Red Rock Corridor Commission
Agenda
Thursday October 31, 2013 4:00 p.m.

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

	Action Requested
1. Introductions	Information
2. Consent Items*	Approval
a. Checks and Claims	
b. Minutes of the August 29, 2013 Meeting	
3. Newport Transit Station Construction Announcement* – Commissioner Lehrke, WCRRA	Information
4. MN High Speed Rail Update* – Kevin Roggenbuck, RCRRA	Information
5. AAU Update* - Lyssa Leitner, WCRRA	
a. Public Outreach Efforts	Information
b. Evaluation of Alternative Results	Approval
c. Implementation Plan and Next Steps	Information
6. Draft 2014 Workplan and Budget* - Andy Gitzlaff, WCRRA	Information
7. Communications Update* - Andy Gitzlaff, WCRRA	Information
8. Legislative Update – Josh Olson, RCRRA	Information
a. State	
b. Federal*	
9. Other	Approval
a. Confirm Dec Meeting Date Change to 12th or 19th	
10. Adjourn	Approval

**Enclosures*

For questions regarding this material, please contact Andy Gitzlaff, Washington County Regional Railroad Authority at (651) 430-4338.

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: Checks and Claims

Attached is the

App E Website Services Invoice #4 (September 2013)		$ 667.00
Note: Percent of contract utilized = 74%		
	TOTAL	**$ 667.00**

Detailed invoices can be made available upon request.

Action Requested: Approval

Draft Meeting Minutes

August 29, 2013
Cottage Grove City Hall
4:30 p.m.

Commission Members	Agency	Present
Autumn Lehrke, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Janice Rettman	Ramsey County RRA	
Linda Higgins	Hennepin County RRA	X
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	X
Amy Brendmoen	City of St. Paul	

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

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X
Jimmy Shoemaker	Ramsey County RRA	
Joe Morneau	Dakota County RRA	X
Mike Rogers	Ramsey County RRA	X

Others	Agency
Katie White	Met Council
Jay Demma	STANTEC
Chuck Darnell	Hennepin County
Josie Warren	Washington County
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=4508

DRAFT

Chair Lehrke called the meeting to order at 4:30 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 July 25, 2013 Meeting

Motion made by Gallagher to approve the July 25, 2013 meeting minutes and checks and claims. Seconded by Slavik. **All in favor.** Motion carried.

Agenda Item #3: Insurance Renewal
Gitzlaff discussed the Red Rock Corridor Commission's insurance policy renewal as presented in the packet.

Motion made by Peterson to approve the continued insurance coverage with League of Minnesota Cities Insurance Trust for 2013/2014 and the statutory tort liability limits not be waived. Seconded by Hollenbeck **All in favor.** Motion carried.

Commission member Gordon joined the meeting at 4:34 p.m**.**

Agenda Item #4: Corridor Market Analysis Case Studies

a) Cedar Ave BRT Market Analysis
Joe Morneau gave an overview of the Cedar Ave BRT market analysis in a PowerPoint presentation. Morneau stated they are finishing up with the study and presenting their findings to the cities. Apple Valley and Bloomington are also taking initiatives towards transit oriented development.

Slavik asked for a brief update of what has been going on since the red line has been in operation. Morneau stated the ridership is being tracked by Metro Transit. The opening week, which included free rides, was at around 1,100 rides per day. Morneau stated most weeks the ridership is in the 900 range; 980 was the estimation for ridership by the end of the first year. There have not been too many complaints other than riders wanting different bike racks. Morneau stated the on-board bike racks have not been too functional on the buses; it is being looked at to replace those with front loading bike racks. Morneau stated they have had enough feedback from riders to make the bike rack change, but will look at having a third spot on board for riders to put bikes.

Lehrke asked for clarification on the date when the Red Line was opened. Morneau stated June 22.

Gordon asked if the stations are as well-equipped as the light rail stations with screens for the time of the next buses or speakers to hear communications. Morneau stated the Lakeville Cedar station only serves about 5 express trips to downtown Minneapolis per day with the volume approximately being 1/2 to 2/3 full which is about 100 riders. This

station is not currently served by the Red Line, but once it is, the station will be upgraded. Gordon asked if the other stations along the line have more amenities. Morneau stated yes they do including ticket vending machines, ticket dispensing machines, real time signage, level boarding and enclosed shelters.

b) Northstar

Leitner gave a brief overview of the Northstar market analysis in a PowerPoint presentation.

Peterson asked where the full report can be seen. Leitner stated the report can be sent out in a link when it is complete.

c) Other Learning Opportunities

Gitzlaff discussed other learning opportunity options for Commission members as presented in the packet.

Lehrke stated the idea of having an event would make it an opportunity for everyone to see it and would not be as time prohibitive.

Peterson stated all three ideas have good points and bad points. Peterson asked if the public would be invited to the event and if there is any indication of interest from the community for a BRT Red Line vehicle to be brought in. Gitzlaff stated it could be for whomever the Commission would want it to be for. Met Council did not set limitations and would most likely encourage the promotion to the general public. Peterson stated it would be difficult to get the entire group together for a mobile tour, but could try with a few dates to see what might work. The demonstration event could be a backup and a self-guided tour as the last option.

Lehrke asked if high-speed rail is going to present to the Commission. Gitzlaff stated Rogers is the staff lead for the High-Speed Rail Commission and could always give updates. MnDOT has plans in the corridor including the second train on the Empire Builder study and have been looking at the environmental work for the broader high-speed connection. Both of these can be looked into potentially for the next Commission meeting.

Agenda Item #5: AAU Update

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

Gordon asked if there is any potential for a light rail option. Leitner stated Light Rail is more expensive than Commuter Rail; per mile Light Rail is almost double the cost.

Gordon asked if any of the options would have bigger development potential and if more analysis will be available. Leitner stated yes, more analysis will be provided that includes analysis of development potential by mode.

Peterson asked if the BRT service would transport both ways. Leitner stated yes it would be both ways. Peterson asked if the BRT would only be running during non-peak hours. Stemma stated it would be running all day. Lehrke asked what the hours of operation would be. Stemma stated from 6 a.m. to 10 p.m.

Agenda Item #6: Communication Update
Gitzlaff discussed the Facebook and website communication update as presented in the packet. The number of Facebook likes was updated to 120. Gitzlaff stated the meeting packet was available on the website as well as Facebook prior to the meeting as requested.

Agenda Item #7: Legislative Update

a) State

Olson discussed the State Legislative Update as presented in the packet.

b) Federal

Olson discussed the Federal Legislative Update as presented in the packet.

Agenda Item #8: Other

a) Next scheduled meeting is Thursday, September 26, 2013 at 4:00 p.m.

Agenda Item #9: Adjourn
Motion made by Slavik to adjourn. Seconded by Gordon. **All in favor.** Motion carried.

Meeting adjourned at 5:50 p.m.

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: Newport Transit Station Construction Update

Background
In 2010, the Washington County Railroad Authority (WCRRA) purchased the former "Knox lumber site" in Newport for a future transit station. The Newport Transit Station (NTS) will be a key stop along the Red Rock Corridor that will help increase mobility and build the ridership base in the Corridor which will set the stage for future transitway investments.

The design for the transit station was completed in spring 2013. The project was bid in the summer of 2013. The bids received were higher than the budget and were rejected by the WCRRA although the completion of the project remained a priority. Plan modifications were made and the project was then rebid. The bids received in September 2013 are now within budget. The bid for the site work was awarded on October 22nd and it is anticipated that the bid for the building work will be awarded on November 5th.

Construction will start mid-November 2013 and run through fall 2014. An official groundbreaking event will be held sometime in November. Once a date and time is set for the event Commission members, other stakeholders and the public will be invited to participate.

Action
Information

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: Minnesota High Speed Rail Commission Update

Background
Ramsey County Regional Railroad Authority staff will be at the meeting to give an update on the activities of the Commission. The Commission is comprised of local elected officials, advocating for the development of high-speed rail line that connects the Twin Cities to Milwaukee and Chicago through the scenic upper Mississippi River valley.

Action
Information

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: AAU Update – Evaluation of Alternatives and Draft Recommendation

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

The project has completed phase one and is nearing the end of the analysis and evaluation stage of phase two.

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
- Online questionnaire (open for approximately one month)

E-newsletters and Facebook updates are also included in the outreach efforts. Meeting Summaries for the Citizens Advisory Committee Meeting and the Park and Ride Engagement along with results of the survey are attached to this memo.

Evaluation of Alternatives

The technical team and Commission have developed four alternatives for consideration:

- No-build (existing conditions),
- Express bus with service between Red Wing and Minneapolis,
- BRT with service between Hastings and Union Depot, and
- Commuter Rail with service between Red Wing and Minneapolis.

The evaluation of the alternatives has focused on two key items: cost and ridership projections over the next 25 years and the goals/objectives evaluation. In order to evaluate these items, the team has been working with the Project Management Team (PMT) to approve the methodology for the ridership, capital cost, and operating cost data points. Memorandums have been prepared for these items and can be accessed on RedRockCorridor.org under the Transit Study Tab and will be sent as an addendum to the packet.

The data from these approved documents was then used to evaluate the alternatives based on the goals and objectives. A summary chart of the data is included at the end of this memo. Each objective was assigned a point value and an assessment of each alternative was performed. This information will be presented at the Commission meeting and the evaluation memorandum is also available on the website and in the addendum to the packet.

Recommendation
The Project Management Team (PMT) has prepared the following recommendation for consideration of the Commission:

Based on technical information, current land use and growth projections, and the goals and objectives evaluation from the AAU, the PMT has determined that BRT is the alternative that is best aligned with the Commission's objectives.

The PMT further recommends that the Red Rock Corridor Commission pursue an implementation plan to reflect the following staged development:

- *Stage One (near term):*
  - *Work with Metro Transit to increase express bus service to St. Paul/Minneapolis as demand increases within the existing Corridor.*
  - *Work with local governments to promote land use changes and development around potential station areas to increase density that will support an all-day transit market.*
  - *Encourage Metro Transit to implement service extensions to Hastings as demand warrants and work with Hastings on joining the transit taxing district.*
- *Stage Two (mid-term):*
  - *Work with Metro Transit to implement all-day bus service from Hastings and locations between and to the Union Depot and Minneapolis to build for a future BRT transit market.*
  - *Further evaluate a highway BRT option for potential phased implementation.*
- *Stage Three (long term):*
  - *Advocate for mobility investments that provide rail capacity for the corridor's long-term transportation needs to maintain overall needs for all-day transit service.*

Next Steps and Commission Action
Based on the above recommendation and any changes/additions from the Commission, the technical team will prepare a draft AAU final plan that includes an implementation plan. These documents will be brought to the Commission at the December meeting for approval and release to the public for an official comment period. The comment period will last approximately 45 days and will end with an official public hearing at the February Commission meeting. All comments collected during the comment period will be distributed to the Commission.

