO Red Line BRT (Cedar Avenue) corridor in 2013.

## Regional System

While a background review is important for any major transportation study to establish a foundation for analysis, it was particularly important for the Red Rock Alternatives Analysis Update (AAU). This is because several studies with similar purposes have already been completed, including the original Red Rock Corridor Alternatives Analysis that was completed in 2007. To avoid any rework, the information these documents contain and the framework they created for the AAU had to be fully understood. In addition, many complementary studies and transportation initiatives have occurred since the 2007 AA so these were incorporated into the AAU as well.

Key studies include the Station Area Planning Reports which were completed in 2012, the transportation sections of comprehensive plans for communities in the study area including Hastings, Newport, Cottage Grove, Saint Paul Park, Woodbury, St. Paul, and Minneapolis, many of which were completed in 2010, and planning and analysis work related to passenger rail and freight rail in the East Metro Area.

Key projects that have been completed since the 2007 AA that impact the AAU include Northstar Commuter Rail, the METRO Red Line BRT (Cedar Avenue), the Green Line LRT (Central Corridor) that will begin service in 2014, the renovated Union Depot, the new Hastings bridge, and the Newport Transit Station and park and ride facility which will be completed in 2014.





## Purpose and Need for Project

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 transportation infrastructure.

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

Based on the needs of the Corridor that were identified and discussed through the public involvement and overall study process, the Red Rock Corridor Commission's goals for the project are to:

- Provide mode choice and service plan that meets the demonstrated and forecasted needs of Corridor communities
- Cost effectively address transportation problems in the Corridor
- Increase opportunities for community and economic development throughout the Corridor
- Improve quality of natural and built environment

## Public Involvement

Public engagement is a critical component of the Red Rock Corridor AAU. Numerous engagement activities were completed as part of this work, with the goal of maximizing the opportunity for members of the general public, for civic organizations, and for current transit riders to offer their opinions and guidance to the Corridor Commission and the project team. Several methods for engagement were used to provide multiple avenues for receiving public guidance. Specific activities included the convening of a Citizens Advisory Committee (CAC), listening sessions with key stakeholder groups, open house meetings with the public, targeted engagement of park and ride users, and online questionnaires. A summary of all the public involvement work done for the AAU is attached to this document.





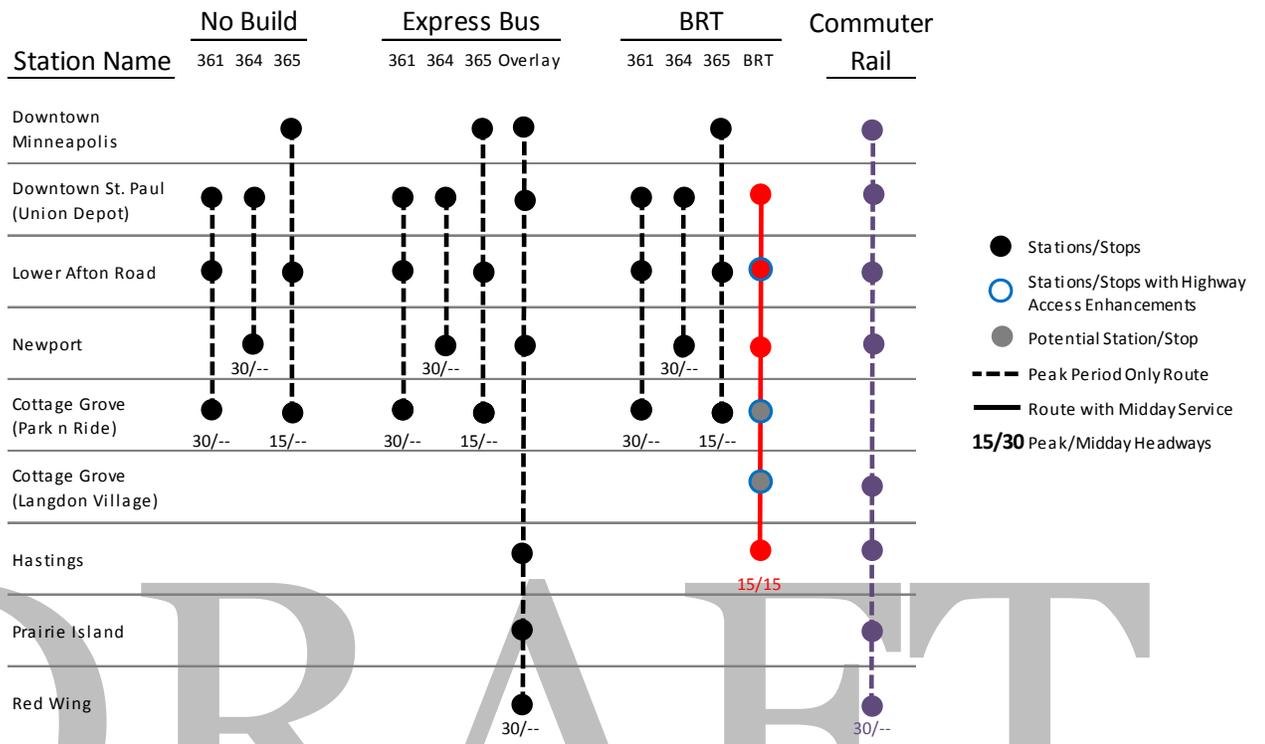
## Description of Alternatives Evaluated

Based on an initial screening analysis, the technology and alignment alternatives identified for further evaluation were combined into several build alternatives. These build alternatives were subjected to more detailed quantitative analysis (ridership, capital costs and operational costs) to help identify a preferred alternative. For purposes of comparison, a No-Build Alternative was also developed. Each of the alternatives is described below followed by a graphic that illustrates their station coverage and service level.

- The **No-Build Alternative** is based on the Metropolitan Council's 2030 Plan. It consists of existing bus routes and also contains the following major projects: Northstar Commuter Rail, Green Line LRT (Central Corridor), and Southwest Corridor LRT. In this alternative, Routes 361, 364, and 365 are maintained as the primary transit services in the Red Rock Corridor.
- In the **Express Bus Alternative**, Routes 361, 364, and 365 are maintained and the corridor is served by an additional peak period limited stop express bus route that stops in Red Wing, Prairie Island, Hastings, and Newport before continuing to Union Depot and Minneapolis. This route provides 30-minute headways during the peak periods. Reliability enhancements are offered in the form of bus-only shoulder lanes in congested areas.
- For the **BRT Alternative**, Routes 361, 364, and 365 are maintained and the corridor is served by a BRT route using special BRT buses and stations. The BRT route operates largely on Highway 61 between Hastings and Union Depot. It operates at 15-minute headways throughout the day; from about 6am to 10pm. Passengers wishing to travel to Minneapolis can use existing express bus routes or transfer to the Green Line or other bus routes at Union Depot. Travel time and reliability enhancements are provided in the form of bus-only shoulder lanes and direct access infrastructure to the Cottage Grove and Lower Afton Road Park and Rides.
- In the **Commuter Rail Alternative**, Routes 361, 364, and 365 are discontinued and the corridor is served by commuter rail. This route operates on existing rail rights of way between Red Wing and Downtown Minneapolis. There are 30-minute headways during the peak periods.



Summary of Alternatives by Service Level and Station Coverage



DRAFT

Projected Ridership and Travel Time Analysis

Travel demand is an integral part in analyzing ridership and travel times. An automated method of ridership calculation, using the Twin Cities Regional Travel Demand Model, was used to develop forecasts for an initial set of transit service scenarios, and a manual method of ridership calculation was used to develop forecasts for the four alternatives carried forward in the AAU. These forecasts are inclusive of all services/routes. The 2030 daily weekday ridership results for the four evaluated alternatives are summarized as follows:

Alternative	2030 Daily Weekday Ridership
No Build	1,310
Express Bus	1,560
BRT	2,420
Commuter Rail	1,640



## Estimated Capital Costs

Cost information was gathered from recent and relevant studies, such as the Gateway Corridor AA and the 2007 Red Rock Corridor AA. Original opinions of probable cost were developed where there were gaps, and details of these estimates are provided in Technical memorandum #4 and the appendices to that memo. A 3.5% annual escalation rate was used to estimate costs in 2013 dollars. The following table summarizes the capital cost estimates of the four alternatives carried forward in the AAU. The capital costs associated with the No Build alternative include the purchase of additional vehicles to provide more frequent service on two of the three routes serving the corridor and the construction of bus-only shoulder lanes.

<b>Alternative</b>	<b>Total Capital Cost (\$2013)</b>
<b>No Build</b>	<b>\$8,540,000</b>
<b>Express Bus</b>	<b>\$11,690,000</b>
<b>BRT</b>	<b>\$45,810,000</b>
<b>Commuter Rail</b>	<b>\$584,590,000</b>

## Estimated Operating Costs

Operating cost information was gathered from recent and relevant studies, such as the Gateway Corridor AA, the most recently completed AA in the Minneapolis-St. Paul region. It should be emphasized that these estimates only reflect weekday service for the sake of comparability among the alternatives. A 3.5% annual escalation rate was used to estimate costs in 2013 dollars. The following table summarizes the O&M cost estimates of the four alternatives evaluated in the AAU.

<b>Alternative</b>	<b>Total Annual Operating Cost (\$2013)</b>
<b>No Build</b>	<b>\$1,340,000</b>
<b>Express Bus</b>	<b>\$1,850,000</b>
<b>BRT</b>	<b>\$3,810,000</b>
<b>Commuter Rail</b>	<b>\$5,700,000</b>

## Alternatives Evaluation Process

A set of evaluation criteria were developed to reflect the approved goals and objectives of the AAU. The criteria fall into four categories related to mobility, cost, development, and environment, which are summarized as follows:



- Mobility has five criteria: travel time, reliability, service hours, daily ridership, and coverage. Daily ridership was considered the most important of the criteria and weighted the highest.
- The Cost goal has three criteria: capital costs, operating and maintenance (O&M) costs, and ability to fund. The capital and O&M cost criteria were given equal importance, whereas the ability to fund was weighted the lowest.
- The Development goal has three criteria: service to support transit-oriented development (TOD), increase in access to businesses, and increase in access to population centers. Supporting TOD was given the highest weight of the three criteria.
- Environment has four criteria: historic and natural impacts, reduction in emissions, equitable distribution of impacts, and safety. All four criteria were weighted similarly.

Once the criteria were defined for each goal, then the four alternatives were evaluated against the criteria. The No Build alternative was the highest rated in the Cost category, but faired more poorly in the Mobility and Development categories. The Express Bus rated well in the Cost and Environment categories, but performed more poorly in the Mobility and Development categories. The BRT alternative achieved the highest scores overall based on strong scoring in each of the four categories. The Commuter Rail alternative overall performed the most poorly due to very low scores in the Cost categories.

Below is a summary of the overall score for each alternative and how it performed within each goal category. The more filled in the pie the higher the level of performance.

**EVALUATION RESULTS**

Through a detailed evaluation, each goal and objective was analyzed.

Here is the summary:



	Mobility	Cost	Development	Environment	TOTAL with 40/40/10/10 weighting
Current Conditions					
Express Bus (Peak Only)					
Bus Rapid Transit (BRT)					
Commuter Rail (Peak Only)					

The column on the far right is a weighted composite of the four goals and indicates overall performance.



## Implementation Plan and Recommendations

Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media.

In moving forward with the development of BRT, the Red Rock Corridor Commission will pursue a staged implementation plan. These stages are such that actions and improvements for Stage 1 will need to be implemented before Stage 2 actions and improvements begin and, likewise, Stage 2 actions and improvements will need to be implemented before Stage 3 actions and improvements begin.

In conjunction with the actions and improvements in each of the three stages, there are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission. They are:

1. Advocate for integrated multi-modal investments including pedestrian and bicycle facilities, rail, highway and transit improvements that support mobility throughout the Red Rock Corridor.
2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.
3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.



Introduction  
December 3, 2013

## 1.0 Introduction

### 1.1 PURPOSE OF REPORT

As the Twin Cities Metropolitan Area continues to grow and evolve, so do the transportation needs of its residents. Since the previous Red Rock Corridor Alternatives Analysis (AA) was completed in 2007, this region has had the benefit of additional information via the 2010 Census and a new travel behavior inventory survey. It has also experienced economic and demographic adjustments.

Over the past five years, the Twin Cities Metropolitan Area has begun implementing a variety of transit improvements, including the Northstar Corridor commuter rail and the METRO Red Line BRT (Cedar Avenue) projects. Through these projects, the region has gained valuable insight into how these types of transit services perform.

A review of the 2007 AA and subsequent planning documents suggests that the areas that need to be focused on for the Alternatives Analysis Update include:

- Exploring BRT / Express Bus concepts for the Red Rock Corridor that use bus-only shoulders and other transit “advantages” given work done since 2007 on TH 61 and elsewhere
- Verifying the travel demand that is serving as the basis for the ridership estimates given new census information, a new discussion of the proposed catchment areas, economic data, and the affirming of station locations
- Greater understanding of rail capacity needs in light of the East Metro Rail Study
- Updating forecasts and cost estimates based on Northstar Commuter Rail service and planning work done to date on the METRO Red Line BRT (Cedar Avenue)
- Explore new federal requirements related to funding and safety
- Explore other potential funding sources
- Updated information related to Union Depot
- Updated information from recent Comprehensive Plans



Introduction  
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This Alternative Analysis Update (AAU) project builds upon the previous AA by updating pertinent sections and providing new analysis of BRT as an alternative. The purpose is not to start from scratch, but to carefully review, incorporate, and update in light of more recent census and ridership data in order to create a current and uniform basis for the analysis. Ultimately, the goal of the AAU is to position the Red Rock Corridor for the next steps, including potential funding through the FTA New Starts, Small Starts, or Very Small Starts programs, and identifying the path toward implementation.

## 1.2 PROJECT HISTORY

In the 1990s, there was a push in the Minneapolis-St. Paul area for commuter rail service, and MnDOT became the lead agency for commuter rail planning efforts. This resulted in early planning for a commuter rail network and led to the eventual creation of the Northstar Commuter Rail service. The Red Rock Corridor was included in this early planning work as another potential commuter rail corridor.

Meanwhile, high-speed rail was being considered for the greater Midwest region. The proposed network of high speed lines included a link between Chicago and St. Paul. An initial study assumed that this link would travel through Rochester, but given the potential synergies between high-speed rail investments and commuter rail investments, the high-speed rail service was soon assumed to be using the Red Rock Corridor.

In 2007, the Red Rock Corridor Alternatives Analysis was developed as an initial phase in attaining federal funding for future commuter rail service. This analysis concluded that commuter rail was appropriate for the long term, especially in the event that high speed rail was introduced into the corridor and provided a mechanism for reducing capital costs. The analysis recommended that commuter bus services be developed in the short-term to build transit demand.

The results of the alternatives analysis led to the study of commuter bus services in the Corridor and station area planning work based around a long-term plan for commuter rail service. However, other regional planning work led by the Metropolitan Council, such as the 2008 Transit Master Study and the 2010 Park-and-Ride Study, and ongoing developments in the corridor reopened the door for additional study to reevaluate whether commuter rail is the appropriate investment for the corridor, viewing the potential ridership as low for the potential costs, unless those costs were shared with another capital investment, such as high speed rail. In addition, the East Metro Rail Capacity Study identified existing capacity constraints within the rail system which would be further strained if commuter rail service was added to the corridor. Finally, the Transportation Policy Plan adopted in November 2010 and amended in May 2013 identifies the Red Rock Corridor as being served by BRT, LRT, or commuter rail. Therefore, in light of the ongoing conversation in the Region as to the future transit services in the Red Rock Corridor, an update to the previously completed Alternatives Analysis was undertaken.



Summary of Public Involvement  
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## 1.3 PROJECT MANAGEMENT

### 1.3.1 Project Management Team (PMT)

At the outset of the AAU process, a Project Management Team was established to provide an opportunity for input by local and regional staff into the planning process. This group met on a monthly basis. Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) includes representatives from all of the communities within the corridor. CAC members have worked to transmit information back-and-forth between the project team, the Project Management Team (PMT), the Red Rock Corridor Commission, and their respective communities. Two meetings have already been held with the CAC, with a third and final meeting to be scheduled to discuss final project results and receive CAC guidance.