Action
Approval the results of the evaluation and direct staff to prepare a final report with a detailed implementation plan based on the PMT recommendation

Summary Table of Alternative Evaluation Data
(from Option Evaluation Tech Memo available under separate cover)

Key Service Attributes	Alternative 1: No Build	Alternative 2: Express Bus	Alternative 3: Bus Rapid Transit (BRT)	Alternative 4: Commuter Rail
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	Minneapolis Interchange, 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

Red Rock Corridor
Alternatives Analysis Update

October 31, 2013

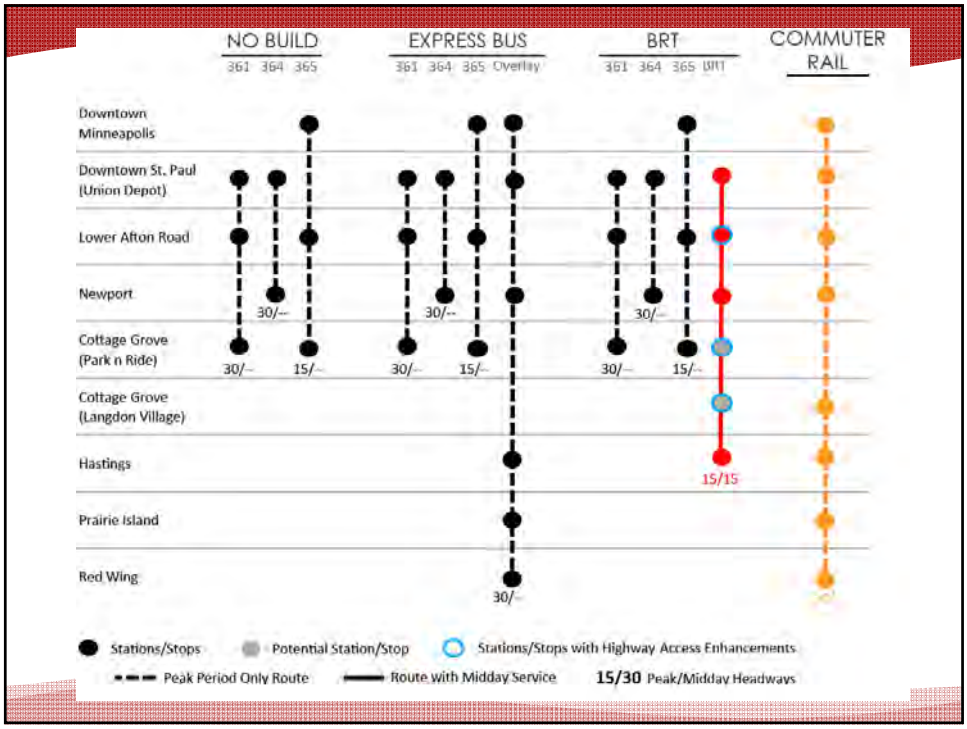
Outline

- Where we are in the process
- Review Alternatives
- Review results of public engagement
- Goals and Objectives Evaluation
- Draft Recommendation
- Next Steps

Approval Process

- **Today** - PMT recommend a technical recommendation to the RRCC based on data
- **Oct 31** - RRCC approve draft recommendation for inclusion in implementation plan
- **Nov 25** - Draft implementation plan and report for PMT review
- **Dec RRCC** - Approve draft plan for public comment
- **Jan/Feb** - 30-45 day public comment period
- **Feb 27** - RRCC approve final plan

ALTERNATIVES



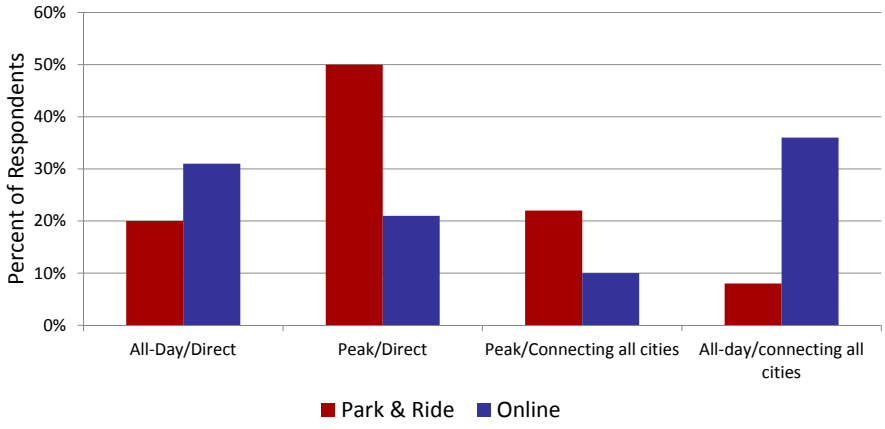
ENGAGEMENT SUMMARY

Community Engagement Update

- CAC Meeting on September 24, 2013
  - Previous meeting was in March
- Park-n-Ride engagement
  - Lower Afton (9/25): 5:30-8:30am and 3:00-7:00pm
  - Cottage Grove (9/26): 5:15-8:30am and 3:15-7:30pm
  - 155 questionnaires handed out – 76 returned
- On-line questionnaire
  - 100-120 responses

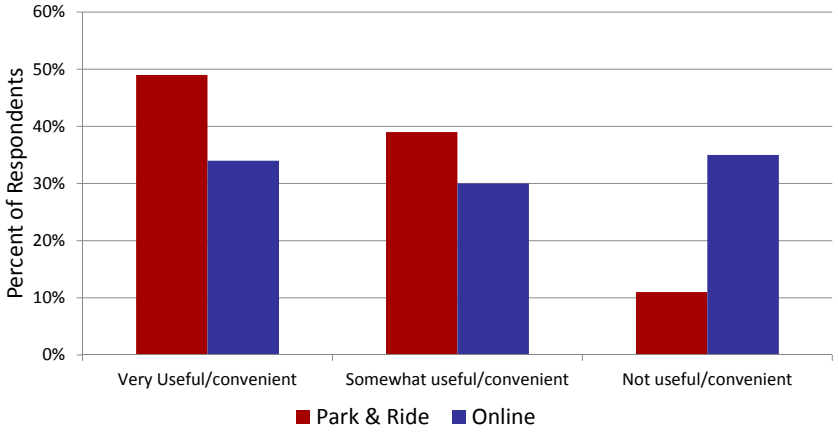
Questionnaire Results

Current Travel Needs:



Questionnaire Results

Usefulness of All-Day Service:



Other Community Engagement

- 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
- St. Paul District 1 Community Council – October 28
- Hastings City Council – November 4
- Dakota County Board – November 19

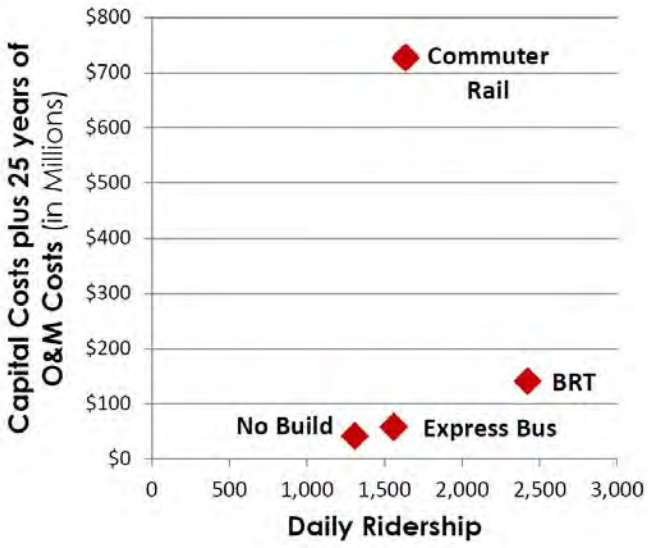
EVALUATION

Evaluation Measures

Need to consider multiple factors

- Ridership comparison to costs over 25 years (both capital and operating costs)
- Goals and objectives evaluation

Cost vs. Ridership



Goals & Objectives

1. **MOBILITY:**

Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

Objectives

- Time competitive with autos
- Reliable
- All day service
- Maximize ridership
- Connected regionally





Evaluation Summary

Goal 1: Mobility

Criteria	Maximum Score	No Build (Current Conditions)	Express Bus	BRT	Commuter Rail
Travel Time	1	0	0	0.5	1
Reliability	1	0	0	1	1
Service Hours	1	0	0	1	0
Daily Ridership	6	3	4	6	4
Coverage	1	0	0.5	0.5	0.5
Total Score	**10**	**3**	**4.5**	**9.0**	**6.5**

Goals & Objectives

2. COST

Cost Effectively Address Transportation Problems in the Corridor

Objectives

- Comparable operating costs
- Comparable capital costs
- Coordinated with other transit projects, but not dependent on them





Evaluation Summary

Goal 2: Cost

Criteria	Maximum Score	No Build (Current Conditions)	Express Bus	BRT	Commuter Rail
Capital Costs	4	4	4	3	1
Annual O&M Costs	4	4	4	3	1
Ability to Fund	2	2	0	2	0
Total Score	**10**	**10**	**8**	**8**	**2**

Goals & Objectives

3. DEVELOPMENT

Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

- Support TOD
- Support businesses by increasing access
- Increase connectivity to employment centers





Evaluation Summary

Goal 3: Development

Criteria	Maximum Score	No Build (Current Conditions)	Express Bus	BRT	Commuter Rail
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
Total Score	**10**	**1**	**2**	**10**	**5**

Goals & Objectives

4. ENVIRONMENT

Improve Quality of Natural and Built Environment

Objectives

- Limit adverse impacts
- Reduce emissions
- Equitably distribute impacts across population groups
- Address safety issues



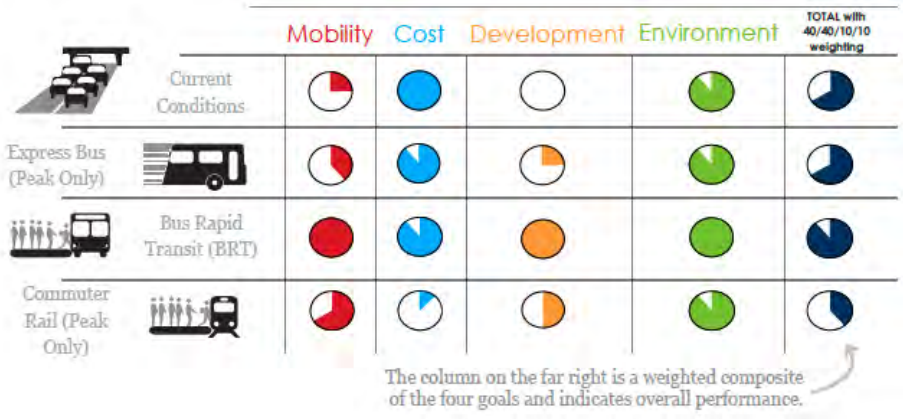


Evaluation Summary

Goal 4: Environment

Criteria	Maximum Score	No Build (Current Conditions)	Express Bus	BRT	Commuter Rail
Historic and Environmental 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
Total Score	**10**	**8**	**8**	**10**	**8**

Evaluation Summary Composite



PMT Recommendation

Based on the technical information, current land use and growth projections, and the goals/objectives evaluation:

- BRT is best aligned with Commission's Objectives
- Staged implementation plan is necessary

PMT Recommendation

Staged implementation plan:

Stage One:

- Work with Metro Transit to increase bus service
- Work with Cities to increase development to help justify all-day transit
- Encourage transit expansion to Hastings

PMT Recommendation

Staged implementation plan:

Stage Two:

- Work with Metro Transit to implement all-day bus service to build towards a BRT system
- Further evaluate a Highway BRT option

PMT Recommendation

Staged implementation plan:

Stage Three:

- Advocate for mobility investments that provide rail capacity to maintain needs for all-day transit service

Approval Process

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Questions?

Lyssa Leitner
Planner, Public Works
651-430-4314
Lyssa.Leitner@co.washington.mn.us

Jay Demma
Stantec Project Manager
Jay.Demma@stantec.com

Meeting Summary

Citizens Advisory Committee (CAC)

Background

The second meeting of the Red Rock Citizens Advisory Committee (CAC) took place on Tuesday, September 24th from 5:00 pm to 7:00 pm at the Washington County Cottage Grove Service Center at 13000 Ravine Parkway South in Cottage Grove. This meeting was attended by eight members of the committee in addition to project staff.

The purpose of the meeting was to provide an update on the project's progress, to receive committee members' comments and ideas on the list of selected alternatives being considered, and provide an update on the project's public engagement activities. The CAC is an advisory body made up of Red Rock Corridor residents and business representatives and convened by the Red Rock Corridor Commission.



The second meeting of the Red Rock Corridor CAC took place at the Washington County Cottage Grove Service Center.

Meeting Description

Introductory Presentation

A brief presentation that included a recap and update on the project's progress, a summary of the alternatives which have been selected for further review, and a progress report on public engagement activities, was offered as a starting point for conversation during the meeting.



Project manager Lyssa Leitner providing an overview of the alternatives which have been selected for further review .

Activities

CAC representatives were asked to comment on the advantages and disadvantages of each of the transit alternatives which are being considered for further review - these are:

- No build (keeping current service in place),
- Express Bus (which keeps current service and adds an overlay of additional Limited Stop Express Bus service at Red Wing, Prairie Island, Newport, Union Depot, and Minneapolis),

- Bus Rapid Transit (with direct access to stations and which would provide all-day service between Hastings and Union Depot), and,
- Commuter Rail (providing service during peak hours from Red Wing to Minneapolis via Union Depot)

CAC members were asked to write their comments or questions on post-it notes, and then to place them in the meeting room's front board in the room, grouping them into advantage, disadvantage, or question categories for each alternative. This activity was then followed by a facilitated group conversation that included discussion of the following questions, among others:

- After participating in the advantage and disadvantage exercise, what additional thoughts can you share?
- What is your vision for the corridor and for your city?
- How does transit fit within and/or support your vision?

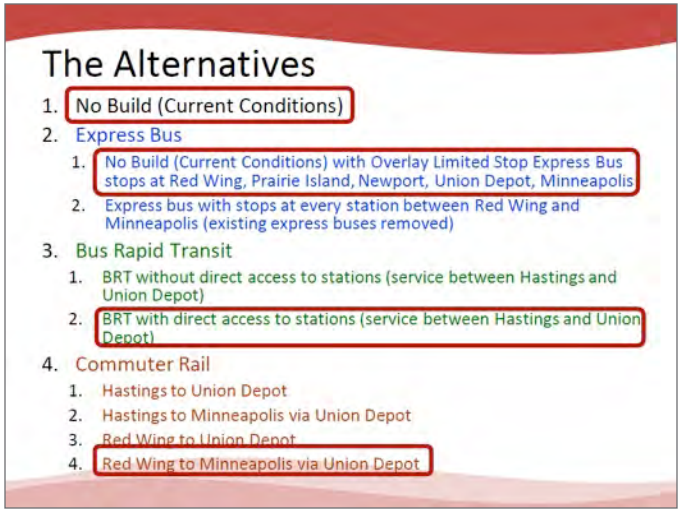


Image from Ms. Leitner's presentation, showing the alternatives which were selected for further review.

Information Received

Themes Received in the Advantages and Disadvantages Post-Its Exercise

Almost 80 comments were received from participants through this activity (please see Appendix for a listing of individual comments). Broad themes mentioned by participants as advantages and disadvantages they recognized for each alternative (with selected quotations from participant notes) include:

- For the no build alternative
  - Advantages: Cost savings or "no additional expense"
  - Disadvantages: No change in current service is "not planning for 2030 population"
- For Express Bus
  - Advantages: Added service improvement is a "stepping stone to further investment"
  - Disadvantages: No mid-day service
- For Bus Rapid Transit



Reviewing comments received in preparation for a facilitated conversation about transit.

  - Advantages: Speed of service; meeting service/schedule needs, including all-day service, "largest [projected] ridership gain for cost"
  - Disadvantages: Lack of funding; unfamiliarity with service among public; questions about overall ridership need
- For Commuter Rail
  - Advantages: Comfort and appeal of train; reliability; perceived permanency; potential for "good development opportunit[ies]"
  - Disadvantages: High cost; long time before would be implemented; lack of all-day service

Please see Appendix for a complete listing of all comments received.



Comments received during the meeting.

Small Group Discussion

The facilitated group discussion following the individual post-it note activity yielded several responses to the three questions that were posed. These included, among others:

- The need to address and expand transit service along the corridor to meet projected population growth and demand;
- The desire to focus development around transit stations in the corridor, with communities along the corridor functioning as "transit villages" with unique identities and a diverse set of activities and gathering places in each community;
- Additional conversation about the projected ridership impacts for each of the transit configurations explored;
- Questions and exploration about the need for all-day service along the corridor;
- Questions about travel speed to Minneapolis under the various transit options discussed;
- Conversation about economic and business development in the corridor, with a desire for growth in local jobs;
- Conversation about additional mobility options vs. congestion relief as arguments for support of expanded transit service; and,
- Discussion about transit's role in serving mobility needs of corridor residents with limited or no access to a personal motor-vehicle.



CAC members commenting on the advantages and disadvantages of each alternative.

Appendix - All comments received

The table below includes a transcription of all the comments received during the post-it notes exercise

Comment	Alternative	Advantage, Disadvantage, or Question?
No expense	1 - No Build	Advantage
No additional investment	1 - No Build	Advantage
Least cost and still too costly	1 - No Build	Advantage
Minimal cost	1 - No Build	Advantage
Cost savings	1 - No Build	Advantage
No change, not planning for 2030 population. Not a good idea.	1 - No Build	Disadvantage
No progress for a very congested area	1 - No Build	Disadvantage
No real improvement in service	1 - No Build	Disadvantage
Status quo, increased congestion	1 - No Build	Disadvantage
Limited service on a growing corridor	1 - No Build	Disadvantage
No economic development opportunities; low level of service; limited funding - Met Council broke	1 - No Build	Disadvantage
Things have to change	1 - No Build	Disadvantage
No midday	1 - No Build	Disadvantage
Riders should pay actual cost to operate	1 - No Build	Disadvantage
What happens to park and rides and current overrun?	1 - No Build	Question
Increase riders by extending to Hastings	2 - Express Bus	Advantage
An improvement over present situation, cheapest	2 - Express Bus	Advantage
Stepping stone to further investment if demand (data) warrants	2 - Express Bus	Advantage
Added service to Hastings	2 - Express Bus	Advantage
Less congestion than no build	2 - Express Bus	Advantage
Add service south	2 - Express Bus	Advantage
Little BRT	2 - Express Bus	Advantage
Add service for Newport	2 - Express Bus	Advantage
Minor improvement in service; service reaching Red Wing; minimal cost	2 - Express Bus	Advantage
Would be fast	2 - Express Bus	Advantage
Just a little lift in ridership by 2030	2 - Express Bus	Disadvantage
Little need for change. If we are servicing only 1500 individuals a day, why add so much capacity. Huge cost to cover minute population need.	2 - Express Bus	Disadvantage

Comment	Alternative	Advantage, Disadvantage, or Question?
All options will depend on usage. People giving up driving cars.	2 - Express Bus	Disadvantage
No mid-day use	2 - Express Bus	Disadvantage
No economic development opportunities; low level of service; no funding source	2 - Express Bus	Disadvantage
Potential confusion for riders - which lines go where?	2 - Express Bus	Disadvantage
Not all day	2 - Express Bus	Disadvantage
No midday	2 - Express Bus	Disadvantage
Still a problem for people heading to Minneapolis	2 - Express Bus	Disadvantage
Faster - probably best option for 2030	3 - BRT	Advantage
More people will use	3 - BRT	Advantage
Cost; frequency of service; reliability of service; mimics desired LRT in features and amenities	3 - BRT	Advantage
Weekend evening service	3 - BRT	Advantage
Service throughout corridor	3 - BRT	Advantage
Possible smart partner $	3 - BRT	Advantage
Provides all day service with Express Bus am and pm	3 - BRT	Advantage
Flexible with routing at end of line; all day service	3 - BRT	Advantage
Regular 15 minute service	3 - BRT	Advantage
Largest per day, ridership gain for cost	3 - BRT	Advantage
For LA specifically - solution for park and ride issue	3 - BRT	Advantage
With increase in midday ridership - environmental benefits to getting more cars off the road	3 - BRT	Advantage
Seems like better chance for development opportunities	3 - BRT	Advantage
Significant increase in ridership	3 - BRT	Advantage
Meets scheduling needs	3 - BRT	Advantage
Meets speed needs	3 - BRT	Advantage
Better option than another train	3 - BRT	Advantage
No metro trans $ at this time	3 - BRT	Disadvantage
No service to Minneapolis; no real increase in reliability; not fast	3 - BRT	Disadvantage
Depends on actual ridership and cost	3 - BRT	Disadvantage
Unfamiliarity with mode among public	3 - BRT	Disadvantage
Second expensive option	3 - BRT	Disadvantage

Comment	Alternative	Advantage, Disadvantage, or Question?
New concept - getting people to adopt?	3 - BRT	Disadvantage
Why would we run a bus every 15 minutes when many of the buses will be empty?	3 - BRT	Disadvantage
Self sustaining - riders should cover cost to operate, run it like a business not a government program	3 - BRT	Disadvantage
Comfort of a train; nostalgia of a train	4 - Commuter Rail	Advantage
Reliability - weather has little effect; fast; connection to Minneapolis; easy to expand	4 - Commuter Rail	Advantage
Would include Minneapolis - depends on number of people who would need (work wise)	4 - Commuter Rail	Advantage
Glamorous	4 - Commuter Rail	Advantage
Good development opportunity	4 - Commuter Rail	Advantage
“Fixed” - perception of permanency	4 - Commuter Rail	Advantage
No partner dollars	4 - Commuter Rail	Disadvantage
Too expensive per ride for capital/ongoing costs	4 - Commuter Rail	Disadvantage
Too expensive	4 - Commuter Rail	Disadvantage
Most expensive option	4 - Commuter Rail	Disadvantage
Not a viable option in the next 20 years	4 - Commuter Rail	Disadvantage
No midday service	4 - Commuter Rail	Disadvantage
Too expensive; not using it all day	4 - Commuter Rail	Disadvantage
Low level of service; very high cost	4 - Commuter Rail	Disadvantage
More expensive to implement	4 - Commuter Rail	Disadvantage
Will lack public support (cost)	4 - Commuter Rail	Disadvantage
High cost	4 - Commuter Rail	Disadvantage
Public relations problem - commuter rail has a bad reputation with St Paul residents ("not for us, only for suburbs")	4 - Commuter Rail	Disadvantage
Bad idea, not needed, cost prohibitive government folly	4 - Commuter Rail	Disadvantage

Meeting Summary

Park and Ride Outreach

Background

To engage directly with current transit users and gain an understanding of commuter preferences and priorities for enhanced transit service in the Red Rock Corridor, four tabling sessions were held at the two Metro Transit Park and Rides located along the Highway 61/Red Rock Corridor between Cottage Grove and Saint Paul.

The tabling sessions were held on Wednesday September 25 and Thursday September 26 at the Lower Afton Park and Ride and the Cottage Grove Park and Ride. 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. Activities included surveys and brief conversations at a pop-up information station during times of Express Bus service.

Approximately 200 persons were reached during this engagement, with 155 surveys distributed to commuters and 76 surveys received from participants for processing.

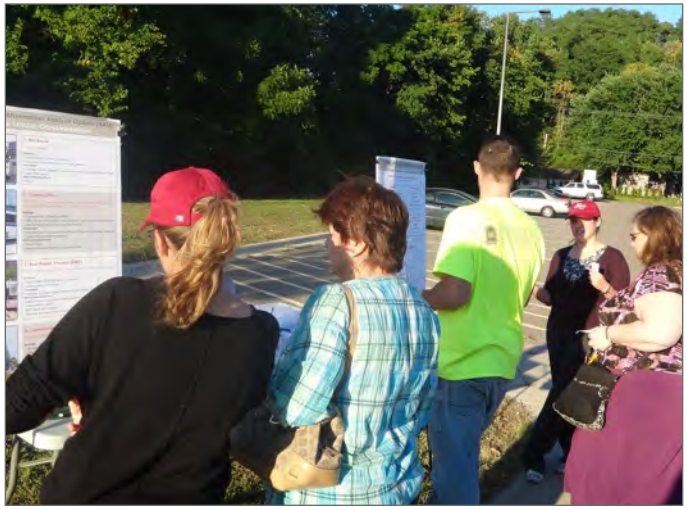
Engagement activities took place on the following dates and locations:

Wednesday September 25, 2013
Lower Afton Park and Ride, Lower Afton Road and U.S. Highway 61, St. Paul

- 5:30 am - 8:30 am
- 3:00 pm - 7:00 pm

Thursday September 26, 2013
Cottage Grove Park and Ride, 7500 West Point Douglas Rd. S, Cottage Grove

- 5:30 am - 8:30 am
- 3:00 pm - 7:00 pm



Transit riders at the Lower Afton Park and Ride learned about transit alternatives under consideration, and participated in an exercise to express their opinions on transit objectives.