### 1.3.2 Red Rock Corridor Commission

The Red Rock Corridor Commission is comprised of 11 members representing the counties and communities within the corridor. In addition to the 11 members, representatives from Goodhue County, the city of Red Wing, Prairie Island Indian Community and the Canadian Pacific Railway serve as ex-officio members.

## 2.0 Summary of Public Involvement

### 2.1 INTRODUCTION

Public engagement is an important component of the Red Rock Corridor Alternatives Analysis Update (AAU). Numerous engagement activities have been completed as part of this work, with the goal of maximizing the opportunity for members of the general public, for civic organizations, and for current transit riders to offer their opinions and guidance to the Corridor Commission and the project team. Several methods for engagement, including use of in-person and online engagement, have been used to provide multiple avenues for receiving public guidance.

This following provides an outline of the elements, approach and timeline for partner and community engagement that have been included and implemented as part of the Red Rock Corridor AAU.

### 2.2 ROLE AND PURPOSE

The purpose of engagement activities included in this project is to:

- Foster community understanding of the transit alternatives being considered,
- Discover the characteristics of transit service that are important to participants,
- Gain information that will help update the vision and direction for the project, and
- Provide a foundation for project recommendations.



Summary of Public Involvement  
December 3, 2013

## 2.3 2013 PUBLIC INVOLVEMENT ACTIVITIES

Several tools and forums for community engagement have been set up and implemented for this project. A listing, with a brief description of each, is provided below.

### 2.3.1 Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) includes representatives from all of the communities within the corridor. CAC members have worked to transmit information back-and-forth between the project team, the Project Management Team (PMT), the Red Rock Corridor Commission, and their respective communities. Two meetings have already been held with the CAC, with a third and final meeting to be scheduled to discuss final project results and receive CAC guidance.

### 2.3.2 Listening sessions / Focus group meetings

Listening Sessions are focused meetings that allow the project team to host deeper conversations with a smaller group of participants, and receive detailed information from stakeholders with a common interest or affiliation (for example, members of a cultural or community group, members of a local chamber of commerce or a civic group with an interest in the project).

Four listening sessions were held during April 2013. These sessions were set up to engage civic groups and organizations working along the Corridor. Session hosts were:

- Red Wing 20/20 (held April 3, 2013)
- Prairie Island Tribal Council (held April 10, 2013)
- Newport Planning Commission (held April 11, 2013)
- Hastings Chamber of Commerce (held April 16, 2013)





Summary of Public Involvement  
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### 2.3.3 Open house meetings

Open house meetings provide an opportunity for members of the public to receive project information, express preferences, and ask questions from the project team. One public open house meeting was held on March 19, 2013 at the St. Paul Park City Hall. The meeting was open to the general public, and was also attended by project staff, elected officials, a member of the Red Rock Corridor Commission, and several members of the local media.

One additional public open house meeting, to serve as a public hearing for the project's results, is envisioned at the conclusion of the AAU.

### 2.3.4 Park and Ride Engagement

One of the best ways to solicit ideas and opinions for improving a system is to ask current users of that system. To provide additional opportunity to gather comments from members of the public, and to receive guidance from current system users on the issue of enhanced transit service in the Red Rock Corridor, a total of four "tabling" sessions were held at the two Metro Transit Park and Ride locations along the U.S. Highway 61/Red Rock Corridor between Cottage Grove and Saint Paul.

The sessions were held during weekday morning and evening hours when transit riders were using the facilities. Activities included surveys and brief conversations at a pop-up information station during times of Express Bus service. Approximately 200 persons were reached with this engagement. Metro Transit Express Bus routes 361 / 361B (Cottage Grove to Downtown St. Paul), and 365 (Cottage Grove to Downtown Minneapolis), provide service to these locations.



### 2.3.5 Online Questionnaires

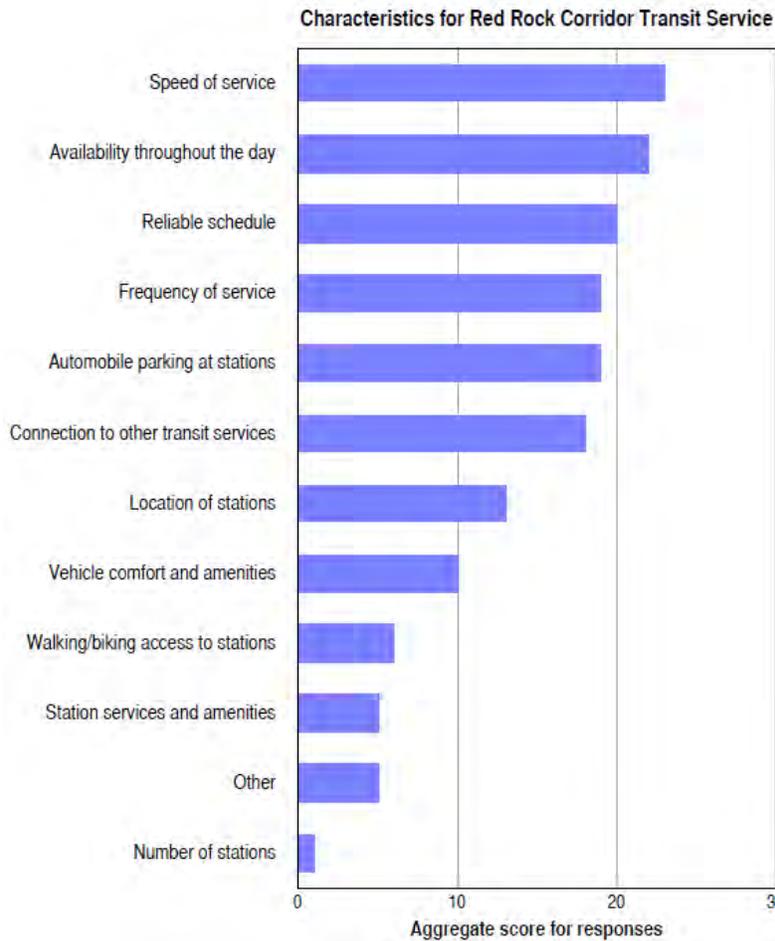
Overall, two sets of questionnaire types were developed for specific audiences. The first set, deployed near the beginning of the project, sought to receive public guidance on the characteristics of transit that were most important to respondents and that would attract them to become users of the system. The second set of questionnaires sought to receive public guidance on service characteristics and different tradeoffs associated with the alternatives that had moved forward in the Technical Analysis portion of this work.





Summary of Public Involvement  
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A complete set of results from the questionnaires are included as an appendix. The first online survey asked participants to rank their top 5 most important transit service characteristics for the Red Rock Corridor. A summary of responses is below.



Two key findings from second set of questionnaires are summarized in the following graphs (note that the sample sizes were not large enough for these to be considered statistically significant surveys). When asked about current travel needs, a majority of Park and Ride respondents indicated “peak/direct” service, which is not surprising given that is the only type of transit service currently available in the corridor. Nonetheless, a significant percentage also indicated a need for more frequent service throughout the day. The on-line respondents were more in-line in terms of their need for “All-Day” service whether it was direct to the downtowns or connected each city in the corridor.



Summary of Public Involvement  
December 3, 2013

Figure 1: Questionnaire Result: Current Travel Needs

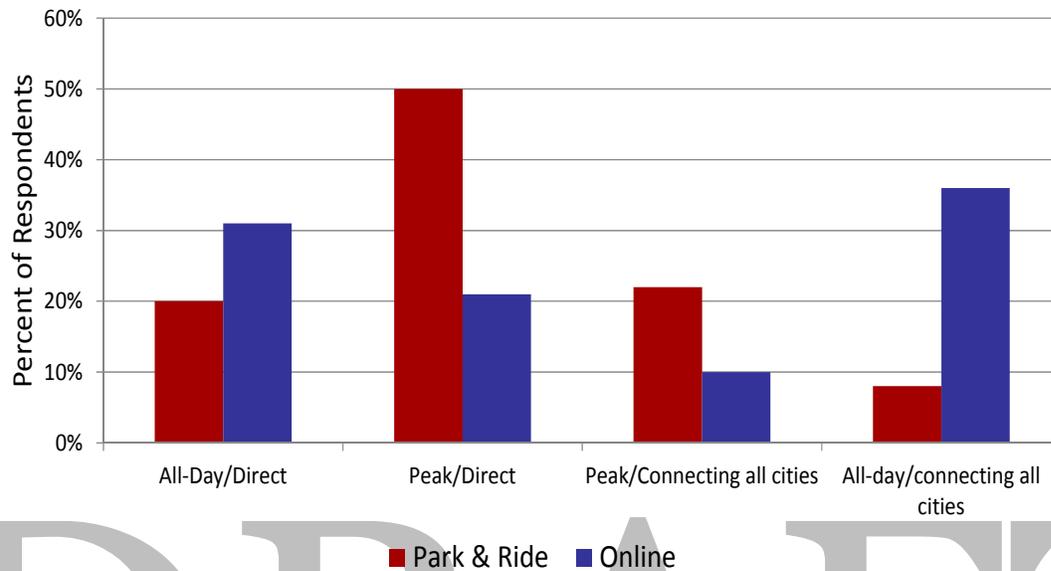
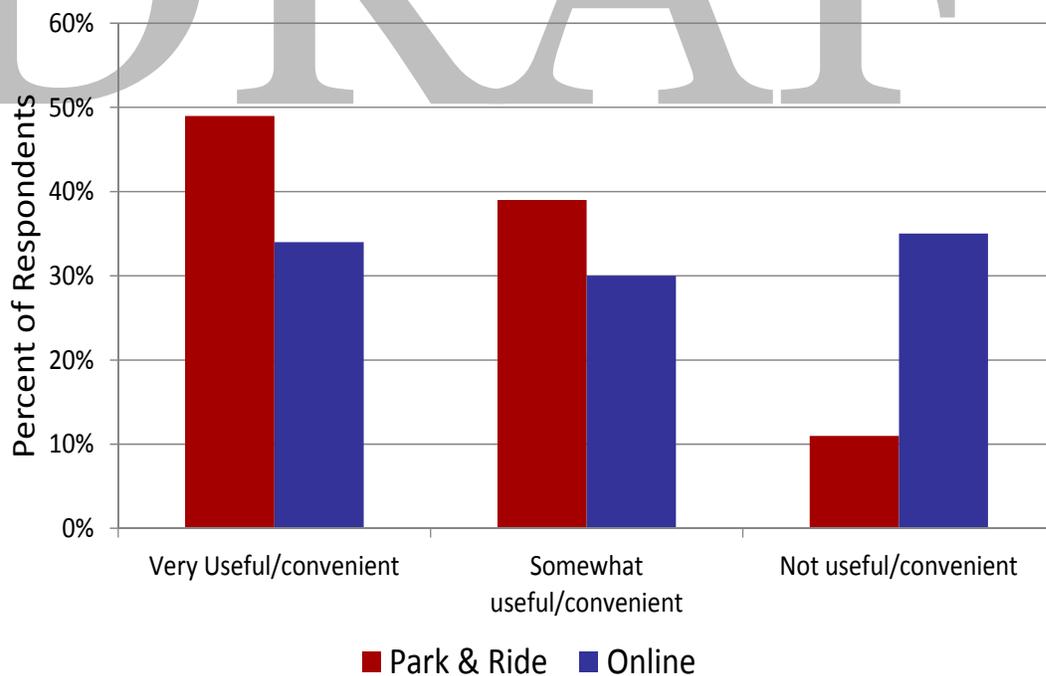


Figure 2: Questionnaire Result: Usefulness of All-Day Service



### 2.3.6 Other web and online engagement

A project website, e-newsletter, and Facebook account were actively maintained by Washington County staff to disseminate news, information and project materials to the wider public.





Study Area Background  
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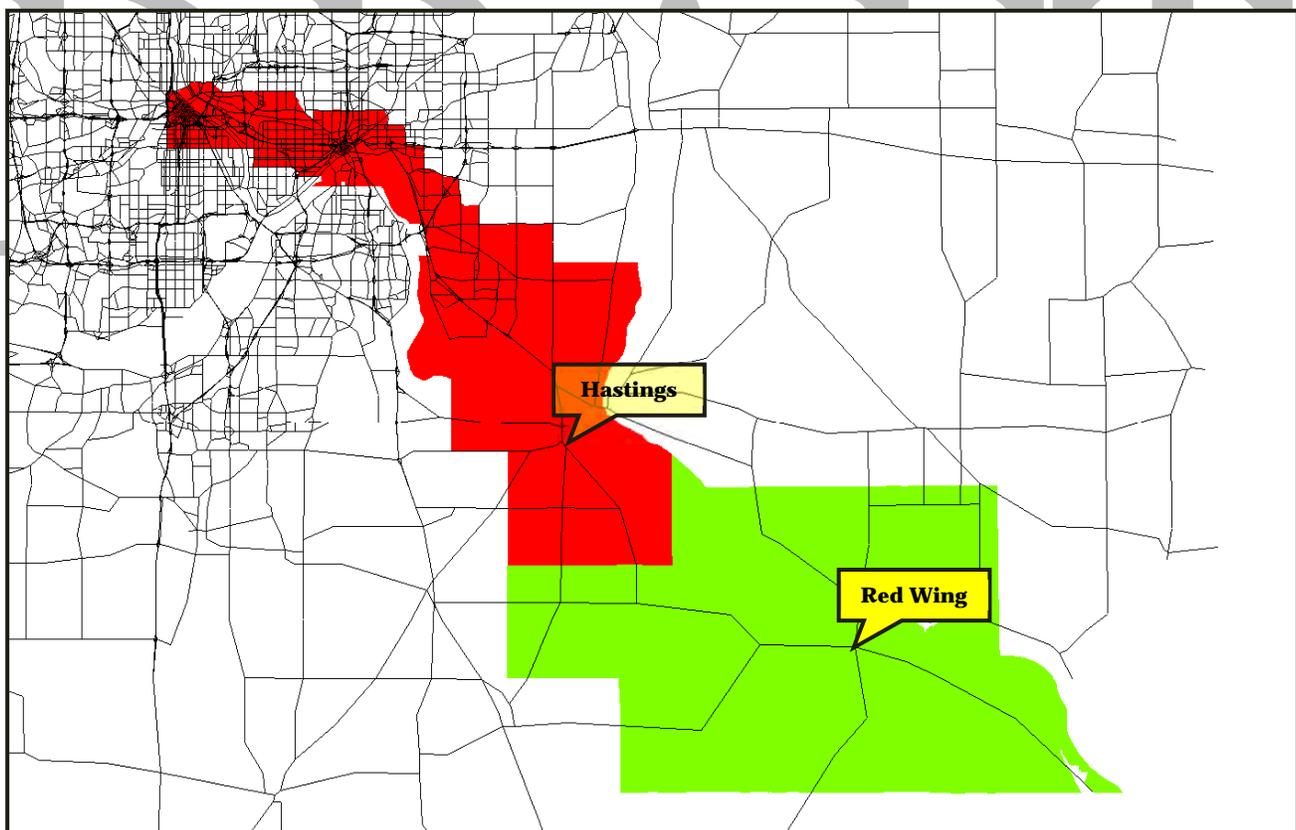
### 3.0 Study Area Background

#### 3.1 OVERALL

The data review component of this background review was aimed at data for travel, population, employment, and transportation services. In the years since the 2007 Alternatives Analysis, there have been updates to the population and employment forecasts, and actual data is available on the performance of commuter rail in the Region. BRT planning in the Region has also progressed such that the METRO Red Line BRT line began operation in the Cedar Avenue corridor in 2013.

#### 3.2 DEMOGRAPHICS

The study area coverage for the Red Rock Alternatives Analysis Update is shown in the figure below. It is made up of the designated Red Rock Corridor and points to the southeast of Hastings to Red Wing.





Study Area Background  
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Socioeconomic data for the Red Rock Corridor is summarized in the table below, including the 2030 projections and the compounded annual growth rate (CAGR).