Commuters traveling from the Cottage Grove Park and Ride asked questions about the goals of the proposed transit alternative before their morning ride to work.

Meeting Description

Information and Activities

Each tabling session included display of an information board summarizing the four transit alternatives under consideration including the No Build, Express Bus, Bus Rapid Transit, and Commuter Rail alternatives. A second board outlined goals and objectives for transit in the corridor and provided a map of destinations along the corridor and in the metro area. Before and/or after their commute, riders asked questions and engaged in conversations with project representatives. All riders were encouraged to complete a questionnaire.



A commuter at the Lower Afton Park and Ride participates in the dot exercise.

Questionnaire

The questionnaire, developed in collaboration with Metro Transit, was administered to collect riders' input regarding transit preferences and travel habits. It was distributed to as many riders as possible during morning sessions so that it could be completed during the day at riders' convenience and collected when they returned to the Park and Ride at the end of their commute.

Transit Priorities and Desired Destinations: Dot Exercise

Riders were able to offer their recommendations for transit priorities and destinations by placing dots alongside the goals and objectives about which they felt the strongest. Additionally, riders were asked to place dots on a map of the Red Rock Corridor indicating their current and desired destinations via transit.



Project representatives greeted commuters and distributed questionnaires in the morning.

Information Received

Dot Exercise and Post-It Notes

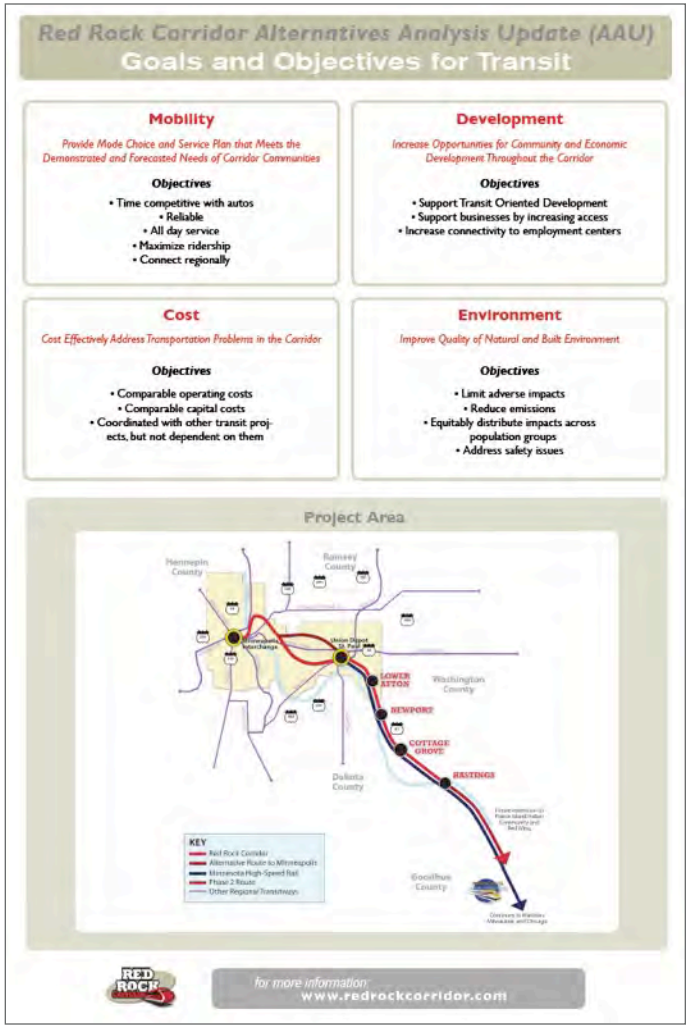
Goals and objectives identified by riders at the two Park and Ride tabling sessions are included below, with **(#)** indicating the number of dots placed corresponding to that particular objective.

Four broad goal areas (Mobility, Development, Cost, and Environment) were presented, with an explanation and a list of objectives related to each. Participants placed dots next to the objectives with which they agreed (please note that participants were not restricted to using a limited number of dots):

- Mobility
  - Time competitive with autos **(2)**
  - Reliable **(6)**
  - All day service **(20)**
- Development
  - Support Transit Oriented Development **(3)**
  - Support businesses by increasing access **(8)**
  - Increase connectivity to employment centers **(3)**
- Cost
  - Comparable operating costs [to other transit technologies] **(5)**
  - Comparable capital costs **(5)**
  - Coordinated with other transit but not dependent on them **(3)**
- Environment
  - Limit adverse impacts **(2)**
  - Reduce emissions **(8)**
  - Equitably distribute impacts across population groups **(1)**
  - Address safety issues **(5)**
    - Additional comment provided: "Bridge over 61!"

Top existing and "wish-I-could" destinations were marked with a dot (see map below):

- Hastings **(1)**
- Southwest LRT, Minneapolis **(1)**
- Woodbury **(2)**
- Newport **(2)**
- Cottage Grove **(3)**
- Downtown St. Paul **(4)**
- Robert Street, St. Paul **(1)**

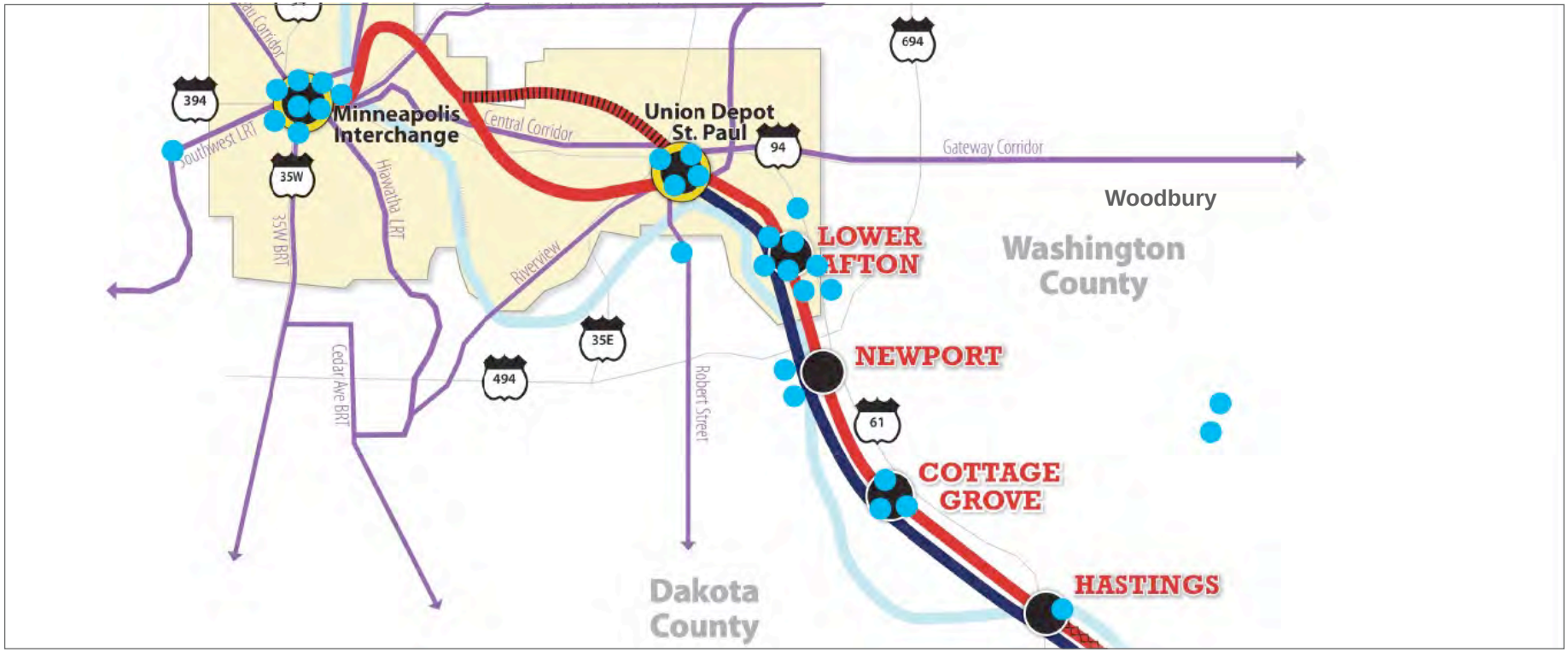


Board used for the Dots / Preference Exercise at Park and Ride engagement sessions.

- Lower Afton **(8)**
- Downtown Minneapolis **(8)**

Additional comments were recorded by participants on Post-It notes and attached to the boards, and many other comments were also expressed to project representatives in conversation. A sample is included below:

- All-day service. Would like to stay in Minneapolis longer after work.
- Transit from Newport should continue to Minneapolis, not end in Saint Paul.
- Need a pedestrian bridge crossing Highway 61, or allow the bus to turn left.
- Keep the Afton location. It is convenient, and close to my house.
- I do not feel safe crossing the street when returning from work. I call it 'the gauntlet.'



Results of the exercise that asked commuters to place dots on existing and desired destinations.

Questionnaire

A questionnaire was distributed during the morning Tabling Sessions and collected during the afternoon. Riders were also informed that the questionnaire was available online; some took advantage of this option. The purpose of the questionnaire was to collect rider input regarding travel habits, their familiarity with transit alternatives and the Red Rock Corridor project, priorities for transit, and rider demographics. A full Questionnaire Summary is included over the following pages. All free-text responses are included on this report's Appendix.

Overall Summary of Responses Received

Based on the Dot Exercise, an overview of questionnaire results, and stated opinions, the following conclusions can be drawn:

- There is a desire among transit riders for midday and weekend service. Riders at both locations expressed that they would use transit for more of their trips if service was extended during the afternoon (for half-days at work, or appointments), later into the evening (so that riders could stay in Downtown St. Paul or Minneapolis after work for recreation or leisure), and into the weekend (for activities including shopping, special events, sports games, etc.).
- Riders at the Lower Afton Park and Ride expressed a need to address safety concerns related to the current Express Bus afternoon drop-off location, which requires them to walk across Highway 61 in order to access the Park and Ride parking lot.

Park and Ride Questionnaire Results

On September 25 and 26, 2013, transit riders at the Lower Afton and Cottage Grove Park and Rides along the Red Rock Corridor were given the opportunity to ask questions and respond to a brief questionnaire in conjunction with morning and afternoon tabling sessions held at each location. Many transit riders took a questionnaire with them in the morning, and returned it during their afternoon commute home. Riders also had the option of completing the questionnaire online.

The goal of the questionnaire was to learn about respondents' familiarity with the project, their knowledge of the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. In addition, several questions were included to gather respondents' travel behaviors, location of work and residence, and basic demographic characteristics.

In total, **76** transit riders completed the Park and Ride questionnaire. **34** riders from Lower Afton and **37** riders from Cottage Grove completed the questionnaire in person at the tabling sessions. An additional **5** respondents completed the questionnaire online.

Please see this report's Appendix for a copy of the questionnaire, and a complete data set of all responses received.

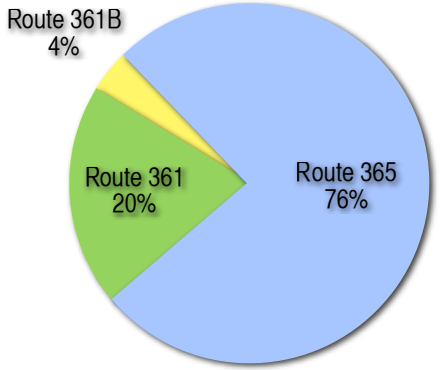
Questionnaire Part 1: Rider Travel/Commute Characteristics

The first section of the questionnaire was intended to gather information regarding the travel behaviors of transit riders, including their route, frequency of ridership, and destination points.

- *Important note: Figures provided present cumulative results for riders from both Park and Ride locations, as well as those completing the questionnaire online. Notes under each figure are provided for further detail.*

Q1-1: Transit route

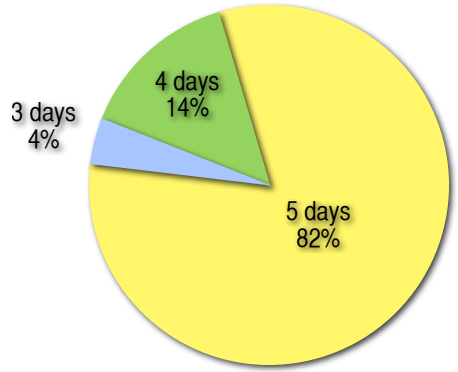
"What is the route number you will be riding/rode today?"



- **75** responses were received from all questionnaires.
- **32** out of **34** Lower Afton riders use Route 365.
- **22** out of **37** Cottage Grove riders who responded use Route 365.
- **14** Cottage Grove riders use Route 361 and 361B compared to only **2** riders at Lower Afton.
- **3** online survey respondents indicated using Route 365, and **2** online respondents indicated using Route 361.

Q1-2: Frequency of ridership

"How many days a week do you take transit?"



- **76** responses were received from all questionnaires.
- Respondents were given the option of selecting anywhere between 1 and 7 days, or less than 1 day per week.
- **28** out of **34** Lower Afton riders use transit 5 days per week.
- **29** out of **37** Cottage Grove riders use transit 5 days per week.
- **5 out of 5** online survey respondents use transit 5 days per week.
- No respondents reported using transit fewer than 3 days per week or greater than 5 days per week.

Q1-3: Increasing rider frequency

"What would help you choose transit more often for more of your trips?"

Open-ended responses were analyzed and grouped into primary and secondary categories based on the primary and secondary topic and focus of the response/comment. Note that all comments were categorized in a primary topic category, but not all comments contained a secondary topic.

Categories used to classify responses include:

- Schedule and frequency of service;
- Service route;
- Where and how transit is accessed including accessibility of Park and Ride from residence and bus stop (this was a concern especially in Lower Afton, where riders have to cross a Highway 61 after disembarking the return bus);
- General ridership experience; and,
- Cost of service.

Please see this report's Appendix for a complete set of responses. A total of **43** free form responses were received to this question.

An analysis of the primary and secondary topic of the comment received yielded the following results. Percentages shown below are equal to the number of comments categorized as either primary or secondary for each topic category, divided by the total number of comments received (43).

- Approximately **70%** (30 out of 43) of rider comments were related to **schedule and frequency**, either as a primary or secondary topic.
- Approximately **26%** (11 out of 43) addressed **service route**.
- Approximately **12%** (5 out of 43) were related to the **location, number, and accessibility of service stops**.
- Approximately **9%** (4 out of 43) addressed the **ridership experience**.
- Approximately **5%** (2 out of 43) were related to the **cost of service**.
- There were 3 "other" responses, including someone indicating they telecommute, and 2 others indicating they use transit frequently and as often as possible.

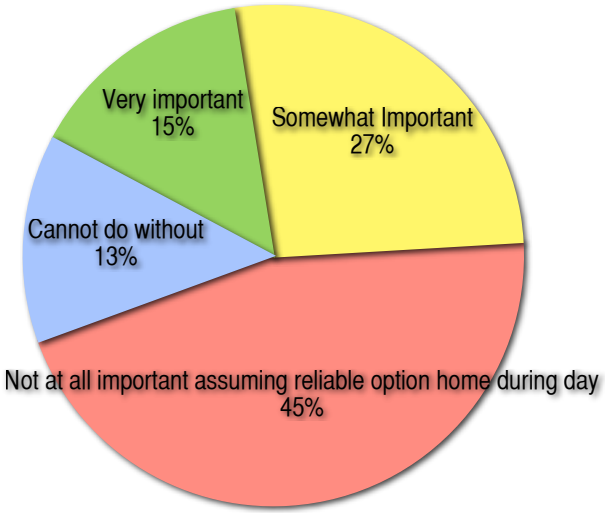
Q1-4: Access to personal automobile

"Do you own or have frequent access to an automobile?"

- All **76** respondents answered this question.
- **75** of **76** respondents indicated **"Yes."**

Q1-5: Importance of automobile access

"How important is it for you to have access to a personal automobile during weekdays? Please select one category."

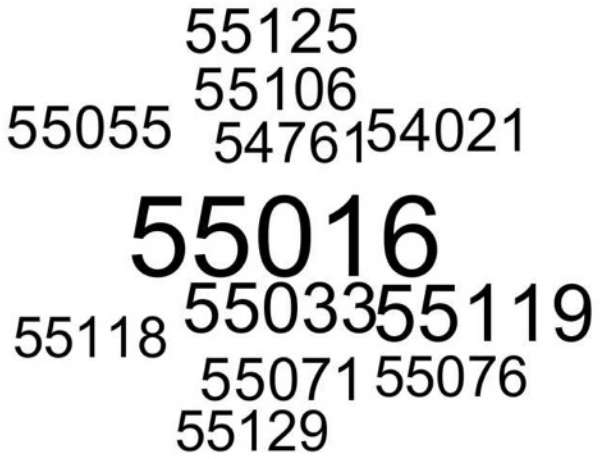


- **75** responses were received from all questionnaires.
- Approximately **24%** (8 out of 33) of Lower Afton riders said they "cannot do without access to a car during the day" compared to approximately **5%** (2 out of 37) of Cottage Grove riders.
- Approximately **36%** (12 out of 33) of Lower Afton riders and approximately **49%** (18 out of 37) of Cottage Grove riders, as well as **4 out of 5** people completing the survey online indicated that automobile access would not be important if they had a reliable option to return home during the day.

Q1-6: Respondents' residential ZIP code

"What is the 5 digit zip code for your current residential address?"

A total of **76** answers were received, with many responses repeating several times. Responses are shown as a "word cloud" - answers received more often are shown in a larger size.



- ZIP code 55016 corresponds to Cottage Grove, 55033 to Hastings, and 55119 to Saint Paul.

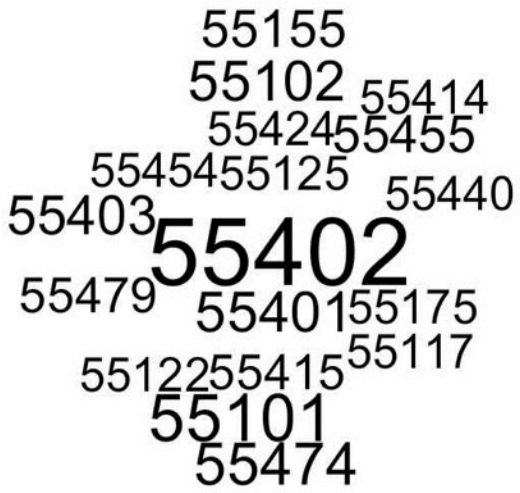
Q1-7: Geocoding of approximate residential location

Cross-street information for the intersection closest to respondents' residential address was provided by **75** respondents. This information is mapped in conjunction with the results to Q1-9.

Q1-8: Respondents' destination ZIP code

"What is the 5 digit zip code for your place of work (or school or other daily destination)"?

A total of **69** answers were received, with many responses repeating several times. Responses are shown as a "word cloud" - answers received more often are shown in a larger size.



- ZIP codes 55402 and 55474 correspond to Minneapolis, and 55101 to Saint Paul.

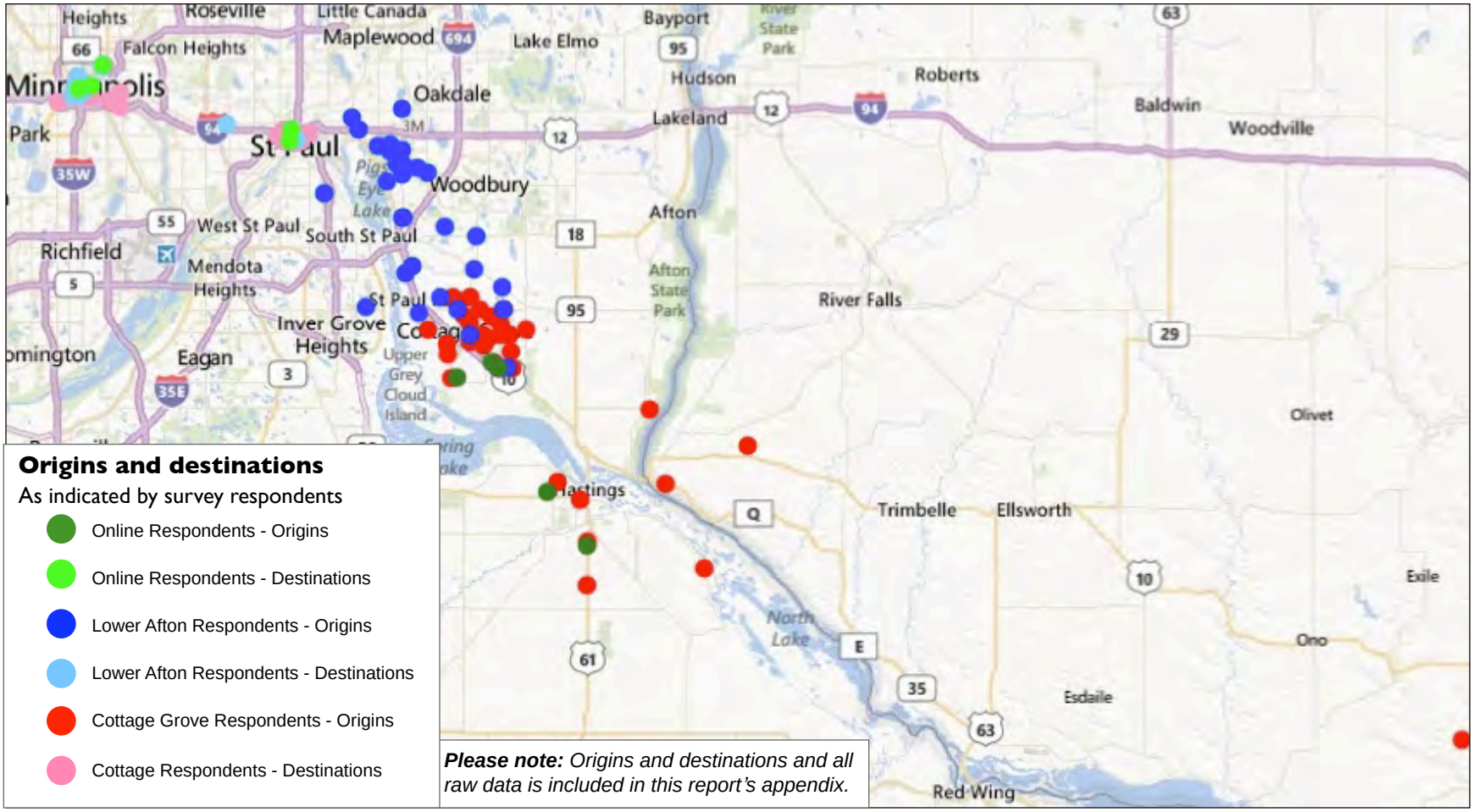
Q1-9: Geocoding of approximate destination location

Cross-street information for the intersection closest to respondents' work or other daily destination was provided by **73** respondents. This information is mapped in conjunction with the results to Q1-7 (see map on following page).