	2010	2030	CAGR
<b>Population</b>	<b>398,991</b>	<b>509,098</b>	<b>1.2%</b>
<b>Households</b>	<b>160,154</b>	<b>211,667</b>	<b>1.4%</b>
<b>Employment</b>	<b>373,367</b>	<b>515,789</b>	<b>1.6%</b>

The 2011 - Market Assessment Report: Red Rock Corridor Station Area and Site Master Planning Study provided employment, population, and household estimates for 1/2 mile, 1-mile and 3-mile catchment areas. These estimates are shown in the table below.

**Table 3**  
**Population, Household, and Employment Forecasts**  
**within Station Areas**  
**(1/2-mile, 1-mile, 3-mile radii)**

	Population			Households			Employment		
	1/2-Mile	1-Mile	3-Mile	1/2-Mile	1-Mile	3-Mile	1/2-Mile	1-Mile	3-Mile
<b>2010</b>									
Lower Afton	575	5,319	64,583	202	1,979	24,632	149	547	27,949
Newport	485	2,564	52,704	199	1,055	21,063	1,488	4,583	20,008
Hamlet Park	1,837	8,979	32,911	697	3,369	12,169	601	3,605	7,404
Langdon Village	1,246	3,473	22,367	424	1,196	8,078	1,293	2,668	6,401
Hastings	1,580	6,665	25,234	690	2,640	9,592	1,809	4,729	9,392
<b>2020</b>									
Lower Afton	580	5,733	67,064	204	2,160	25,887	180	370	31,961
Newport	544	2,925	56,573	225	1,220	23,075	1,883	5,762	22,474
Hamlet Park	1,926	9,632	43,196	719	3,633	16,181	690	4,097	8,894
Langdon Village	1,460	3,766	28,785	499	1,277	10,459	1,447	3,298	7,716
Hastings	1,652	8,500	30,634	751	3,503	12,190	1,872	5,353	9,890
<b>2030</b>									
Lower Afton	597	5,900	69,972	213	2,256	27,240	190	391	33,901
Newport	591	3,289	60,046	253	1,421	24,501	2,350	6,732	24,057
Hamlet Park	1,876	9,580	49,556	720	3,654	19,157	720	4,337	9,784
Langdon Village	1,675	3,875	34,838	600	1,378	13,108	1,613	3,706	8,788
Hastings	1,730	10,563	34,421	830	4,405	14,181	1,953	5,766	10,551
<b>2010-2030 Change</b>									
Lower Afton	22	581	5,389	11	277	2,608	41	-156	5,952
Newport	106	725	7,342	54	366	3,438	862	2,149	4,049
Hamlet Park	39	601	16,645	23	285	6,988	119	732	2,380
Langdon Village	429	402	12,471	176	182	5,030	320	1,038	2,387
Hastings	150	3,898	9,187	140	1,765	4,589	144	1,037	1,159

Source: Metropolitan Council



Study Area Background  
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### 3.3 TRANSPORTATION

In 2010, a Travel Behavior Inventory (TBI) Household Survey was completed. The “draft version” of the TBI survey data consists of three sets of information including:

- Person Records,
- Household Records, and
- Trip Records

The data was gathered by the Metropolitan Council via two different survey types, GPS Survey and Home Interview Survey. This information was used in calibrating the Twin Cities Regional Travel Demand Model.

### 3.4 TRANSIT

Three bus routes, Routes 361, 364, and 365 currently provide express bus service to Minneapolis and/or St. Paul. These routes are shown in Figure 5.1: No-Build Alternative.

A transit on-board survey was conducted by the Metropolitan Council and the results are trip data from 2005 and 2010 that have been combined. Each trip record was geocoded with the traveler’s origin zone, destination zone, and boarding and alighting zones. The survey also included some other pertinent trip information such as access and egress modes, number of transfers, and time-of-day. The 2010 survey was conducted in four separate time-of-day periods, including AM Early, AM Peak, Midday, and PM Peak, while the 2005 survey was conducted only for two time periods, peak and off-peak. A summary of observed ridership from the 2012 survey is shown in the table below.

	Route 361	Route 364	Route 365
Weekday Ridership	280	40	540



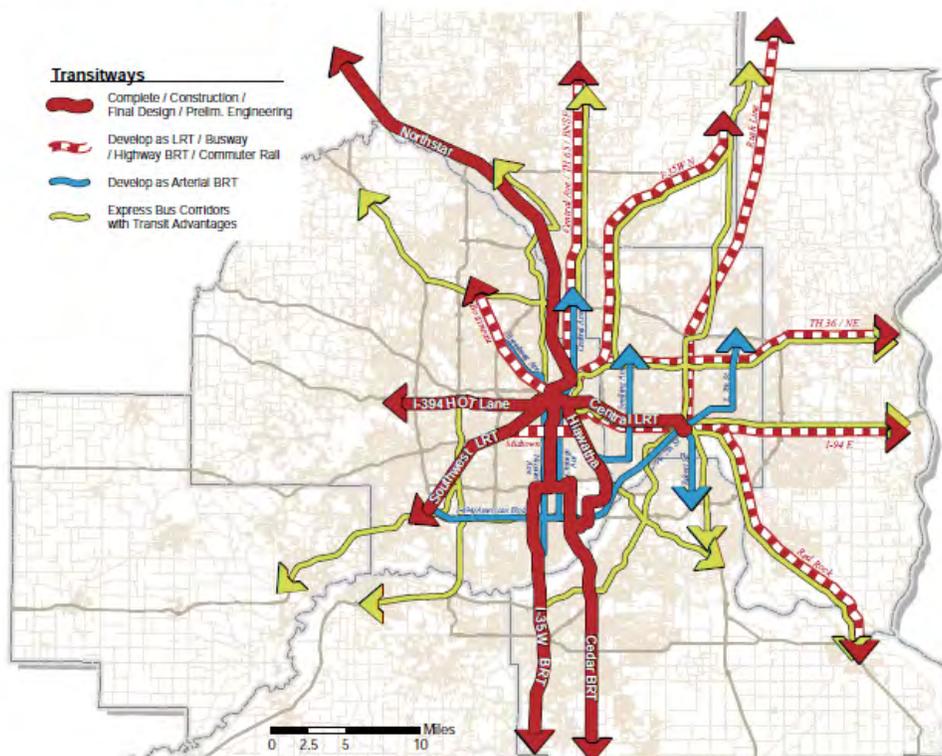
Regional System  
December 3, 2013

## 4.0 Regional System

### 4.1 REGIONAL PLANNING CONTEXT

The Red Rock Corridor is one of a number of corridors within an overall system of regional transitways identified in the 2030 Transportation Policy Plan (see image below from the 2030 Metropolitan Council Transportation Policy Plan). While a background review is important for any major transportation study to establish a foundation for analysis, it was particularly important for the Red Rock Alternatives Analysis Update (AAU). This is because several studies with similar purposes have already been completed, including the original Red Rock Corridor Alternatives Analysis that was completed in 2007. To avoid any rework, the information these documents contain and the framework they created for the alternatives analysis update had to be fully understood. In addition, many complementary studies and transportation initiatives have occurred since the last formal study of transit alternatives for the Red Rock Corridor, so these will have to be incorporated into the AAU. Key studies include the Station Area Planning Reports which were completed in 2012, the transportation sections of comprehensive plans for communities in the study area including Hastings, Newport, Cottage Grove, Saint Paul Park, Woodbury, St. Paul, and Minneapolis, many of which were completed in 2010, and planning and analysis work related to passenger rail and freight rail in the East Metro Area.

Transitways Map





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#### 4.1.1 Technical Memorandum #1 Background Review

Technical Memorandum #1 Background Review contains a synopsis of local transportation studies prepared prior to this update. It should be noted that the content of many of the reports is now outdated. In many cases, the conclusions have been superseded by the results of other studies, and in some cases, what was once a plan has now been implemented. The relevant content of these plans are described as they were written, although in some cases, updated information is provided where applicable. For example, in some of the earlier plans, it was not yet known what mode of transit would serve the Central Corridor (the corridor between St. Paul and Minneapolis), and now it is known that LRT will serve this corridor.

In addition to noting information that was relevant to the planning of transit services in the Red Rock Corridor, the background review made note of any vision or public involvement elements to provide a foundation for the visioning and outreach elements of this AAU.

#### 4.1.2 2012 - East Metro Rail Capacity Study

The East Metro Rail Capacity Study (2012) stated that the capacities of existing freight lines in the Red Rock Corridor were already constrained. Adding projected freight rail growth, commuter rail, higher speed passenger rail, and additional intercity passenger rail will further strain capacity. The Ramsey County Regional Railroad Authority (RCRRA) and Red Rock Corridor Commission (RRCC) commissioned this study to investigate the existing capacity constraints around Union Depot and the Red Rock Corridor and to identify solutions for increasing capacity.

The recommendations were to pursue the package of minor improvements around St. Paul, except for the Union Depot flyover, to address freight volume growth, then to pursue improvements such as the new third mainline track along the TH 61 corridor all the way south to Hastings. This report proposed packages that can be constructed as funding becomes available. The report indicated that there were not many opportunities for increasing capacity through operational changes, except in the instances where train crew are changed while through trains are on the mainline. Implementation of commuter rail on the corridor would trigger the majority of the capital costs related to capacity, and there would be limited ability to offer mid-day service due to capacity constraints on the corridor. The report suggested that another evaluation may be needed in five to ten years, or whenever passenger rail is introduced, because conditions might have changed.

#### 4.1.3 2012 - Regional Transitway Guidelines

This document develops guidelines for four transitway modes: (1) commuter rail, (2) LRT, (3) Highway BRT, and (4) Arterial BRT. It does not directly address Express Bus or BRT within an exclusive guideway. Highway BRT service types include station-to-station service (all-day frequent service) and express service (commuter express service coordinated with Highway BRT station-to-station service). Highway BRT station-to-station service is a coordinated set of routes that stop at most stations in a BRT corridor, which is defined by stations and a runningway. It provides service 7 days a week, 16 hours a day, and at least every 10 minutes during peak periods with lower frequencies during the mid-day and evenings. Weekend frequency is based on demand. Highway BRT is coordinated with station-to-station service,



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using the same BRT runningway and park-and-ride facilities as the station-to-station service. It provides at least 30-minute service in the peak periods in Transit Market Areas I and II with at least three peak period trips in Transit Market Areas III and IV.

These guidelines require coordination of transit services, the elimination of competing routes, appropriate route structure, minimum frequencies, minimum span of service, travel times, productivity, and acceptable loading. They also address station siting and spacing, vehicle design, and fare collection system design.

#### 4.1.4 2012 - Gateway Corridor Alternatives Analysis

Another significant corridor in the eastern metropolitan area, the Gateway Corridor, completed the AA process in 2012 and entered into the DEIS process in 2013. The AA results recommended a Draft EIS be completed by analyzing both LRT and a dedicated guideway BRT.

#### 4.1.5 Transportation Policy Plan

The Regional Transportation Policy Plan is currently being updated, with a draft scheduled for release in Spring 2014 and final approved document expected in December 2014.

### 4.2 STATUS OF AREA PROJECTS

The following area projects have been completed since the 2007 Alternatives Analysis:

- Northstar Commuter Rail began service in 2009.
- The Union Depot was completed in December 2012
- The METRO Red Line BRT (Cedar Avenue) began service in 2013.
- The Green Line LRT (Central Corridor) is scheduled to begin service in 2014.
- The new Hastings bridge opened in 2013, with construction to be completed in 2014.
- The Newport Transit Station and park and ride is scheduled for completion in late fall 2014.

### 4.3 SYSTEM CONNECTIVITY

The Red Rock Corridor will seamlessly connect to other transit lines and services at the stations along the corridor. At the Union Depot in downtown St. Paul, Red Rock will connect with Metro Transit buses, taxis, intercity buses (Jefferson Lines), the Green Line LRT (Central Corridor) via the Union Depot, high-speed passenger rail from Chicago, Amtrak's Empire Builder, and future connections to both the Gateway and Rush Line Corridors. At the stations along 5<sup>th</sup> Street in downtown Minneapolis and at the Target Field Station, Red Rock (via the Green Line or other modes) will connect to buses, taxis, the Blue Line LRT (Hiawatha) and the eventual Bottineau extension, Northstar commuter rail, and the planned Green Line extension into the Southwest Corridor and Bottineau Corridor transitways. At the other stations, Red Rock will provide convenient connections with local bus service.



## 5.0 Purpose and Need for Project

### 5.1 NEED FOR TRANSPORTATION IMPROVEMENTS

The Red Rock Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. Highway 61 is a principal arterial and part of the National Highway and National Scenic Byway systems. The Metropolitan Council has projected that the Southeast quadrant of the Metro Area will grow by another 100,000 people over the next 20 years. Despite the growth in some of the outlying areas, 94 percent of the jobs in the study area are within Minneapolis and St. Paul, and the primary commute pattern is to these two downtowns. This pattern is expected to continue into 2030. The Metropolitan Council projects that by 2030, nearly the entire length of Highway 61 in the Red Rock Corridor will be congested and operating at a Level of Service (LOS) F during the morning and evening commute periods. As population and employment increase, demand for transportation increases and congestion will only get worse unless a transit solution is pursued.

### 5.2 PROBLEM STATEMENT, GOALS, AND OBJECTIVES

#### 5.2.1 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 Cottage Grove do not currently have all-day fixed route transit service, with service limited to 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.

#### 5.2.2 2013 Alternatives Analysis Update Goals and Objectives

The goals and objectives lay the framework for how each alternative is evaluated in the AAU with measureable data points being analyzed for each objective. The following goals and objectives were adopted by the Red Rock Corridor Commission on May 22, 2013.

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



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- 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 cost effective 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



## 6.0 Description of Alternatives Evaluated

Based on an initial screening analysis, the technology and alignment alternatives identified for further evaluation were combined into several build alternatives. These build alternatives were subjected to more detailed quantitative analysis (ridership, capital costs and operational costs) to help identify a preferred alternative. For purposes of comparison, a No-Build Alternative was also developed. Each of the alternatives is described below.

### 6.1 NO-BUILD ALTERNATIVE

The No-Build Alternative is based on the Metropolitan Council's 2030 Plan. It consists of existing bus routes and also contains the following major projects: Northstar Commuter Rail, Green Line LRT (Central Corridor), and Southwest Corridor LRT.

In this alternative, Routes 361, 364, and 365 are maintained as the primary transit services in the Red Rock Corridor. An additional bus stop is added to Route 364 to serve the new Newport Park and Ride, but the route structures will generally remain the same. To accommodate modeled increases in demand in the corridor, the level of service is increased on both Routes 361 and 365. Reliability enhancements are offered in the form of bus-only shoulder lanes in congested areas. The No-Build Alternative is depicted in Figure 5.1.

### 6.2 BUILD ALTERNATIVES

#### 6.2.1 Express Bus Alternative

In this alternative, Routes 361, 364, and 365 are maintained and the corridor is served by an additional peak period limited stop express bus route that stops in Red Wing, Prairie Island, Hastings, and Newport before continuing to Union Depot and Minneapolis. This route provides 30-minute headways during the peak periods. Reliability enhancements are offered in the form of bus-only shoulder lanes in congested areas. The Express Bus Alternative is depicted in Figure 5.2.

#### 6.2.2 Bus Rapid Transit (BRT) Alternative

In this alternative, Routes 361, 364, and 365 are maintained and the corridor is served by a BRT route using special BRT buses and stations. The BRT route operates largely on Highway 61 between Hastings and Union Depot. It operates at 15-minute headways throughout the day; from about 6am to 10pm. Passengers wishing to travel to Minneapolis can use existing express bus routes or transfer to the Green Line at Union Depot. Travel time and reliability enhancements are provided in the form of bus-only shoulder lanes and direct access infrastructure to the Cottage Grove and Lower Afton Road Park and Rides. The BRT Alternative is depicted in Figure 5.3.



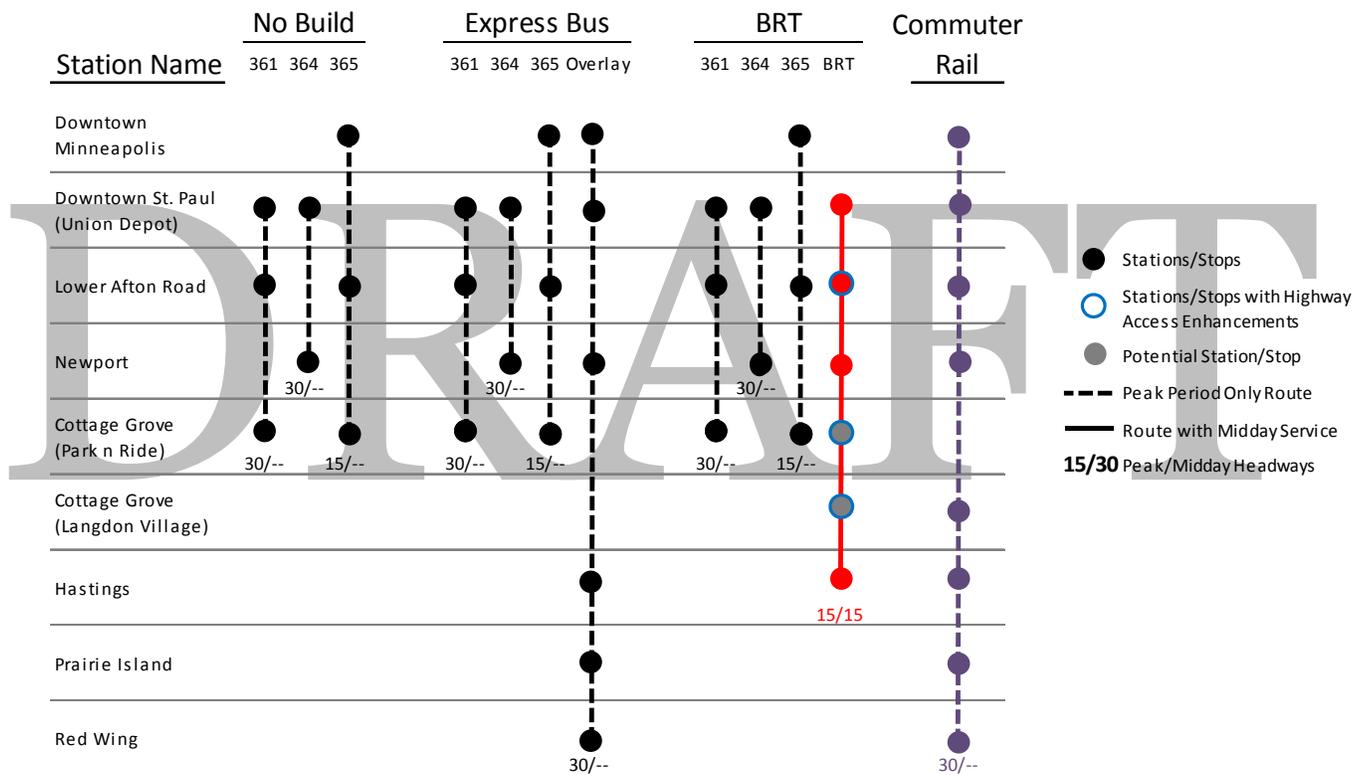
Description of Alternatives Evaluated  
December 3, 2013

### 6.2.3 Commuter Rail Alternative

In this alternative, Routes 361, 364, and 365 are discontinued and the corridor is served by commuter rail. This route operates on existing rail rights of way between Red Wing and Downtown Minneapolis. There are 30-minute headways during the peak periods. The Commuter Rail Alternative is depicted in Figure 5.4.

### 6.3 SUMMARY OF ALTERNATIVES BY SERVICE LEVEL AND STATION COVERAGE

Below is a graphic depiction of the service level and station coverage of each alternative.

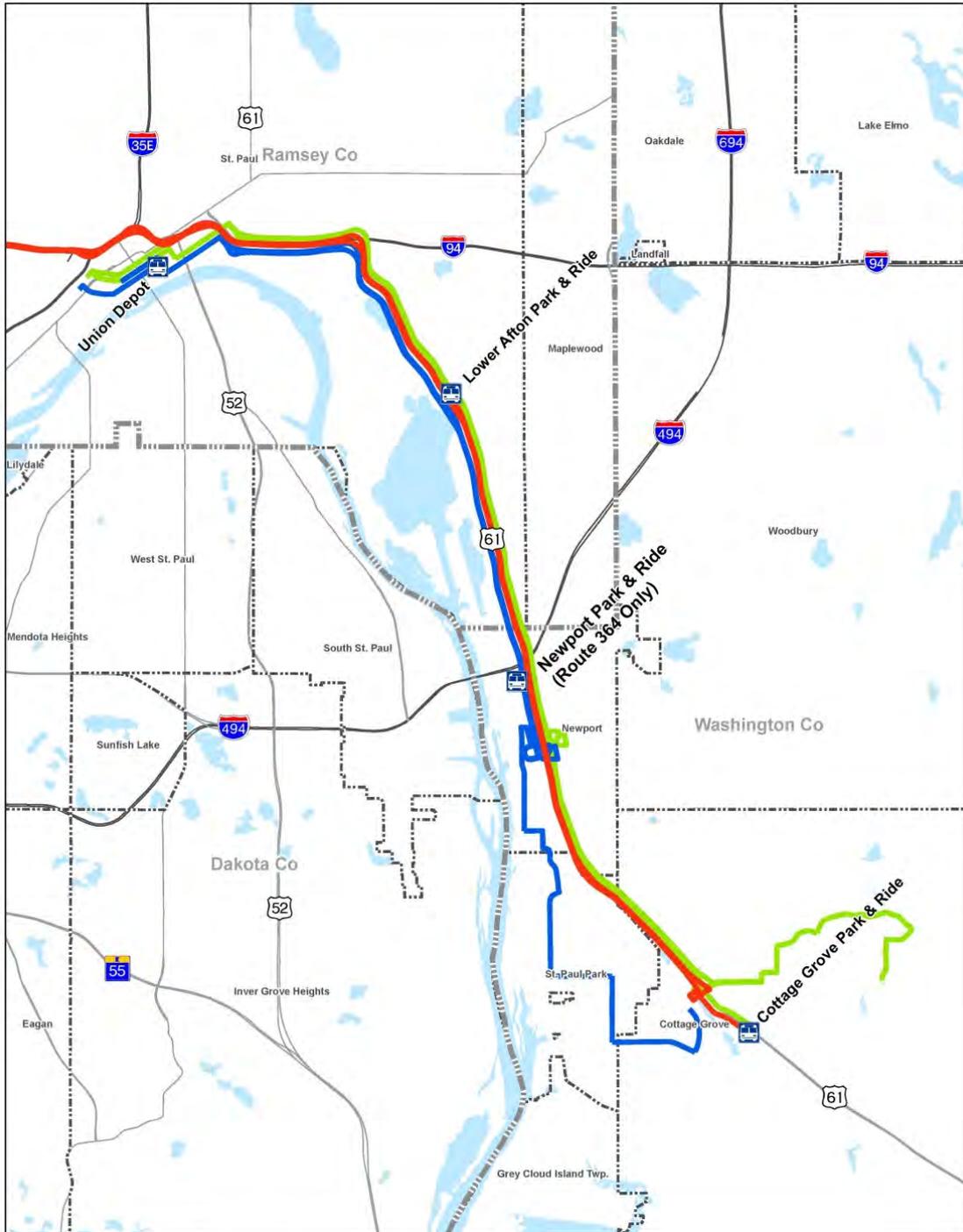


# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS UPDATE



Description of Alternatives Evaluated  
December 3, 2013

Map 1: No-Build Alternative



## No Build (Current Conditions) Alternative

Red Rock Corridor



- Bus Route 361
- Bus Route 364
- Bus Route 365



August 13, 2013



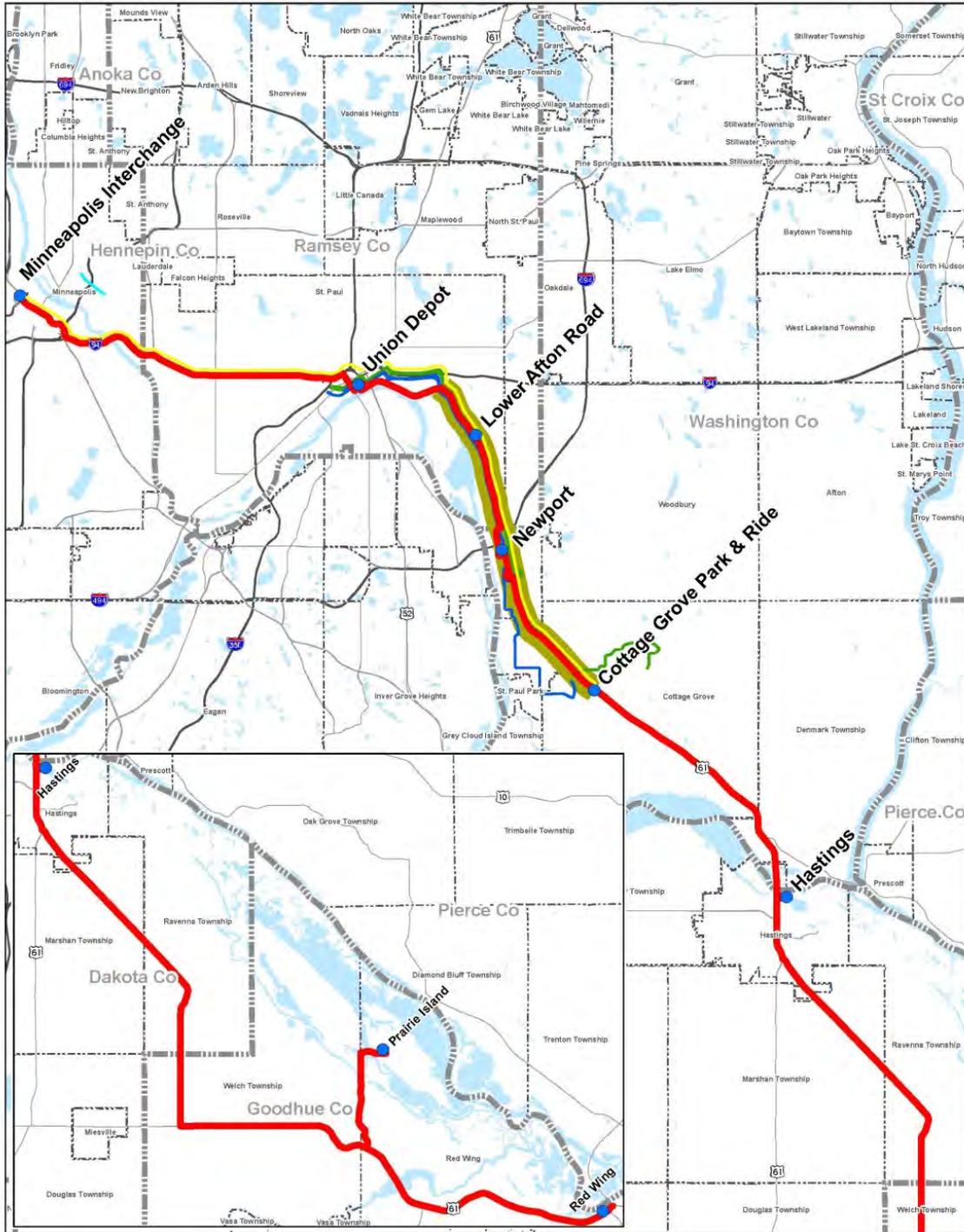
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# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS UPDATE



Description of Alternatives Evaluated  
December 3, 2013

## Map 2: Express Bus Alternative



### Express Bus Alternative

Red Rock Corridor

- Limited Stop Overlay (does not serve Cottage Grove and Lower Afton stations)
- Bus Route 361
- Bus Route 364
- Bus Route 365
- Bus-Only Shoulder Lanes



August 22, 2013



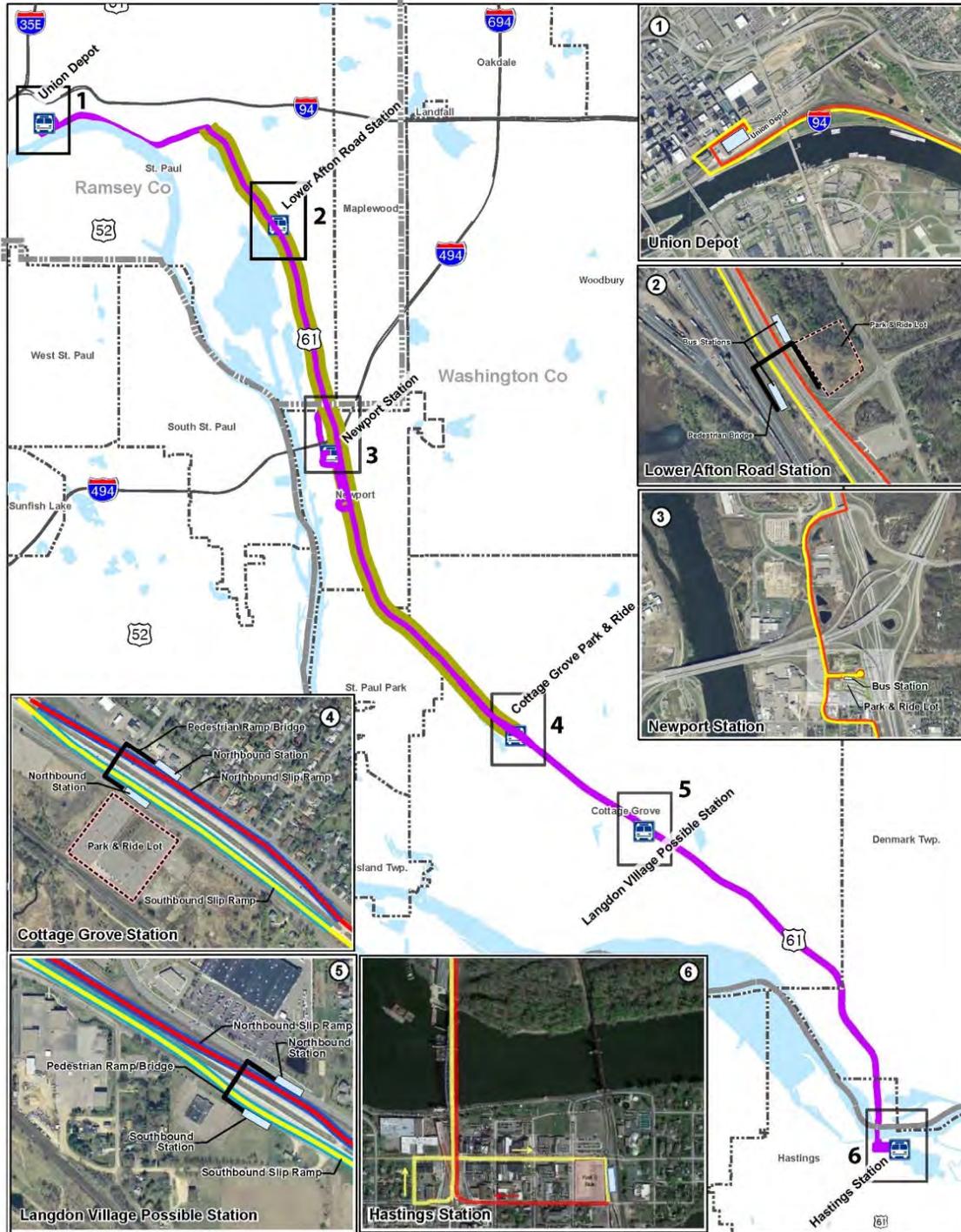
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# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS UPDATE



Description of Alternatives Evaluated  
December 3, 2013

## Map 3: Bus Rapid Transit (BRT) Alternative



### Bus Rapid Transit (BRT) Alternative

Red Rock Corridor



- BRT Alignment
- — Bus Only Shoulder Lanes
- Southbound BRT Alignment
- Northbound BRT Alignment