Q1-7 and Q1-9: Map - Residential (origin) and destination closest intersection

Q1-7: "What are the names of the streets at the intersection closest to your current place of residence?"

Q1-9: "What are the names of the streets at the intersection closest to your place of work (or school or other daily destination)?"



Intersections near respondents' residence and work/destination locations are marked here. This map includes all questionnaire respondents.

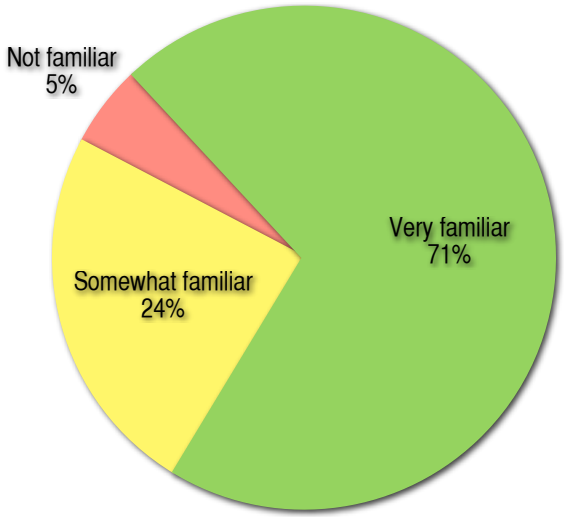
Questionnaire Part 2: Familiarity with Transit Alternatives Considered in the Red Rock Corridor

The second part of the questionnaire involved questions regarding rider familiarity with transit alternatives including express bus, bus rapid transit (BRT), and commuter rail, as well as familiarity with the Red Rock Corridor Project in general. Respondents were provided with the following guide for their answers:

- Very familiar - I know a lot about it, and could describe it to someone else;
- Somewhat familiar - I know some things about it, but am not sure I could describe it; and,
- Not familiar - I don't know what it is.

Q2-1: Familiarity with express bus service

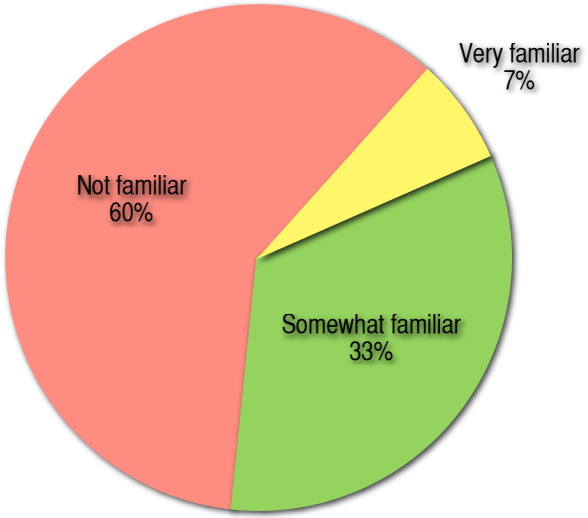
"What is your familiarity with express bus service? Please select one category."



- **75** responses were received from all questionnaires.
- Approximately **95%** (71 out of 75) of respondents reported being at least somewhat familiar with express bus service.
- Approximately **82%** (28 out of 34) of Lower Afton riders reported being very familiar with express bus service, compared to approximately **58%** (21 out of 36) of Cottage Grove riders.
- **4 out of 5** online respondents indicated they were very familiar with express bus service.

Q2-2: Familiarity with BRT

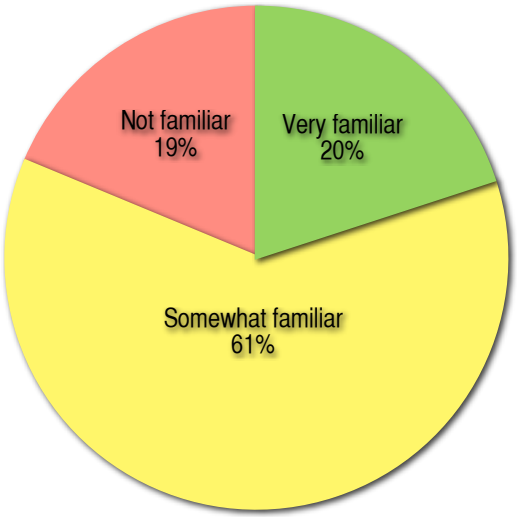
"What is your familiarity with bus rapid transit (BRT) service? Please select one category."



- **75** responses were received from all questionnaires.
- **60%** (45 out of 75) of all individuals who responded said that they were not familiar with BRT service.
- Bus rapid transit represented the greatest unfamiliarity among all of the modes for all respondents.

Q2-3: Familiarity with commuter rail

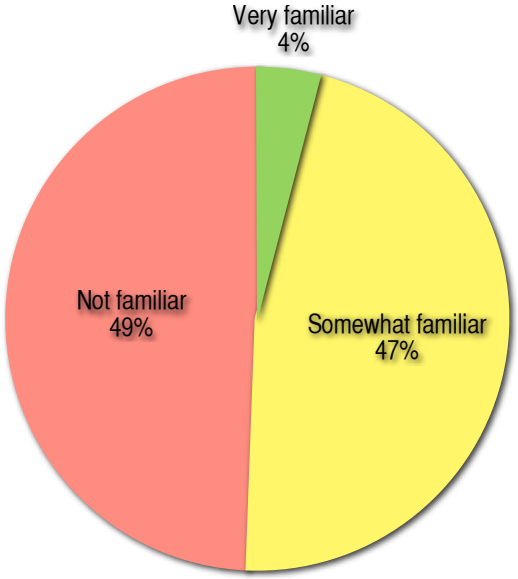
"How familiar are you with commuter rail service? Please select one category."



- **75** responses were received from all questionnaires.
- Approximately **81%** (61 out of 75) of all respondents were at least somewhat familiar with commuter rail.

Q2-4: Familiarity with Red Rock Corridor project

"Before today, how familiar were you with the Red Rock Corridor project? Please select one category."



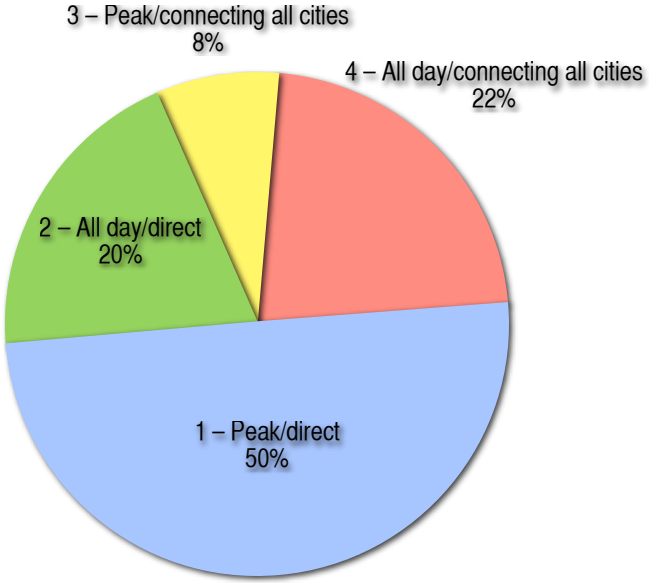
- **75** responses were received from all questionnaires.
- Just over half, **51%** (38 out of 75), of respondents were at least somewhat familiar with the Red Rock Corridor project.

Questionnaire Part 3: Priorities for Transit Service

The third part of the questionnaire included questions on respondents' priorities for transit service and desired characteristics for transit along the Corridor.

Q3-1: Current travel needs

"Please select the transit service option that best matches your current travel needs. Please select one category."



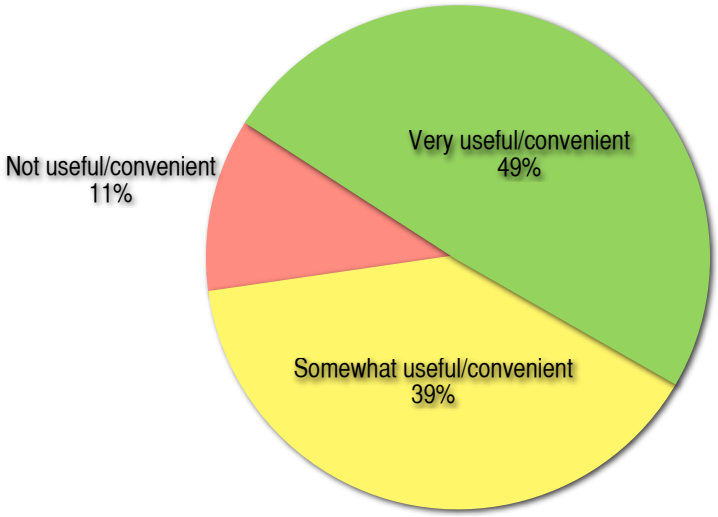
The complete set of choices included:

1. Service during **peak hours only**, **directly** to Downtown St. Paul and Minneapolis only;
2. **All day** service**, directly** to Downtown St. Paul and Minneapolis only;
3. Service during **peak hours only, connecting** cities along Highway 61/Red Rock Corridor, including Red Wing, Hastings, Downtown St. Paul/Minneapolis and points in between; and,
4. **All day** service**, connecting** cities along the Highway 61/Red Rock Corridor, including Red Wing, Hastings, Downtown St. Paul/Minneapolis, and points in between.

- **76** responses were received from all questionnaires.
- Approximately **70%** (53 out of 76) of respondents indicated a current need for direct service to St. Paul/Minneapolis, both peak only and all-day.
- Approximately **41%** (15 out of 37) of riders from Cottage Grove indicated a desire for transit service to connect cities along the Corridor (both peak and all-day).
- Only approximately **21%** (7 out of 34) of riders from Lower Afton indicated a desire for transit service to connect cities along the Corridor (both peak and all-day).
- **4 out of 5** online respondents expressed the desire for peak only service direct to Minneapolis and St. Paul.

Q3-2: Usefulness of all-day service

"How useful for your travel needs would it be to have all-day transit service that provides connection between cities in the Highway 61/Red Rock Corridor (including Red Wing-Hastings, Downtown Saint Paul/Minneapolis and points in between)? Please select one category."



- **71** responses were received from all questionnaires.
- **60%** (21 out of 35) of riders from Cottage Grove reported that it would be very useful/convenient for their travel needs to have all day service connecting cities along the Corridor compared to approximately **39%** (12 out of 31) of riders from Lower Afton.

Q3-3: Identifying important characteristics for transit service along the Red Rock Corridor

"Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the three most important characteristics)."

See chart on the following page for results across all respondents to the questionnaire.