August 22, 2013

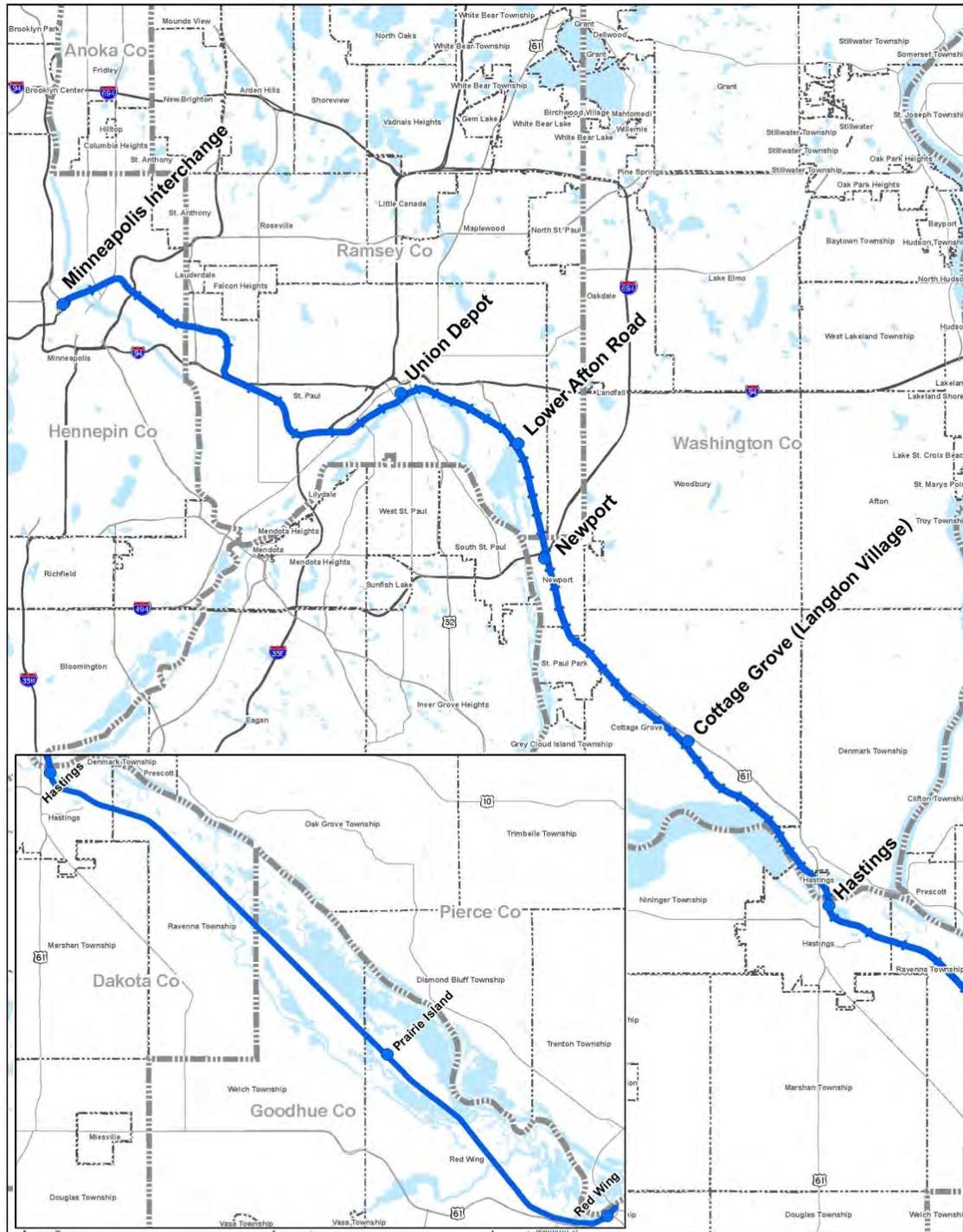


# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS UPDATE



Description of Alternatives Evaluated  
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## Map 4: Commuter Rail Alternative



### Commuter Rail Alternative

Red Rock Corridor

— Minneapolis to Red Wing



August 22, 2013





## 7.0 Project Ridership and Travel Time Analysis

### 7.1.1 Corridor Districts, Characteristics, and Data Sets

The study corridor was developed to mimic the 2007 Red Rock Corridor Alternatives Analysis with an extension southward to include Prairie Island and Red Wing, while honoring the regional model's Traffic Analysis Zones (TAZ) boundaries. For model calibration purposes, the study corridor was divided into eight districts / areas:

1. Red Wing
2. Prairie Island
3. Hastings
4. Cottage Grove / St. Paul Park
5. Woodbury / Newport
6. St. Paul / Lower Afton
7. St. Paul Downtown
8. Minneapolis CBD

The transit market along this corridor is primarily served by three express bus routes, Routes 361, 364, and 365, which only operate during peak periods. These three bus routes provide services for transit patrons from the first six districts listed above to downtown St. Paul and Minneapolis, and vice versa (note that transit patrons from the first three districts listed above must drive to the Cottage Grove Park and Ride to access the express bus services or other regional facilities). These also provide local trips to some extent. Considering that downtown St. Paul and downtown Minneapolis are the two main destinations of the transit commuters, the transit markets for these two destinations were calibrated to replicate the surveyed data. The calibration effort was performed for the 2010 model year using the Twin Cities Regional Travel Demand Model, and the observed data was developed using several available survey datasets:

- 2010 Travel Behavior Inventory (Household Survey)
- 2010 Metro Transit On-Board Survey Data
- 2000 Census Journey to Work (JTW) data (2010 JTW data was not available at the time of the calibration), and
- 2010 traffic counts.

### 7.1.2 Modeled Scenarios

Six scenarios were analyzed as part of the ridership forecasting effort, three of which were BRT variants. Those scenarios are:



1. **No-Build Scenario**, in which the service frequencies for Routes 361 and 365 were increased, while service levels for Route 364 were maintained.
2. **Express Bus Scenario**, in which a new express bus route had all-day service and served the corridor between Red Wing and Minneapolis, although during the off-peak period the service coverage was limited to the corridor between Hastings and St. Paul.
3. **BRT Scenarios**, described as follows:
  - a. The Partial Investment, in which only minor investments were made in the corridor and headways were 15 minutes throughout the day.
  - b. Full Investment, in which major investments were made in the corridor to enhance travel time and headways were 15 minutes throughout the day.
  - c. Full Investment, in which major investments were made in the corridor to enhance travel time and headways were 15 minutes in the peak periods but only 30 minutes in the off-peak periods.

All BRT scenarios provide service between Hastings and Union Depot only.

4. **Commuter Rail Scenario**, in which commuter rail operated during the peak periods, while demand during the off-peak period was provided by supplemental bus service. As part of this alternative, a modified Route 364 operated between Cottage Grove and Newport Stations during the peak periods as a feeder bus to the commuter rail stations and to serve the local transit market.

### 7.1.3 2030 Estimated Weekday Ridership

The 2030 estimated total ridership for each modeled scenario is shown in the table below. The average weekday boarding summary by station for each alternative is presented in the following subsections. Note that these are not the alternatives carried forward in the study; they were a set of scenarios developed at the mid-point of the study for discussion. For the most part, they were scenarios that incorporated generous features (i.e., all-day service, more stations) so that if the decision was made to cut back on the services, corresponding boardings could be removed. These forecasts were generated by an automated method that used the Regional Travel Demand Model. Additional detail on boardings by station or park and ride location is provided in Technical Memo #5. A summary of the ridership forecasts of the four alternatives is shown in the following table.

Table 2: 2030 Estimated Ridership Summary

	<b>No Build (Current Conditions)</b>	<b>Express Bus</b>	<b>BRT</b>	<b>Commuter Rail</b>
<b>Weekday Ridership</b>	<b>1,310</b>	<b>1,560</b>	<b>2,420</b>	<b>1,640</b>



Estimated Capital Costs  
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## 8.0 Estimated Capital Costs

Technical Memorandum #4 describes the assumptions made and the outcomes of the cost estimation exercise carried out for the Red Rock Corridor AAU. Capital cost estimates were prepared for vehicles, infrastructure, and right of way. Where possible, cost information was gathered from recent and relevant studies, such as the Gateway Corridor AA and the 2007 Red Rock Corridor AA. Original opinions of probable cost were developed where there were gaps, and details of these estimates are provided in Technical memorandum #4 and the appendices to that memo.

A 3.5% annual escalation rate was used to estimate costs in 2013 dollars.

The following table summarizes the capital cost estimates of the four alternatives carried forward in the AAU.

Table 3: Capital Cost Summary (\$2013)

	No Build	Express Bus	BRT	Commuter Rail
<b>Total Capital Cost</b>	<b>\$8,540,000</b>	<b>\$11,690,000</b>	<b>\$45,810,000</b>	<b>\$584,590,000</b>



## 9.0 Estimated Operating Costs

This section describes the assumptions made and the outcomes of the O&M cost estimation exercise carried out for the Red Rock Corridor AAU. Where possible, cost information was gathered from recent and relevant studies, such as the Gateway Corridor AA, the most recently completed AA in the Minneapolis-St. Paul region. Cost estimates were developed for weekday services only in order to provide consistency among the different alternatives. This does not preclude the possibility of some of the alternatives having weekend service. It should also be noted that the aim of estimating O&M costs at this stage of planning is to compare alternatives. Due to the fact that the actual implementation of an alternative is still likely years away, the cost estimates, as well as the schedules they are based on, should be viewed as conceptual only and developed only to the extent needed to compare the alternatives. It is unlikely that any of the schedules would be implemented as is.

A 3.5% annual escalation rate was used to estimate costs in 2013 dollars.

The following table summarizes the O&M cost estimates of the four alternatives carried forward in the AAU. It should be emphasized that these estimates only reflect weekday service for the sake of comparability among the alternatives.

Table 4: Operations and Maintenance Cost Summary (\$2013)

	<b>No Build (Current Conditions)</b>	<b>Express Bus</b>	<b>BRT</b>	<b>Commuter Rail</b>
Annual Revenue Hours	10,021	13,854	32,379	3,583
<b>Total Annual Cost</b>	<b>\$1,340,000</b>	<b>\$1,850,000</b>	<b>\$3,810,000</b>	<b>\$5,700,000</b>



## 10.0 Alternatives Evaluation Process

Evaluation criteria were developed to reflect the Red Rock Corridor 2013 Alternatives Analysis Update Problem Statement, Goals and Objectives approved by the Red Rock Commission. The criteria fall into four categories related to mobility, cost, development, and the environment. This chapter describes the framework for applying the criteria to each alternative in order to score and rank them.

The chapter begins with a summary comparison of each alternative, which is then followed by a description of how each objective is evaluated and scored. To help rank the alternatives, the scores for each alternative by goal are then summarized into an overall composite score.

DRAFT



10.1 SUMMARY COMPARISON OF ALTERNATIVES

Table 5 presents a summary comparison of the key service attributes of each alternative evaluated.

Table 5: Summary Comparison of Alternatives

<b>Key Service Attributes</b>	<b>Alternative 1: No Build</b>	<b>Alternative 2: Express Bus</b>	<b>Alternative 3: Bus Rapid Transit (BRT)</b>	<b>Alternative 4: Commuter Rail</b>
Service in the midday	No	No	Yes	No
Service to Hastings	No	Yes	Yes	Yes
Service to Red Wing / Prairie Island	No	Yes	No	Yes
One-seat ride to Minneapolis	Yes (only in the peak periods and from Cottage Grove and Lower Afton)	Yes (only in the peak period)	Yes (only in the peak periods and from Cottage Grove and Lower Afton)	Yes (only in the peak period)
Travel time / reliability enhancements	Yes (bus-only shoulder lanes)	Yes (bus-only shoulder lanes)	Yes (bus-only shoulder lanes and bus-only ramps)	Yes (no auto congestion)
Key Stations served	Downtown Minneapolis (3 locations), Downtown St. Paul (1 location), Lower Afton Road Park-and-Ride, Newport Park-and-Ride, and Cottage Grove Park-and-Ride	Downtown Minneapolis (3 locations), Downtown St. Paul (2 locations, inc. Union Depot), Lower Afton Road Park-and-Ride, Newport Park-and-Ride, Cottage Grove Park-and-Ride (at Langdon Village site), Hastings Park-and-Ride, Prairie Island, and Red Wing	Downtown Minneapolis (3 locations), Downtown St. Paul (2 locations, inc. Union Depot), Lower Afton Road Park-and-Ride, Newport Park-and-Ride, Cottage Grove Park-and-Ride (at Langdon Village site), and Hastings Park-and-Ride	Target Field Station, Union Depot, Lower Afton Road Park-and-Ride, Newport Park-and-Ride, Cottage Grove Park-and-Ride (at Langdon Village site), Hastings Park-and-Ride, Prairie Island, and Red Wing
Trips per weekday	56	66	170	10
Annual weekday revenue hours	10,100	14,000	28,600	3,600
Weekday boardings	1,300	1,560	2,420	1,640
Boardings per revenue hour	32	28	21	114
Cost per mile (excluding vehicles)	\$70,000	\$30,000	\$1,500,000	\$9,570,000
O & M Costs per Boarding	\$4.11	\$4.75	\$6.28	\$13.98
Capital Costs (including vehicles)	\$8,540,000	\$11,700,000	\$45,810,000	\$584,590,000
Annual O&M Costs	\$1,340,000	\$1,850,000	\$3,805,000	\$5,720,000
Fare structure	Express / local fares	Express / local fares	Local fares	Distance-based



10.2 MOBILITY EVALUATION

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

Table 6: Criteria for Mobility Goal

Objective	Criteria	Evaluation	Points Available
Time competitive with auto	Travel Time	The scoring for this item is based on the estimated travel time between Hastings and Union Depot in the morning peak. With commuter rail travel time being the shortest, at 27 minutes, it is given the maximum point value, while the BRT Alternative, which provides some travel time enhancements for bus service, is given 0.5 points. Alternatives that offer no travel time advantages compared to existing express bus service are given a score of 0.	1.0
Reliable service	Reliability	The scoring for this item is based on the provision of elements that aim to improve transit service reliability. Alternatives are given the maximum point value if they have infrastructure investments beyond bus-only shoulder lanes that improve reliability or are able to avoid auto congestion.	1.0
Improve mobility throughout the day	Service hours	The scoring for this item is determined by whether the alternative provides service throughout the day or just the peak periods. Full points are awarded to an alternative that provides all-day service.	1.0
Number of riders	Daily ridership	The scoring for this item is based on an estimate of daily weekday boardings at stations along the route. The alternative with the highest ridership is given a score of 6, while other alternatives are given scores equal to their ridership values relative to the ridership value of the highest ranking alternative, multiplied by six and rounded to the nearest half point.	6.0
Expands destination options	Coverage	The scoring for this item is based on an alternative's ability to serve new destinations that are not currently accessible today. Points are awarded for: <ul style="list-style-type: none"> <li>• Access to Hastings, Prairie Island, and Red Wing: 0.5</li> <li>• Station to station access: 0.5</li> </ul>	1.0
<u>Total Score</u>			<u>10.0</u>



### 10.2.1 Travel Time

Full points were given to the Commuter Rail Alternative because it has the shortest expected travel time between Hastings and Union Depot. The BRT Alternative was given a half point because the ramps that would be built at the Lower Afton Road and Cottage Grove Stations will provide travel time advantages to buses compared to what is available today. No points were given to the Express Bus Alternative or No Build (Current Conditions) Alternative due to the fact that there are no travel time enhancements incorporated into either alternative for service between Hastings and Union Depot.

### 10.2.2 Reliability

No points for reliability were given to the No Build (Current Conditions) Alternative or the Express Bus Alternative. Full points were given to the BRT Alternative due to the inclusion of bus-only access ramps that will allow buses to bypass congestion getting to or from park and ride facilities. Full points were also given to the commuter rail alternative because it will be able to avoid auto congestion.

### 10.2.3 Service Hours

Full points were given to the BRT Alternative because it operates throughout the day. No points were given to the remaining alternatives which are peak-period only.

### 10.2.4 Daily Ridership

The daily ridership scores are based on the 2030 ridership forecasts described in more detail in Technical Memorandum #5. The BRT Alternative provided the highest ridership forecasts, and so it was allotted full points. Points were given to other alternatives based on the ratio of their ridership forecasts to the BRT ridership forecast, multiplied by six and rounded to the nearest half point.

### 10.2.5 Coverage

No points were given to the No Build (Current Conditions) Alternative because it does not expand transit coverage in the corridor. However, the Express Bus Alternative and the Commuter Rail Alternative are allocated half points because they extend coverage to Hastings, Prairie Island, and Red Wing. The BRT Alternative does not extend serve to Prairie Island and Red Wing, but it is allocated a half point because it provides station-to-station coverage throughout the day between Hastings and Union Depot that does not exist today.

Table 7 shows a summary of the mobility scores.



Table 7: Mobility Criteria Scores

Criteria	Maximum Score	Alternative 1: No Build	Alternative 2: Express Bus	Alternative 3: Bus Rapid Transit (BRT)	Alternative 4: Commuter Rail
Travel Time	1	0.0	0.0	0.5	1.0
Reliability	1	0.0	0.0	1.0	1.0
Service Hours	1	0.0	0.0	1.0	0.0
Daily Ridership	6	3.0	4.0	6.0	4.0
Coverage	1	0.0	0.5	0.5	0.5
<b>TOTAL SCORE</b>	<b>10</b>	<b>3.0</b>	<b>4.5</b>	<b>9.0</b>	<b>6.5</b>

10.3 COST EVALUATION

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

Table 8: Criteria for Cost Goal

Objective	Criteria	Evaluation	Points Available
Capital costs per rider are consistent with others in the region	Capital Cost	<p>The scoring for this item is based on a planning level estimate of the capital cost (in 2013 dollars) for implementing the alternative. Points are allocated as follows:</p> <ul style="list-style-type: none"> <li>• Under \$15 million: 4</li> <li>• Between \$15 million and \$75 million: 3</li> <li>• Between \$75 million and \$400 million: 2</li> <li>• More than \$400 million: 1</li> </ul>	4
Operating costs that are consistent with other projects in the region	Annual O&M Cost	<p>The scoring for this item is based on a planning level estimate (in 2013 dollars) of the annual operating and maintenance cost per rider of the alternative. Points are allocated as follows:</p> <ul style="list-style-type: none"> <li>• Under \$5: 4</li> <li>• Between \$5 and \$8: 3</li> <li>• Between \$8 and \$11: 2</li> <li>• Over \$11: 1</li> </ul>	4
Implement a transit service that is not dependent on other investments in the region	Ability to Fund	<p>The scoring for this item is determined by the ability for the alternative to be constructed independently from other investments and if there is a funding model. Alternatives that have a funding model are given two points and alternatives that do not have a funding model are given zero points.</p>	2
<b>Total Score</b>			<b>10</b>



**10.3.1 Capital Cost**

The capital cost scores are based on the capital cost estimates described in more detail in Technical Memorandum #4. The No Build (Current Conditions) Alternative and the Express Bus Alternative were allocated four points because they both are estimated to cost less than \$15 million. The BRT Alternative was allocated three points because its cost is estimated to be between \$15 million and \$75 million. The Commuter Rail Alternative was allocated one point because its cost is estimated to be more than \$400 million.

**10.3.2 Annual O&M Cost**

The O&M cost scores are based on the O&M cost estimates described in more detail in Technical Memorandum #3. The No Build (Current Conditions) and Express Bus Alternatives were give scores of 4 because their cost per trip was under \$5. The BRT Alternative was given a score of 3 because its cost per trip was between \$5 and \$8. The Commuter Rail Alternative was given a score of 1 because its cost per trip was above \$11.

**10.3.3 Ability to Fund**

Full points were given to those alternatives that had a cost model in place for funding. Therefore, the no build alternative was given full points. Two points were also given to the BRT Alternative given that there is a potential funding model in place through the Small Starts program (although the alternative’s competitiveness in this program has yet to be determined). Express bus was not given any points because there is no funding model to implement service south of Cottage Grove. The Commuter Rail Alternative was also given zero points because the project would not qualify for New Starts funding.

Table 9 shows a summary of the cost scores.

Table 9: Cost Criteria Scores

<b>Criteria</b>	<b>Maximum Score</b>	<b>Alternative 1: No Build</b>	<b>Alternative 2: Express Bus</b>	<b>Alternative 3: Bus Rapid Transit (BRT)</b>	<b>Alternative 4: Commuter Rail</b>
Capital Costs	4	4.0	4.0	3.0	1.0
Annual O&M Cost	4	4.0	4.0	3.0	1.0
Ability to Fund	2	2.0	0.0	2.0	0.0
<b>TOTAL SCORE</b>	<b>10</b>	<b>10.0</b>	<b>8.0</b>	<b>8.0</b>	<b>2.0</b>



10.4 DEVELOPMENT EVALUATION

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

Table 10: Criteria for Development Goal

Objective	Criteria	Evaluation	Points Available
Support TOD efforts within walking distance of stations	Service to Supports TOD	Because TOD development is tied to the level of investment at transit stations and level of service, points for this category have been assigned in the following way; two points are given for all day transit service at the corridor stations listed below and one point is given if there is not all-day service but significant investments are made at stations. <ul style="list-style-type: none"> <li>• Hastings</li> <li>• Cottage Grove (Langdon Village or existing site)</li> <li>• Newport</li> </ul>	6.0
Increase access for workers and customers in the corridor	Increase in Access to Businesses	The scoring for this goal is based on increasing access that is not available today. Three points are given to an alternative that provides all-day access to stations and one point is given to an alternative that provide just peak-period service to stations.	3.0
Increase access to population centers	Increase in Access to Population Centers	The population centers in the Corridor are St. Paul and Minneapolis. An alternative that provides peak period service to both is given 1 point.	1.0
<u>Total Score</u>			<u>10.0</u>

10.4.1 Service to Support TOD

Full points were given to the BRT Alternative given the fact that it provides frequent service to the stations throughout the day. While the commuter rail service only operated in the peak period, it was felt that the investment levels in the stations could effectively stimulate TOD, so it was given three points. The No Build (Current Conditions) and Express Bus Alternatives were given no points.



**10.4.2 Increase in Access to Businesses**

The BRT Alternative was given full points because it provides all-day service. The Express Bus and Commuter Rail Alternatives were given one point due to the fact that they increase service in the peak period.

**10.4.3 Increase in Access to Population Centers**

Full points were given to the No Build (Current Conditions), Express Bus, and Commuter Rail Alternatives because they offered one-seat rides to both downtown St. Paul and Minneapolis. No points were given to the BRT Alternative.

Table 11 shows a summary of the development scores.

Table 11: Development Criteria Scores

<b>Criteria</b>	<b>Maximum Score</b>	<b>Alternative 1: No Build</b>	<b>Alternative 2: Express Bus</b>	<b>Alternative 3: Bus Rapid Transit (BRT)</b>	<b>Alternative 4: Commuter Rail</b>
Service to support TOD	6	0	0	6	3
Increase in access for businesses	3	0	1	3	1
Increase in access to population centers	1	1	1	1	1
<b>TOTAL SCORE</b>	<b>10</b>	<b>1.0</b>	<b>2.0</b>	<b>10.0</b>	<b>5.0</b>



10.5 ENVIRONMENT EVALUATION

**Goal 4: Improve Quality of Natural and Built Environment**

Table 2: Criteria for Environment Goal

Objective	Criteria	Evaluation	Points Available
Limit adverse effects on natural and cultural resources	Historic and Natural Environment Impacts	Points are provided based on the: <ul style="list-style-type: none"> <li>Likelihood to not have impacts to historic properties – 1</li> <li>Likelihood to not require significant infrastructure in undeveloped areas – 1</li> <li>Likelihood to not have significant impact to floodplains – 1</li> </ul>	3.0
Reduce emissions	Reduction in Emissions	Provides a low-emission transportation alternative to driving for many trips. Note: full points given for all alternatives.	3.0
Provide an equitable distribution of impacts	Equitable Distribution of Impacts	Points are provided based on the equitable distribution of impacts. Note: full points were given to every alternative	2.0
Address existing safety issues	Infrastructure that will address safety	The largest known safety issue in the Corridor is the at-grade pedestrian crossing at the Lower Afton station. Two points were given to alternatives that address this issue. Zero points were given to the alternatives that don't address this issue.	2.0
<b>Total Score</b>			<b>10.0</b>

10.5.1 Historic and Natural Environment Impacts

The No Build (Current Conditions) Alternative received full points because it is not expected to have any historic or natural environment impacts. The Express Bus and BRT Alternatives also received full points because it was expected that the bus-only shoulder lanes and bus-only ramps and stations would be creating impacts in an area that was already developed. The Commuter Rail Alternative was only given one point because it is expected that its stations and corridor investments will have some impacts on historic properties and in floodplains. .

10.5.2 Reduction in Emission

All of the alternatives received a full score due to their ability to attract customers to transit and encourage a mode shift away from single occupant driving. While there are methods for calculating the emissions impacts of the alternatives, they rely on information about the vehicle-miles of travel by automobile



averted by an alternative, as well as the direct emissions from the operation of an alternative. It is felt that there is not enough information available at this stage of analysis to produce results that would be meaningful for this AAU. For one, the emissions profiles of vehicles in 2030 are unknown. Secondly, changes in vehicle-miles traveled were not directly measured in this analysis.

10.5.3 Equitable Distribution of Impacts

All of the alternatives received a full score because it is felt that the distribution of impacts is fairly distributed.

10.5.4 Infrastructure Impacts to Address Safety

The BRT and Commuter Rail Alternatives were given full points because they included new pedestrian crossings at Lower Afton Road.

Table 13 shows a summary of the environment scores.

Table 3: Environment Criteria Scores

Criteria	Maximum Score	Alternative 1: No Build	Alternative 2: Express Bus	Alternative 3: Bus Rapid Transit (BRT)	Alternative 4: Commuter Rail
Historic and natural environment impacts	3	3	3	3	1
Reduction in emissions	3	3	3	3	3
Equitable distribution of impacts	2	2	2	2	2
Infrastructure investments to address safety	2	0	0	2	2
<b>TOTAL SCORE</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>8</b>

10.6 SUMMARY SCORES

A composite of summary scores are shown in Table 14. The summary evaluation is also depicted in Figure 3. Based on the scoring methodology, the BRT alternative rates the highest with an overall composite score of 8.8 out of 10. It followed by the No Build and Express Bus alternatives with overall composite scores of 6.1 and 6.0, respectively. The commuter rail alternative had an overall composite score of 4.7 out of 10.



Alternatives Evaluation Process  
December 3, 2013

Table 44: Summary Scores

Alternative	Mobility	Cost	Development	Environment	40/40/10/10 Weighting
No Build (Current Conditions)	3.0	10.0	1.0	8.0	6.1
Express Bus	4.5	8.0	2.0	8.0	6.0
BRT	9.0	8.0	10.0	10.0	8.8
Commuter Rail	6.5	2.0	5.0	8.0	4.7

Figure 3: Evaluation Summary of Red Rock Corridor Alternatives

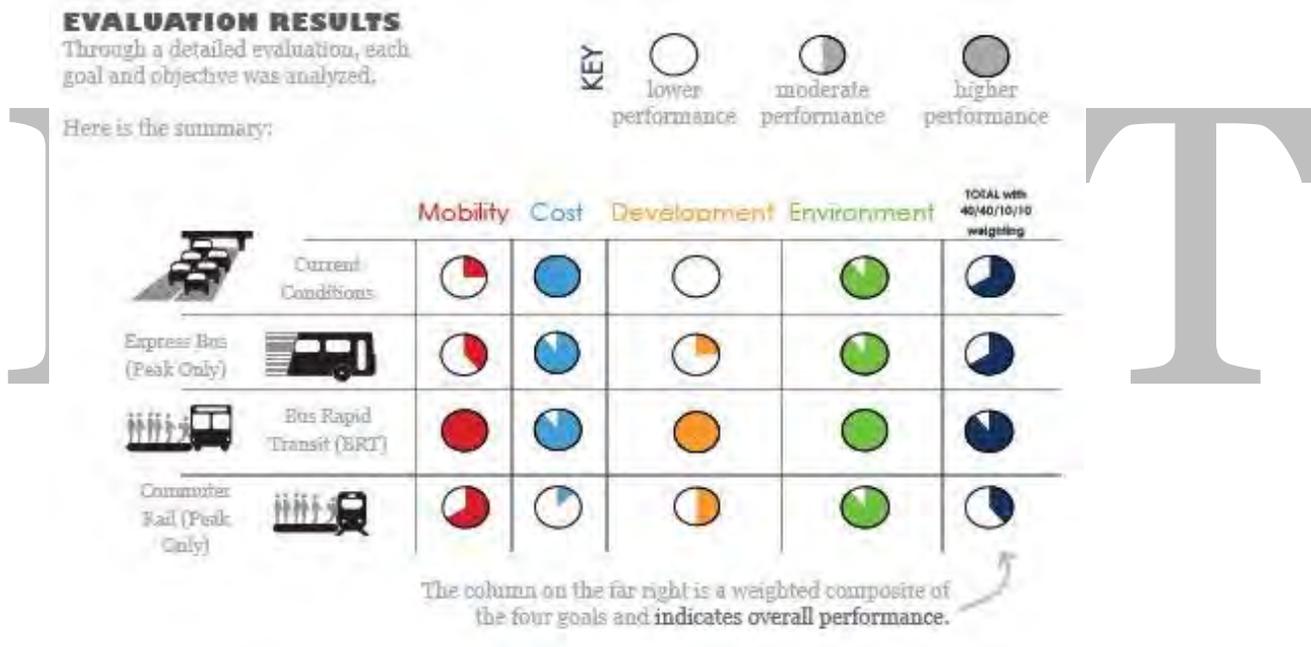
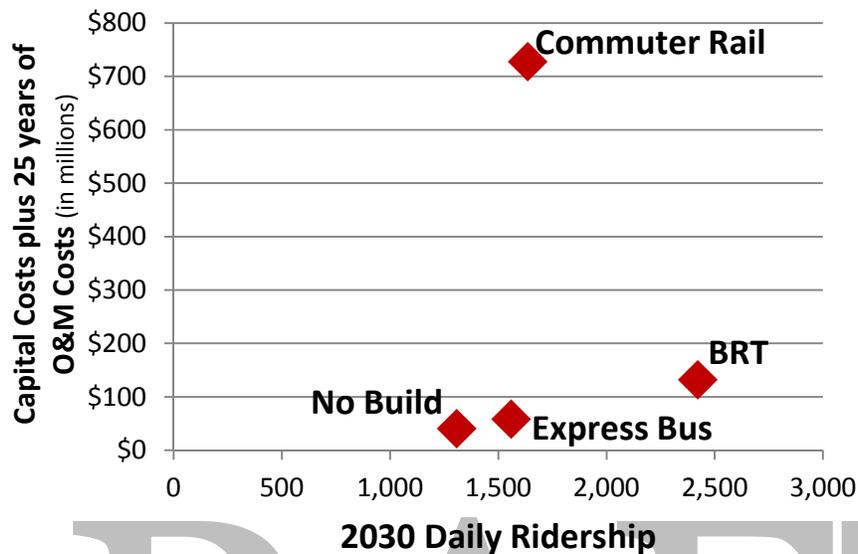


Figure 4 plots ridership against costs, as defined by capital costs plus 25 years of operating and maintenance costs. According to the figure, the BRT alternative has the highest projected 2030 ridership and the second highest cost. The No Build alternative has the lowest cost and the lowest level of projected ridership. The Express Bus alternative has the second lowest cost and second lowest level of ridership. The commuter rail alternative has the highest cost and the second highest level of ridership.



Figure 4: Cost versus Ridership of Red Rock Corridor Alternatives



## 11.0 Implementation Plan

Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission’s approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media.

In moving forward with the development of BRT, the Red Rock Corridor Commission will pursue a staged implementation plan. These stages are such that actions and improvements for Stage 1 will need to be implemented before Stage 2 actions and improvements begin and, likewise, Stage 2 actions and improvements will need to be implemented before Stage 3 actions and improvements begin.

In conjunction with the actions and improvements in each of the three stages, there are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission. They are:

1. Advocate for integrated multi-modal investments including pedestrian and bicycle facilities, rail, highway and transit improvements that support mobility throughout the Red Rock Corridor.
2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.
3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.