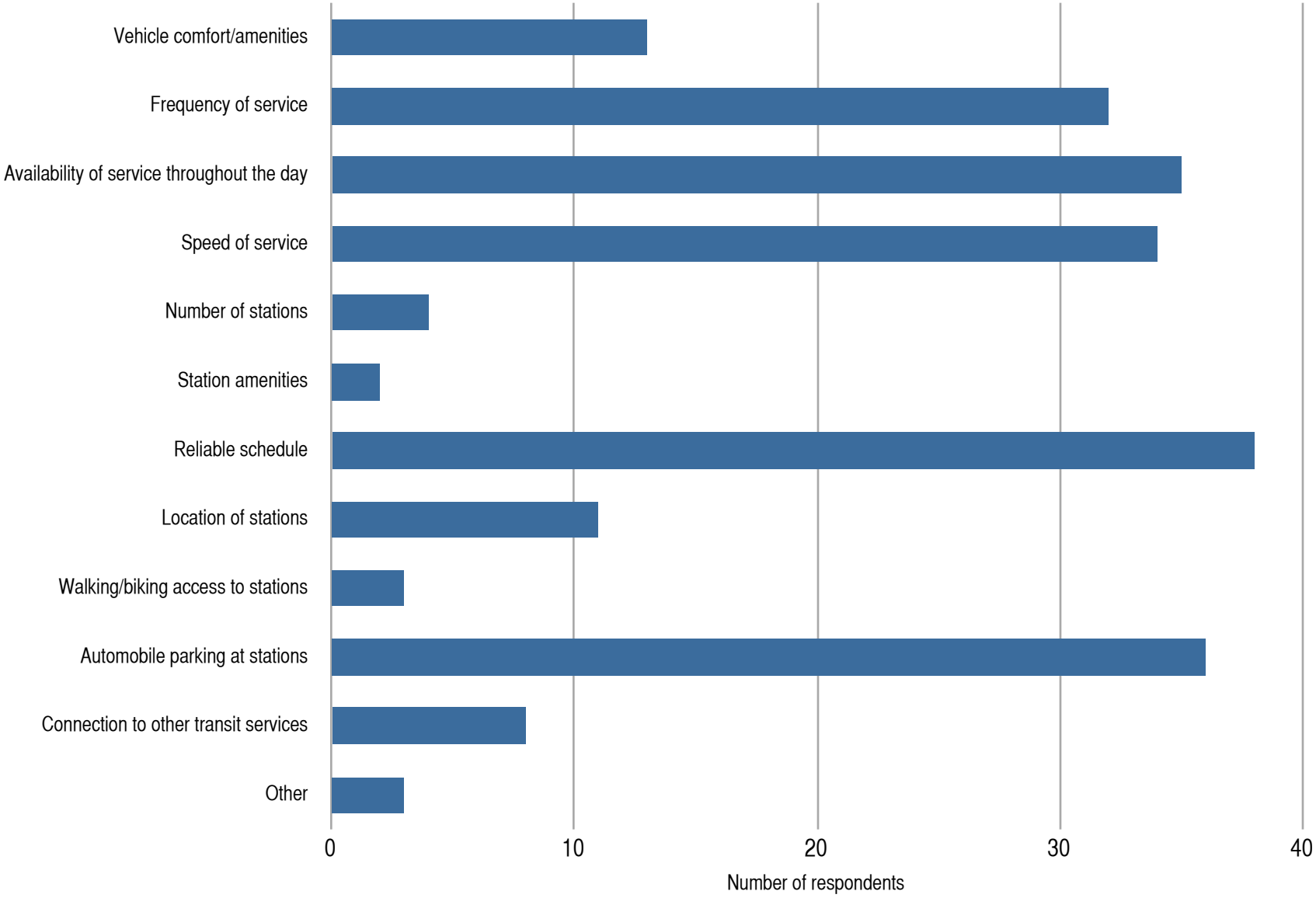
Respondents were instructed to select three characteristics for this question in no particular order. Some respondents selected greater than or fewer than three responses.

The most prevalent desired characteristics include:

- Reliable schedule (*transit vehicles arrive and depart according to a set schedule*);
- Automobile parking at stations (*availability of Park-and-Ride service*);
- Availability of service throughout the day, including midday (*from 5:00 a.m. to 10:00 p.m.*);
- Speed of service (*station to station in about the same time as in a car*);
- Frequency of service (*running every 15 to 30 minutes*); and,
- "Other" responses included "More stations," "Stop at Hastings, MN," and "None for my needs."

Q3-3: Chart - Identifying important characteristics for transit service along the Red Rock Corridor

"Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the three most important characteristics)."

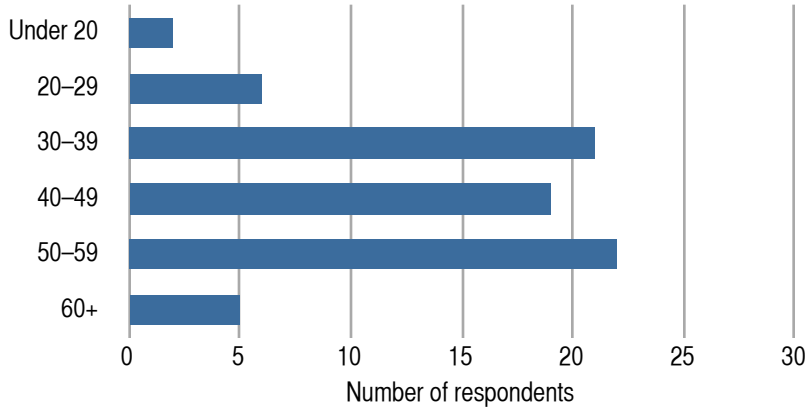


Questionnaire Part 4: Rider Demographic

The fourth section of the questionnaire asked respondents for information regarding their age, gender and income in order to determine the demographic breadth of participating riders.

Q4-1: Respondent age

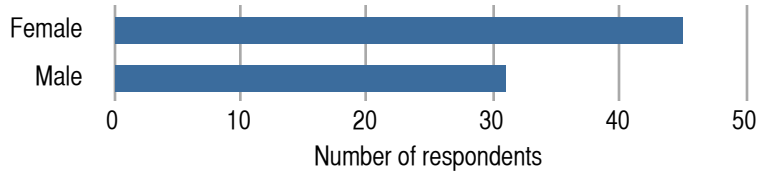
"What is your age (in years)?"



- **75** responses were received from all questionnaires.
- **39** was the average age of Lower Afton respondents.
- **48** was the average age of Cottage Grove respondents, as well as online respondents.

Q4-2: Respondent gender

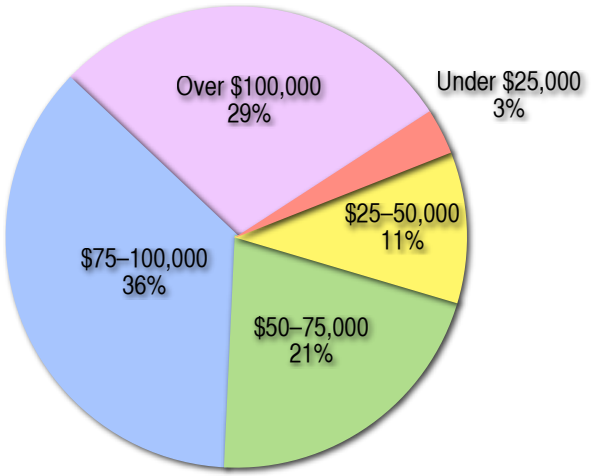
"I am..."



- **76** responses were received.
- **59%** of respondents were **female.**
- **41%** of respondents were **male.**

Q4-3: Respondent income

"For the year 2012: Approximately what was your household's total yearly income from all sources?"



- **66** responses were received.
- Approximately **86%** (57 out of 66) of the individuals who answered indicated an annual household income of **$50,000 or greater** for 2012.

Questionnaire Part 5: Additional Comments

The final section of the questionnaire asked respondents to share any additional comments, recommendations, questions, or ideas related to transit in the Red Rock Corridor.

Open-ended responses were analyzed and grouped into primary and secondary categories based on the primary and secondary topic and focus of the response/comment. Note that all comments were categorized in a primary topic category, but not all comments contained a secondary topic.

Categories used to classify responses include:

- Access to stops and availability of parking;
- Personal safety and safety of belongings;
- Schedule and frequency of service;
- Speed of service;
- Experience and comfort; and,
- Service routes including stops and destinations.

Please see this report's Appendix for a complete set of responses. A total of **29** free form responses were received to this question.

An analysis of the primary and secondary topic of the comment received yielded the following results. Percentages shown are equal to the number of comments categorized as either primary or secondary for each topic category, divided by the total number of comment received (29).

- Approximately **38%** (11 out of 29) of comments addressed **schedule and frequency of service,** either as a primary or secondary topic.
- Approximately **34%** (10 out of 29) were related to **service route** including stops and destinations.
- Approximately **21%** (6 out of 29) of addressed **accessibility and parking** at stations.
- Approximately **14%** (4 out of 29) dealt with **speed of service**.
- Approximately **14%** (4 out of 29) addressed **experience and comfort.**
- Approximately **10%** (3 out of 29) were related to **personal safety and safety of belongings**.
- There were 5 "other" responses:
  - *"Very excited for Red Rock Corridor, love mass transit."*
  - *"BRT would be more flexible than rail and allow neighborhood service"*
  - *"I am not convinced the Red Rock line is financially viable. The non-users of mass transit appear to fund the users."*
  - *"Really hope it happens. I save so much money using the express bus from Cottage Grove to Minneapolis. Would love to see more service throughout the day and evening. Thank you!"*
  - *Minneapolis is the city with the highest wages. If you cut the express bus service from Cottage Grove out, you risk losing a lot of property tax $$ because people will move. It already takes a long time to get to work, changing it to rail will add time. People can't afford to drive so I see a lot of people moving out of So Wash Co to keep their jobs. On the other hand the Red Rock would be great for students and people who work downtown St. Paul. If we can have both (keep the express bus service) that would be ideal.*

Appendix - All free-text responses collected

The tables below include all free-text responses collected through the Park and Ride questionnaire.

Q1-3: What would help you choose transit more often for more of your trips?

Q1-3	WHAT WOULD HELP YOU CHOOSE TRANSIT MORE OFTEN FOR MORE OF YOUR TRIPS?
LOWER AFTON	Light rail in Newport/Cottage Grove to St. Paul and Minneapolis
	Always use Park-n-Ride to and from work. Only issue I have is parking on 61/Lower Afton lot.
	More times available between 6am-9am; more times available between 3pm-6pm (have seen improvements in p.m. - thanks!)
	More routes to Minneapols
	N/A Telecommute preferred
	More Express options later in the AM and earlier in the PM from East St. Paul
	More Park and Ride locations; also expanded intra-day service
	Can't be any more frequent for work. I live 1/2 mile from the Park and Ride on Lower Afton. It is very convenient.
	I don't ride on Fridays due to needing to leave later. More Express route options into the later-mid morning hours would help.
	More stations- currently I drive 15 minutes to take a 30 min bus ride. I wish there were a few more options.
	Faster, more times (route times).
	I use transit 99% of the time
	Convenient times and destinations; transportation to events (professional sports, art crawls, concerts)
	More times/routes throughout the day
	Times (earlier/later); # of buses
	I only use transit to and from work, daily, but I would be happier with a bus that runs more frequently (currently only during peak/rush hour). I wish we had more parking space and I wish bus drivers went on shoulder more often to pass car traffic.
	If the buses ran more often. If the buses picked up and dropped off closer to my house.
	Convenience, more times (early/late), more frequent
COTTAGE GROVE	A train from Red Wing
	If they ran on weekends
	Extended service hours and days; more neighborhood bus service
	More frequent trips; lower cost

Q1-3	WHAT WOULD HELP YOU CHOOSE TRANSIT MORE OFTEN FOR MORE OF YOUR TRIPS?
	Express buses having a little cheaper fare ($2.00-$2.50). I spend $6/day, round-trip to commute (=$120/mo). Or give a bigger % discount for the purchasing/adding "value" to the GO-TO passes. And for HCMC employees, they can get a 'Metropass' for $46/mo! I am (as of now) a float in 2 different clinics.
	Later time back to Park and Ride, 10 PM etc.
	If it ran on weekends
	Only need M-F; Already ride M-F
	More routes; took away all our day buses
	If there was something closer to Prescott, WI or Hastings, MN it would be more likely that I would take the bus more often.
	[SUC?] more throughout afternoon
	Non-stop directly to Minneapolis, not stopping at Lower Afton
	More trips throughout the day and weekend trips to St. Paul, Minneapolis, and Mall of America. Pick-up and drop off around 65th Street.
	More runs between core hours of weekdays - 6 am to 7 pm
	If transit options were available on the weekends I would use it more often.
	Convenience - more buses
	Weekend runs
	When I do drive, it's because I need to leave before the express bus runs. I would like to have transit available whenever I need it (i.e. in the middle of the day).
	Access to mass transit from Cottage Grove more than just weekday rush hour times: weekdays, evenings, weekends.
	Departures later in the morning, and returns earlier in the afternoon and later in the evening. Ability to get from Cottage Grove to Edina area.
	Transit available 7 days a week. Routes throughout the day and evening.
ONLINE	I choose transit as often as possible.
	Hours available during no rush hours and weekdays
	nothing, the bus straight into downtown Mpls is about as good/as fast as you can get it
	I take the bus everyday, but a train I think would work too. The only concern is if I get sick at work, how do I get home? This did happen once and it cost $60 to get home by cab.