The three stages include the following:

### **11.1 STAGE ONE**

#### **1 Work with Metro Transit to increase express bus service to St. Paul/Minneapolis as demand increases within the existing Corridor.**

- 1.1.1 Complete the Newport Transit Station and Park and Ride
- 1.1.2 Evaluate the feasibility of providing peak period express service from Newport Transit Station to downtown Minneapolis.
- 1.1.3 Evaluate the feasibility of providing limited mid-day and evening service along the corridor.
- 1.1.4 Work with the Metropolitan Council to monitor parking capacity and safety issues at the Lower Afton Road Park and Ride and make improvements if warranted.
- 1.1.5 Monitor congestion on Highway 61 to determine whether bus shoulder lanes are warranted.
- 1.1.6 Prepare Feasibility Study and Environmental Documentation for BRT, including bus-only shoulder lanes, station improvements and other supporting infrastructure.
- 1.1.7 Coordinate the outcomes of this study with the Metropolitan Council Highway BRT study and the update to the regional Transportation Policy Plan
- 1.1.8 Work with Metro Transit to implement all-day bus service as part of a phased BRT investment.

#### **1.2 Promote land use changes and development around station areas to increase density to support all-day transit market.**

- 1.2.1 Work with the City of Newport and the Washington County HRA to develop transit-supportive uses on the Newport Transit Station Site and surrounding area.
- 1.2.2 Work with the Cities of Cottage Grove and Hastings to develop transit-supportive uses around the station/park and ride locations.
- 1.2.3 Evaluate the need to prepare a Corridor Investment Framework Plan to prioritize investments, similar to the plan prepared for the Central Corridor.

#### **1.3 Encourage service extension to Hastings, which would require the City to join the transit taxing district.**

- 1.3.1 Evaluate the feasibility of extending initial peak period limited stop express service from Cottage Grove to Hastings.



Implementation Plan  
December 3, 2013

**11.2 STAGE TWO**

- 2.1 Further evaluate a BRT alternative.
- 2.2 If warranted, begin phased implementation of BRT improvements.
- 2.3 Add BRT/ticket vending machines/next bus technology improvements at all stations/park and rides.
- 2.4 Perform Preliminary Engineering for bus-only shoulder lanes.
- 2.5 Perform Preliminary Engineering for direct access infrastructure to the Cottage Grove and Lower Afton Road Park and Rides.
- 2.6 Perform Final Design and Construct Bus Only Shoulder Lanes.

**11.3 STAGE THREE**

- 3.1 Design and Construct Infrastructure Improvements at Lower Afton, Cottage Grove, and Hastings and retrofit Newport Station to accommodate BRT.
- 3.2 Procure BRT Vehicles.
- 3.3 Begin operation of BRT service.
- 3.4 Consider additional transit services, alternative modes, or capital improvements to meet peak period capacity needs in the corridor as warranted.

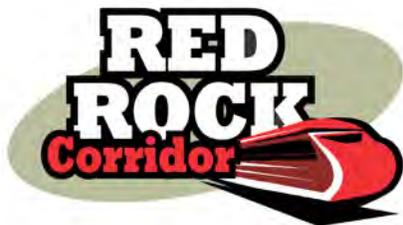
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# RED ROCK CORRIDOR ALTERNATIVES ANALYSIS UPDATE

0Appendices  
December 3, 2013



## Appendices



**DATE:** December 4, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** 2014 Workplan and Budget

### **Background**

The Commission reviewed the draft 2014 Workplan and Budget at their October meeting and had no additional changes. The key items in the workplan and budget are also below:

- Oversee and guide the work of the AAU consultant in the preparation of the final report, public outreach and the advancement of a preferred alternative.
- Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor including the update to the Metropolitan Council's Transportation Policy Plan.
- Build on the communication efforts from the AAU including ongoing use of social media and updating the website to coincide with the next steps in the Corridor implementation.
- Informing state and federal legislators of the need for a transitway improvement in the Red Rock Corridor.
- Continue to actively engage the business community, community advocacy groups, and the various other stakeholders in the corridor.
- The proposed 2014 budget is \$70,000. It includes funding for corridor administration, public involvement activities such as a revamp of the website and ongoing communication services along with a contingency that could be used for additional analysis that may be needed to implement the results of the AAU study.

The contribution will be split between the four counties based on the established formula in the bylaws. In addition, \$20,000 of the Commission's projected \$50,000 end of year fund balance will be used to offset the 2014 budget contribution and the remaining \$30,000 will be held in reserve.

**Action**  
Approval

# Red Rock Corridor Commission

## 2014 Work Plan and Budget

*Status: Final Draft for Approval at the December 12, 2013 Commission Meeting*

### 1. **General Activities**

The Red Rock Corridor Commission (RRCC) will work with corridor municipalities, the Counties Transit Improvement Board (CTIB), the Metropolitan Council (Met Council), Metro Transit, the Minnesota Department of Transportation (Mn/DOT), the Minnesota High Speed Rail Commission (MNHSRC) and the Railroads as needed to continue the advancement of the Red Rock Corridor. To accomplish this, the RRCC will do the following:

1. Offer guidance, monitor progress and prepare formal comments on studies that are being conducted or that could have an impact on the activities in the Red Rock Corridor. In 2014 one of the notable studies will be the update to the Metropolitan Council's Transportation Policy Plan.
2. Work with state and local agencies to identify regional priorities for the corridor

### 2. **Advocacy and Legislative Coordination**

The Commission will continue to develop policy positions and advocate for improved transit to serve the Corridor and the Twin Cities region. Commission activities include:

1. Informing area legislators and legislative leadership of the need for a transitway improvement in the Red Rock Corridor.
2. Advocating for increased funding at the state and federal level to advance the development of the Red Rock Corridor.
3. Travel to Washington DC to meet with the Corridor's congressional delegation and their staff and to meet with representatives from the Federal Transit Administration (FTA) National Headquarters as part of a Red Rock Corridor or broader regional contingent.
4. Coordinating legislative initiatives with the CTIB and other transitway corridors.
5. Coordinating legislative initiatives with potentially impacted freight railroads.
6. Establishing positions on legislative initiatives that affect the Red Rock Corridor.
7. Strengthen partnerships with the business communities and partner communities to the south (Goodhue County, Red Wing and the Prairie Island Community).

### **3. Public Involvement**

The Commission's public involvement activities will build on communication efforts from the alternatives analysis study (AA). The Commission's activities will include:

1. Continue role of the Citizens Advisory Committee (CAC) formed as part of the Alternative Analysis Update (AAU) study to act as liaisons engaging local stakeholders, business members and citizens in the planning process enabling two-way communication between the project and the community. Membership should be as inclusive as possible.
2. Presentations to civic and community groups throughout the Corridor.
3. Distribution of newsletters and project updates at various public events including fairs and community festivals.
4. Media recognition of Commission meetings and events through print, radio, and public access television.
5. Coordination of updates to the project website to coincide with the multiple studies being undertaken.
6. Host a website and manage content and utilize social media.
7. Host events or tours to build awareness for the Red Rock Corridor to better inform project stakeholders and the general public

### **4. Management, Policy and Administrative Activities**

Commission activities will include:

1. Prepare and adopt the annual Work Plan and Budget
2. Prepare the annual financial report
3. Review insurance needs and procure appropriate insurance
4. Provide Commission and staff administration
5. Manage Commission expenses
6. Manage the consultant selected for each of the various work tasks undertaken by the commission
7. Attend regional/national conferences to educate members on transit alternatives and their impact on the built environment.

### **5. Alternatives Analysis Update**

In 2007, the Commission completed an Alternatives Analysis (AA) that identified commuter rail as the long-term transit investment for the corridor. The study revealed that expanding bus service, increasing bus frequency, and providing more park and ride facilities are the first steps toward building a stronger transit base in the Corridor.

Conditions in the corridor and region have changed since the AA was completed and there is additional technical data available which may have an influence on the long term vision of the Red Rock Corridor. The Alternatives Analysis Update (AAU) study began in 2013 and will conclude by early 2014. The purpose of the study is to position the Red Rock Corridor Commission to make decisions on how to create short and long term transit improvements in the corridor, including informing a locally preferred alternative (LPA) decision. Express Bus, Bus Rapid transit (BRT), and Commuter Rail Options are under consideration.

The Red Rock Corridor Alternatives Analysis Update (AAU) contract is administrated by the Washington County Regional Railroad Authority (WCRRA) on behalf of the Red Rock Corridor Commission.

Additional analysis may be needed in 2014 to supplement the work produced as part of the AAU and to sync the plan with the highway BRT study being prepared by the Metropolitan Council. Contingency funds could be used to fund this additional analysis.

### 2014 Operating Revenue

Revenue Source	Percentage Due	Amount Due	Fund Balance <sup>(1)</sup>	Dues
Regional Railroad Authority				
- Ramsey County	37.5%	\$ 26,250	\$ 7,500	\$ 18,750
- Washington County	35%	\$ 24,500	\$ 7,000	\$ 17,500
- Hennepin County	17.5%	\$ 12,250	\$ 3,500	\$ 8,750
- Dakota County	10%	\$ 7,000	\$ 2,000	\$ 5,000
<b>TOTAL</b>	<b>100%</b>	<b>\$ 70,000</b>	<b>\$20,000<sup>(2)</sup></b>	<b>\$ 50,000</b>

### 2014 Operating Expenditures

Expenditure Category	Amount
Corridor Administration / General Activities <sup>(3)</sup>	
- Corridor Insurance	\$ 3,000
- Materials / Postage / Printing / Memberships	\$ 3,500
- Events / Tours / Advertising	\$ 3,500
- Travel to a National Transit Conference <sup>(4)</sup>	\$ 0
- Travel to learn about another transit System <sup>(4)</sup>	\$ 0
Subtotal	\$10,000
Advocacy and Legislative Coordination	
- Travel to Washington D.C. <sup>(3)</sup>	\$ 0
- Federal/State Advocacy	\$ 0
Subtotal	\$ 0
Public Involvement	
- Website Revamp / Hosting / Content Management	\$ 20,000
- Communication Services	\$ 10,000
Subtotal	\$ 30,000
Contingency	\$ 30,000
<b>TOTAL</b>	<b>\$ 70,000</b>

Operating Budget Notes:

1. \$20,000 of the Commission's projected \$50,000 end of year fund balance will be used to offset the 2014 budget contribution and the remaining \$30,000 will be held in reserve.
2. This is only an estimate of expected end of year fund balance based on projected revenues and expenses. The fund balance total is subject to change based on actual revenues and expenses incurred.
3. The county regional railroad authorities are conducting administrative functions, including mailings. Such items are eligible for reimbursement as approved by the Commission.
4. Out of state travel costs to transit conferences, to learn about another transit system, or advocacy trip to Washington D.C. will be the responsibility of each individual member unless the Commission's Financial Members unanimously approve the use of contingency funds to pay for travel.

**2013 Capital Revenue**

<b>Revenue Source</b>	<b>Amount</b>
Remaining Federal 5339 funds (2006 & 2007)	\$ 200,000
<b>TOTAL</b>	<b>\$ 200,000</b>

**2013 Capital Expenditures**

Alternative Analysis Update

The alternatives analysis update (AAU) is being funded by \$200,000 in remaining 5339 federal funds designated for analysis of the Red Rock corridor. The Commission has provided the required 20% local match totaling \$50,000 through its 2012 budget contribution.

Revenue sources for this work are listed below:

<b>Expenditure Source</b>	<b>Amount</b>
Federal Appropriations (2006 & 2007)	\$ 200,000
RRCC Local Match (2012 Budget Contribution)	\$ 50,000
<b>TOTAL</b>	<b>\$ 250,000</b>



**DATE:** December 4, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Resolution Supporting State Bond Fund Request for Red Rock Corridor

**Background**

Minnesota Statutes section 16A.86 sets out the process by which local governments and political subdivisions may request state bond appropriations for capital improvement projects. An application must be submitted to the Minnesota Office of Management and Budget (MMB) in the year preceding a two year bonding bill. As part of the application process local governments and political subdivisions must pass resolutions of support for state bond requests and indicate project priority numbers if multiple projects are submitted. The Governor and Legislature will consider these bonding requests in the 2014 session.

Washington County submitted a request for \$1,000,000 in state bond funding for engineering, environmental analysis and preparation of an application to seek federal transit administration funds for the Red Rock Corridor.

Additional funding will be needed to advance the development of the Red Rock Corridor. Alternatives Analysis Update (AAU) will be finalized early 2014, the results of the study will allow the Commission to make more informed and strategic decisions about the next steps in the corridor development. One of the next steps could be additional analysis an environmental work to lead to an LPA decision. Once an LPA decision is made the project will be bond eligible which could be 2015 (year 2 of the State's bonding cycle).

**Action**

Approve Resolution Supporting Washington County State Bond Fund Request for Red Rock Corridor

**Red Rock Corridor Commission  
Resolution 2013-01**

**Resolution Supporting Washington County Request for State Bond  
Funds for the Red Rock Corridor**

**WHEREAS**, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

**WHEREAS**, the Red Rock Corridor is a regionally and nationally significant transportation route that extends from Hastings through St Paul and on to Minneapolis; and

**WHEREAS**, the Red Rock Corridor Commission will be finalizing an Alternative Analysis Update (AAU) study in early 2014; and

**WHEREAS**, the results of the study will allow the Commission to make more informed and strategic decisions about the next steps in the corridor development; and

**WHEREAS**, one of the next steps could be additional analysis an environmental work to lead to an LPA decision. Once an LPA decision is made the project will be bond eligible which could be 2015 (year 2 of the State's bonding cycle); and

**WHEREAS**, additional resources will be needed to advance the development of transit alternatives in the Red Rock Corridor; and

**WHEREAS**, Washington County is requesting \$1,000,000 in state bond funds for engineering, environmental analysis and preparation of an application to seek federal transit administration funds for the Red Rock Corridor; and

**NOW THEREFORE, BE IT RESOLVED**, that Commission hereby supports Washington County's request for the State of Minnesota to provide \$1,000,000 in state bond funds to Washington County for engineering and environmental analysis work following the selection of the locally preferred alternative preparation of an application to seek federal transit administration funds for the Red Rock Corridor.

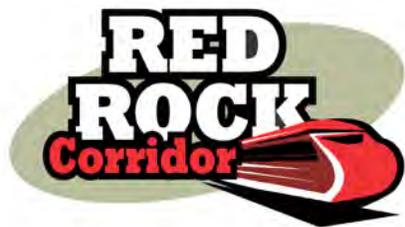
Approved:

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 12th day of December 2013 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
<b>LEHRKE</b>	_____	_____	_____	_____
<b>SLAVIK</b>	_____	_____	_____	_____
<b>RETTMAN</b>	_____	_____	_____	_____
<b>HIGGINS</b>	_____	_____	_____	_____
<b>HOLLENBECK</b>	_____	_____	_____	_____
<b>KELLER</b>	_____	_____	_____	_____
<b>PETERSON</b>	_____	_____	_____	_____
<b>FRANKE</b>	_____	_____	_____	_____
<b>GALLAGHER</b>	_____	_____	_____	_____
<b>BRENDMOEN</b>	_____	_____	_____	_____
<b>GORDON</b>	_____	_____	_____	_____



**DATE:** December 4, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** 2014 Meeting Schedule

For 2014, Corridor Commission will generally be held on the last Thursday of every month at 4:00 pm, which includes:

January 30  
February 27  
March 27  
April 24  
May 29  
June 26  
July 31  
August 28  
September 25  
October 30  
November 20 (1 week earlier to avoid conflict with Thanksgiving)  
December 18 (1 week earlier to avoid conflict with Christmas Day)

The meetings will be held at Cottage Grove City Hall Council Chambers at 12800 Ravine Parkway South Cottage Grove, MN 55016 and will be broadcasted on the South Washington County Telecommunication Services (SWCTC) cable access channel and web stream.

**Motion**

Approve 2014 meeting schedule



**DATE:** December 5, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Communication Update

**Website**

A total of 478 people visited the Red Rock website for the month of November, consistent with website hits the previous month.

**Facebook**

The Facebook page is now up to 136 likes. A direct URL has also been created for the page <https://www.facebook.com/RedRockCorridor>

There have been no instances where comments needed to be removed from the facebook page in accordance with the Commission's facebook use policy.

**Enewsletter**

An e-newsletter announcing the Newport Transit Station Groundbreaking was sent out to the list of over 400 subscribers on November 19<sup>th</sup>.

**Action**

Information

## **Weekly Update for Week of November 18<sup>th</sup>**

Both the House and Senate broke this week for Thanksgiving recess with the House scheduled to return on December 2nd and the Senate returning on December 9th. The recess will serve as a cooling-off period for the Senate after this week's dramatic rule change that reduced the Minority's ability to filibuster executive branch and most judicial nominees. Two major conference committees met this week to discuss water resources reform and the farm bill. House-Senate talks on a budget deal did not yield top-line numbers for fiscal 2014 spending before lawmakers left the Capitol for recess, leaving appropriators in a bind as they try to draft an omnibus spending bill ahead of the December deadline.

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### **Deadline Looms for Agreement on Target Budget Numbers**

Budget conference committee members left the Capitol for Thanksgiving recess having failed to craft a budget framework, all but assuring that appropriators will not get their wish for a top-line spending figure for fiscal 2014 by the time the House returns on December 2<sup>nd</sup>.

House Appropriations Chairman Harold Rogers (R-KY) and his Senate counterpart, Barbara Mikulski (D-MD) had asked conferees to settle on a top-line spending level for fiscal 2014 and 2015 by Thanksgiving and no later than December 2<sup>nd</sup>, to ensure lawmakers

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would have sufficient time to craft a twelve-bill spending package. Appropriators and staff say they need at least 30 days to put together an omnibus bill, but the more time available, the better.

Conferees have set an informal deadline of December 13<sup>th</sup> to draw up a budget blueprint. If a deal on a spending level is achieved, that would leave a tight turnaround time for appropriators to cobble together a spending package ahead of January 15<sup>th</sup>, the day the current stopgap spending measure expires. Unfortunately, conferees have reported little progress so far, and there are few signs that a compromise on spending levels and sequester relief is on the horizon.

House Speaker John Boehner (R-OH), said Thursday that the House would seek to advance a new continuing resolution at the sequester level of \$967 billion for discretionary spending set under the 2011 debt limit law if the budget conference is unable to set a top-line number.

However, the Speaker did not detail whether House Majority leaders would try to move a continuing resolution that allocates \$498 billion for defense and \$469 billion for nondefense discretionary spending, as stipulated in the 2011 deficit reduction agreement. The House budget resolution sets spending for the year at \$967 billion, but the budget breaks the cap for defense spending, and the House was not able to pass domestic appropriations bills built on a far lower level for nondefense programs than called for in the debt law.

### **Debt Ceiling Hike May Wait**

Congress may have four more months than had been expected to raise the nation's debt ceiling, a move that could buy more time for lawmakers seeking to attach add-ons to the legislation.

The continuing resolution that ended the government shutdown in October also extended the \$16.7 trillion debt limit through February 7<sup>th</sup>, 2014, but a new report from the Congressional Budget Office (CBO) says the Treasury Department may be able to stave off the need for new borrowing authority until June, 2014. CBO said Treasury would first face the prospect of not being able to pay its obligations in March. However, the independent agency said, the government will have more than \$200 billion in so-called extraordinary measures it can employ to put off borrowing, and the flow of tax receipts and refunds means the government may be able to shift the date when the measures run out "into May or June." The

CBO said outstanding debt now stands at about \$17.1 trillion. Under the stopgap law, the debt limit will be adjusted to match the amount of debt taken on until February 8<sup>th</sup>.

Lawmakers on both sides said the projected timeline may provide leeway to discuss differences on a range of fiscal issues. While House Majority Members would like to attach a number of priorities to the next debt limit increase, the White House and Senate Majority Leaders are sticking to their long-standing demand for a debt limit increase that includes no other measures. Still, House Majority Members vow to press for amendments, saying the debt limit extension may be especially useful if the budget conference committee can't reach a broad fiscal deal. One option could be using the additional time for forging a long-term spending deal that could then be added to the debt bill. Other smaller amendments also may be proposed by the House Majority, such as expanding the use of dynamic scoring and a repeal of the medical device tax.

### **Farm Bill Deal Appears to Vanish in Talks among "Big Four"**

This Thursday, the top four farm bill conference committee members failed to reach their hoped-for deal before the Thanksgiving holidays. The situation all but eliminates any real chance that Congress can enact a new bill before the end of the year, which would result in the United States falling back to the 1948 law that does not include milk price controls. Lawmakers will return to work after the recess with just two weeks left before the House is scheduled to shut down December 13<sup>th</sup> for the holidays.

House Agriculture Committee Chairman Frank D. Lucas (R-OK) and Senate Agriculture Chairwoman Debbie Stabenow (D-MI) said staff would continue to work on issues but neither could say they were any closer to an agreement after three face-to-face meetings over 24 hours. Stabenow told reporters Thursday afternoon that she was disappointed that there was no agreement as yet and reiterated that the Senate would refuse to pass another extension of the 2008 farm law that included direct payments. The lawmakers met for about an hour Thursday morning and then again briefly in the afternoon before breaking up. As he left the last of the Thursday meetings, Congressman Lucas said meeting a December 13<sup>th</sup> deadline would be very challenging and that he was uncertain whether he had reached the point where he should consider the need for a renewal and extension of the 2008 farm bill that expired on October 1<sup>st</sup>.

An extension could be another area of contention between the House and Senate. Stabenow said an extension without direct payments could remove a source of future funding for a new farm bill. The House and Senate bills use a majority of the savings from ending direct payments to help pay for new insurance and revenue protection plans for farmers.

The four had been meeting in a push to either resolve outstanding issues or devise a framework that would allow conferees to have legislation ready for possible floor votes in the House and Senate next month. Both chambers left for Thanksgiving recess this week. Without a deal now, enacting a new farm bill before December 31<sup>st</sup> would be a reach. Lawmakers in 2008 needed several short-term farm bill extensions to iron out a new farm bill.

### **Louisiana Project Complicates Water Bill Conference Negotiations**

Prospects for a House-Senate agreement on water resources legislation (WRDA) are likely to hinge on how conferees handle a proposed hurricane-protection project that is a top priority for Louisiana's two senators. Water bill conferees kicked off their first meeting Wednesday, with the goal of producing an agreement that can reach the president's desk by the end of the year. But to meet that deadline, negotiators will need to resolve differences between the House and Senate bills over the process of selecting the projects that would be authorized.

The \$5.7 billion Senate bill passed in May lays out criteria for the Army Corps of Engineers to follow in determining which projects will move forward. The \$3.1 billion House-passed bill would authorize 23 specific projects that already have been approved by the Office of Management and Budget and the corps and reviewed by the House Transportation and Infrastructure Committee. Under the criteria spelled out by the Senate bill, the 98-mile-long Morganza-to-the-Gulf project would be in line for funding once the Corps signs off. The House bill leaves the Louisiana project off its list of authorized projects.

Settling this disagreement will be difficult, but may be critical to the conference committee's success. Senator David Vitter (R-LA), a conferee and the Ranking Member on the Senate Environment and Public Works Committee, is committed to securing funding for the project, which is designed to prevent major flooding over 1,700 square miles in two low-lying parishes that are home to 200,000

people. However, accommodating the provision would create problems for the author of the House bill, Transportation and Infrastructure Chairman Bill Shuster (R-PA) the conference's vice chairman. Shuster said at the conference committee's opening session Wednesday that the lower cost of his bill was a "key component to getting our bill through the House." The House bill would partially offset the cost of the authorized projects by deauthorizing about \$12 billion for previously earmarked projects that never moved forward.

Including the Morganza project - which is projected to carry a \$10.3 billion total price tag, including the share of costs borne on the state and local levels - would either inflate the cost of the bill or require billions of dollars in additional rescissions. Adding Morganza also creates potential procedural problems. Under the House criteria, the Morganza project could be included only if it gets final Army Corps of Engineers approval and a House Transportation and Infrastructure review before the end of the year. That in turn, could open the door to demands by other lawmakers to demand similar consideration for projects in their states. In addition to the differences over project selection, conferees also are divided over how to overhaul the Harbor Maintenance Trust Fund. Some \$1.6 billion a year is collected for the fund in user fees, but only about \$700 million of that is actually appropriated for dredging and port maintenance. Ports advocates have been fighting to direct all the collected funds to ports projects.

Both the House and Senate bills would phase in an increase in spending from the fund. The House bill would increase the percentage spent each year on ports, culminating in a commitment to spend 80 percent of the trust fund on relevant projects by 2020. The Senate bill would boost spending from the fund by \$100 million annually over the same time period, ending in a 100 percent expenditure each year after that.

Other differences between the bills include provisions to expedite environmental reviews. The Senate bill includes tough penalties that would be imposed on agencies that fail to meet deadlines for completing project reviews. Those penalties are not included in the House bill.

## **NEXT WEEK HIGHLIGHTS**

**House:** The chamber is in recess, returning on December 2<sup>nd</sup>.

**Senate:** The chamber is in recess, returning on December 9<sup>th</sup>.

## **KEY UPCOMING DATES**

### **January 15, 2014**

Continuing resolution passed by Congress on October 16th is set to expire. Congress must act before January 15th to keep the government running.

### **February 7, 2014**

Under new legislation, the country is expected to reach its debt ceiling early next year which will require Congress to act to avoid defaulting on our loans.

## **SPECIAL NEWS, NOTES AND EVENTS**

### **LGN Federal Relations Director Dennis McGrann Participates in Transportation Research Board Panel**

LGN Federal Relations Director and *National Organization to Insure a Sound-Controlled Environment* (N.O.I.S.E) Executive Director Dennis McGrann participated in an Airport Cooperative Research Program (ACRP) panel related to research methods for understanding aircraft noise annoyance and sleep disturbance.

### **Reception Honors the MN Congressional Delegation**

A large crowd gathered to honor Members of the Minnesota Delegation at the Capitol Hill home of LGN's Federal Relations Director Dennis McGrann. **Senator Amy Klobuchar**, **Congresswoman Betty McCollum**, and **Congressmen Rick Nolan** and **Keith Ellison** addressed the crowd and discussed ongoing farm bill negotiations, water resources legislation, and the budget conference committee.

### **Minnesota State Society Forum "Coffee and Conversation" with Congressman John Kline**

Members of the Minnesota business community gathered for an informal breakfast with Congressman Kline in the Rayburn House Office building hosted by the Minnesota State Society. Conversation focused on the difficulties of crafting a budget

framework and the Minnesota Delegation's effort to repeal the medical device tax. Congressman Kline serves as Chairman of the House Education and Workforce Committee.

**Reception Honoring Congressman Erik Paulsen**

*Tuesday, December 3<sup>rd</sup>, 5:30-7:00PM EST*

Home of Dennis McGrann on Capitol Hill

150 North Carolina Ave SE

Washington, D.C. 20003

**MINNESOTA DELEGATION NOTES:**

**Senator Amy Klobuchar, (D-MN)**, pushed legislation aimed at cracking down on sexual assault in the military. Klobuchar has several provisions included in the bill aimed at tackling assault and supporting victims. Read more [here](#).

**Senator Al Franken, (D-MN)**, introduced the bipartisan *Child Protection Training Act*, a bipartisan bill that seeks to improve child abuse training programs and enhance child protection nationwide. Read more [here](#).

**Congressman Tim Walz, (D-MN-01)**, introduced the bipartisan *Protecting the Freedoms and Benefits for All Veterans Act* in the U.S. House of Representatives. The legislation seeks to ensure LGBT veterans and their families receive equal treatment for equal service. Read more [here](#).

**Congressman John Kline, (R-MN-02)**, held a hearing to discuss how schools and postsecondary institutions may face challenges as a result of the Affordable Care Act. Read more [here](#).

**Congressman Erik Paulsen, (R-MN-03)**, and **Senator Amy Klobuchar** advocated for legislation intended to prevent children who have run away from home from being recruited into the sex trade and to provide escape for the victims who are already involved. Read more [here](#).

**Congresswoman Betty McCollum, (D-MN-04)**, co-chair of the Native American Congressional Caucus, participated in a ceremony to honor American Indians who used their native language to outwit the enemy and protect U.S. battlefield communications during World Wars I and II. Read more [here](#).

**Congressman Keith Ellison, (D-MN-05)**, moved a resolution in the House expressing concern over violence against minorities in India. Read more [here](#).

**Congresswoman Michele Bachmann, (D-MN-06)**, introduced a bipartisan resolution supporting the goals and ideals of National Adoption Month and National Adoption Day in November. Read more [here](#).

**Congressman Collin Peterson, (D-MN-07)**, expressed hope that a comprehensive farm bill could be resolved prior to Thanksgiving recess. Read more [here](#).

**Congressman Rick Nolan, (D-MN-08)**, expressed concern regarding a recent U.S. loan issued to an Australian mining company, stating that it could have a detrimental impact on Minnesota's iron ore industry. Read more [here](#).

### **ADDITIONAL MEDIA**

#### **Appropriators Warn Budget Breakdown Would Threaten 2015 Plans**

CQ NEWS - POLICY

Nov. 21, 2013

House appropriators are concerned that the ongoing budget conference committee negotiations may be the only shot Congress has to move forward with the fiscal 2015 appropriations process.

But with only three weeks remaining until the conference's Dec. 13 target date for a report and no framework for a deal in sight, lawmakers on the panel say they worry not only about the current year but that the appropriations cycle for 2015 may spiral into the same disorder that has characterized the fiscal 2014 process before it even begins.

Without a top line from the budget conference, the appropriations process for fiscal 2015 "could go into the same mess we're in now," said House Appropriations Chairman Harold Rogers, R-Ky. "If the House and Senate don't have a common number ... for 2015, we're stuck back in purgatory," he said.

Fiscal 2014 work collapsed in August after the House and Senate

appropriations committees spent months working under different top lines, known as 302(a) allocations, and no compromise was forged to bridge the \$91 billion gap between the House (H Con Res 25) and Senate (S Con Res 8) plans.

Some appropriators said that with next year's midterm elections likely drawing attention away from the budget process, now may be the best chance to create a top line for 2015.

Rep. Tom Cole, R-Okla., a conferee, said it would be far better to get a top line for next year "taken care of now. Otherwise we'll be here in September and we'll be on the eve of an election, and that's not a good time."

The House and Senate Budget Committees traditionally pass concurrent budget resolutions in April, but Rogers and his Senate counterpart, Barbara A. Mikulski, D-Md., wrote to conferees last month calling on them to set a 302(a) level for fiscal 2015 by Thanksgiving and no later than Dec. 2 in order to have as much time as possible to craft a spending package for the fiscal year that begins Oct. 1, 2014.

Rogers and Mikulski said receiving a top line number for fiscal 2015 now, several months ahead of schedule, could help restore order to an appropriations process that has frayed in recent years amid partisan squabbling. "This would provide for the return to regular order - a goal to which we remain strongly committed," the pair said Oct. 31.

By setting a 302(a) allocation for 2015 early, they said, "we can avoid the situation we encountered this year of having two different overall numbers guiding the House and Senate appropriations process."

But with lawmakers leaving town Thursday and the House not returning until Dec. 2., time is running out for a breakthrough on 2015 and 2014 spending levels. "The appropriations process is already a mess. It would make that even messier, which is all the more reason that budget negotiators should get the job done," said conferee Chris Van Hollen, D-Md.

Jack Kingston, R-Ga., chair of the Labor-Health and Human Services-Education Appropriations Subcommittee, said the incentive should be there for both parties to move forward on a fiscal 2015 top line under the framework of the budget conference.

"While the Republicans had bad public relations and angst and division during the shutdown, the Democrats are going through it, I think, on a much worse basis with this Obamacare rollout, so neither party can say they have the upper hand. The president can play games, but I think most members here realize that we need to get something done," he said.

Budget Conferee Nita M. Lowey, D-N.Y., said in an interview Wednesday that she is confident the budget conference can secure a 302(a) for fiscal 2015, but even if it cannot, a separate agreement in the months ahead is still possible.

"You never know what creativity can do in a Congress," she said.

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