Q5-1: Additional comments, recommendations, questions or ideas related to transit in the Red Rock Corridor

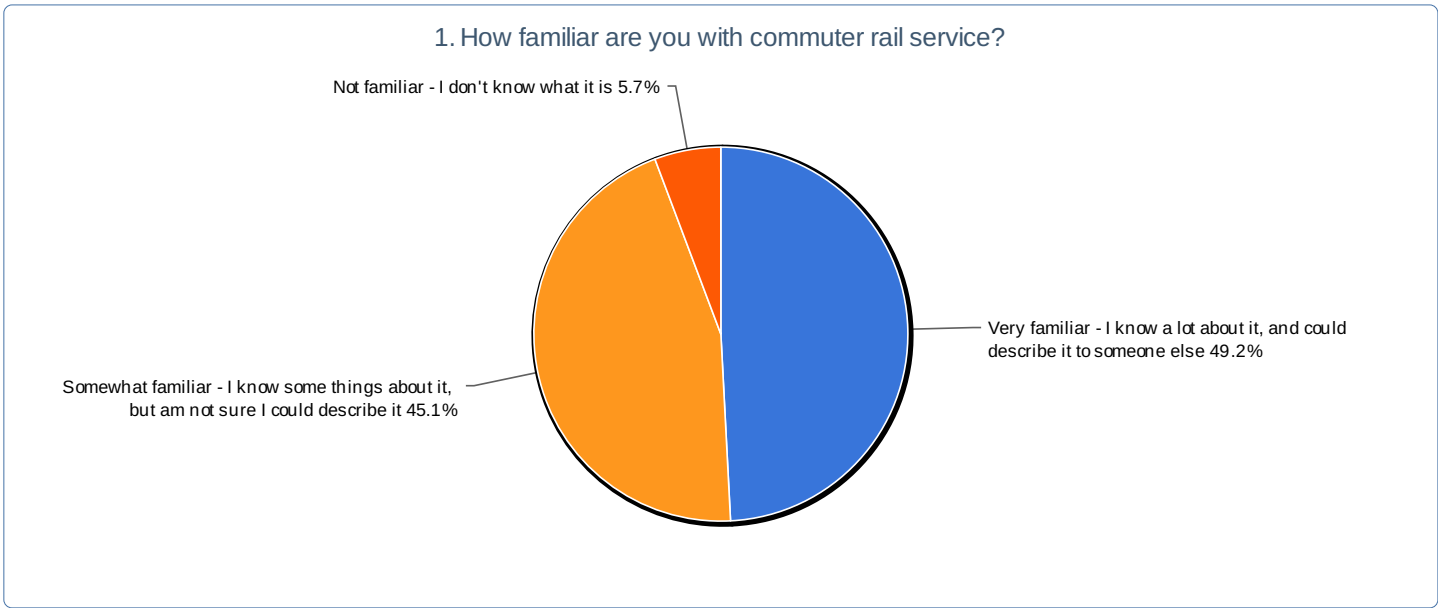
Q5-1	ADDITIONAL COMMENTS, RECOMMENDATIONS, QUESTIONS, OR IDEAS RELATED TO TRANSIT IN THE RED ROCK CORRIDOR:
LOWER AFTON	Parking is already an issue, and available seats. Without knowing much about this project, I worry that this will increase ridership and thus create less parking.
	I have had numerous incidents (at least 4) at the Lower Afton Park and Ride lot where my motorcycle has been vandalized or attempted to be stolen. I would like osme reassurance that I could leave my motorcycle unattended without the fear of someone tampering with it.
	Would love to see signs on bus for etiquette- talking on cell phones is extremely irritating on Express bus routes when everyone is quiet. Woud also like to see bus driver say something or do something about obnoxious drunk guy that rides the bus to Cottage Grove on the 4:45 bus!
	Very excited for Red Rock Corridor, love mass transit.
	The Hwy 61/Lower Afton Park and Ride is the closest Park and Ride to my residence to get to downtown Minneapolis the quickest. I appreciate the service, as it is less stressful than driving during rush hour. It would be fantastic if a light rail were to go in for this route or from Sun Ray to Minneapolis along Hwy 94.
	I travel both Express Bus 365 and Hiawatha Light Rail. I like the light rail for all-day service; like the bus for comfort and less travel time.
	Walkway over Hwy 61 would be nice - safer than crossing busy Hwy. Sometimes cross against the light.
	Faster is better - no additional stops that would lengthen the commute please.
	More parking at the Lower Afton Park and Ride.
	I would love a light rail station in Newport (Old Knox)
	The Park and Ride at Lower Afton Rd. is dangerous. After being dropped off, we must wait on the side of the highway until the light changes. Many people run across before the light changes. A walkway over 61 would help.
	I think the train would be a good idea if it is accessible via walking/biking, by car (P&R?) and connection with other public transit service. My most important item is all day transit from 5 am - 10 pm, frequent times [both?] trains. I think the best would be no traffic.
COTTAGE GROVE	Myself (for work, airport, and social) as well as my village (for the same reasons) would very much like to have transportation from Red Wing into the Twin Cities.
	BRT would be more flexible than rail and allow neighborhood service
	I am not convinced the Red Rock line is financially viable. The non-users of mass transit appear to fund the users.

Q5-1	ADDITIONAL COMMENTS, RECOMMENDATIONS, QUESTIONS, OR IDEAS RELATED TO TRANSIT IN THE RED ROCK CORRIDOR:
	I would take the bus or train on weekends in the choices was there. I like taking the bus. My only beef: if weather is bad and/or traffic is bad, anything on the roads - or intersecting them - is effected, so sometimes we're as late as I would have been if I'd driven myself.
	I have been taking the bus from (living in Prescott) Cottage Grove to either St. Paul or Minneapolis since the early 90's. I have always wanted a stop at County Point on Hwy 61, especially in the winter when the roads are bad!
	It would be very convenient to have buses running all day and also to Hastings and other towns where there is really no public transportation. I would love to see it expand and I think that many more people would consider it as an option for their commute!
	Please consider extra buses for 361 when transit/rail from the U of M to St. Paul is ready in January. Will use rail to the U in 2014.
	Been hearing about this for years and nothing has happened. I believe people will only use transit if it's convenient. Many stops between Cottage Grove and either St. Paul or Minneapolis will not get people to use it. It can't take much longer than driving. Also need bus lanes to avoid back ups on freeway.
	I love the idea of a quick form of mass transit to and from Downtown Minneapolis. Direct service to Minneapolis would be great!
	Would like earlier options, especially in summer. May start driving next summer because of this. Also would like midday bus at least. I often have to drive because of not having this.
	I don't think service throughout the day is necessary for this line, but extending peak hours would help me. Something like 9:30 to 10 am and returning at 2 pm to 7pm.
	Really hope it happens. I save so much money using the express bus from Cottage Grove to Minneapolis. Would love to see more service throughout the day and evening. Thank you!
ONLINE	only real concern is some bus drivers and their attitudes
	It would be nice to have commuter bus to get to the park and ride and between cities like Woodbury and Cottage Grove
	Minneapolis is the city with the highest wages. If you cut the express bus service from Cottage Grove out, you risk losing a lot of property tax $$ because people will move. It already takes a long time to get to work, changing it to rail will add time. People can't afford to drive so I see a lot of people moving out of So Wash Co to keep their jobs. On the other hand the Red Rock would be great for students and people who work downtown St. Paul. If we can have both (keep the express bus service) that would be ideal.
	would use to go to twins games, Gopher games and other activities downtown mpls/ st.paul on the weekends.
	Would like to see reliable, speedy service, and available all day in case of becoming ill while at work.

###

Summary Report - General Questionnaire - Fall 2013 Red Rock AAU - FINAL

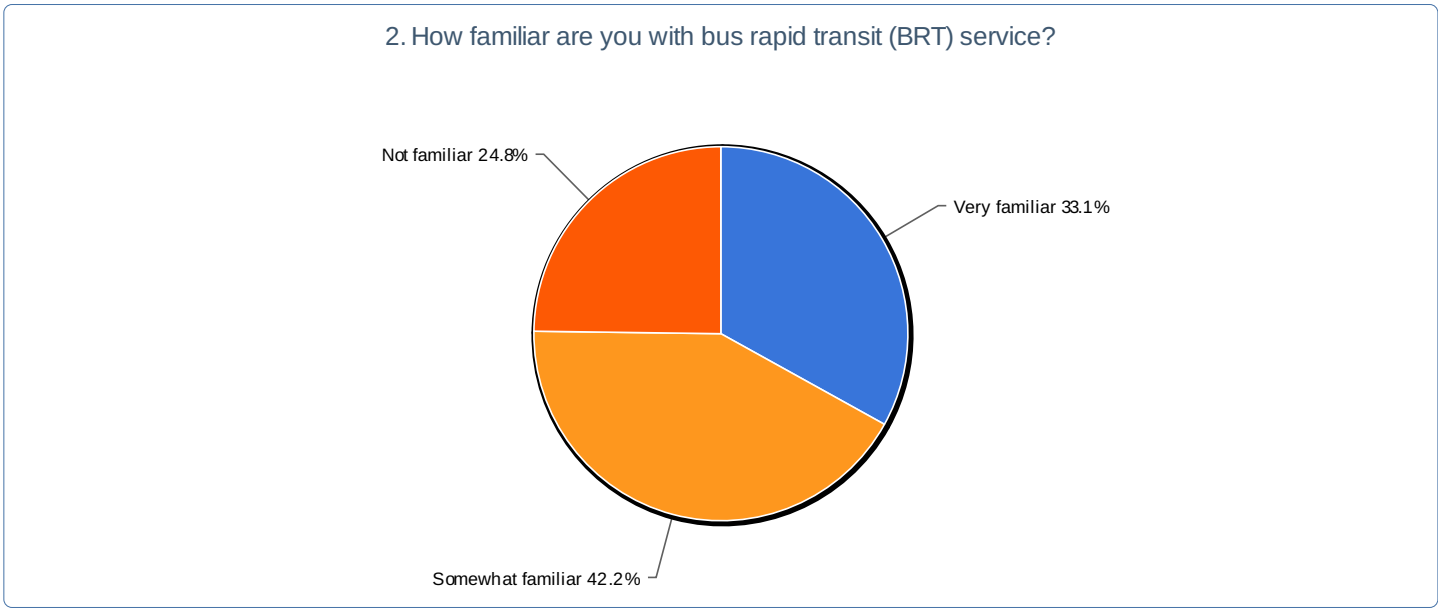
Survey: Red Rock Questionnaire - Sep 2013



1. How familiar are you with commuter rail service?

Value	Count	Percent %
Very familiar - I know a lot about it, and could describe it to someone else	60	49.2%
Somewhat familiar - I know some things about it, but am not sure I could describe it	55	45.1%
Not familiar - I don't know what it is	7	5.7%

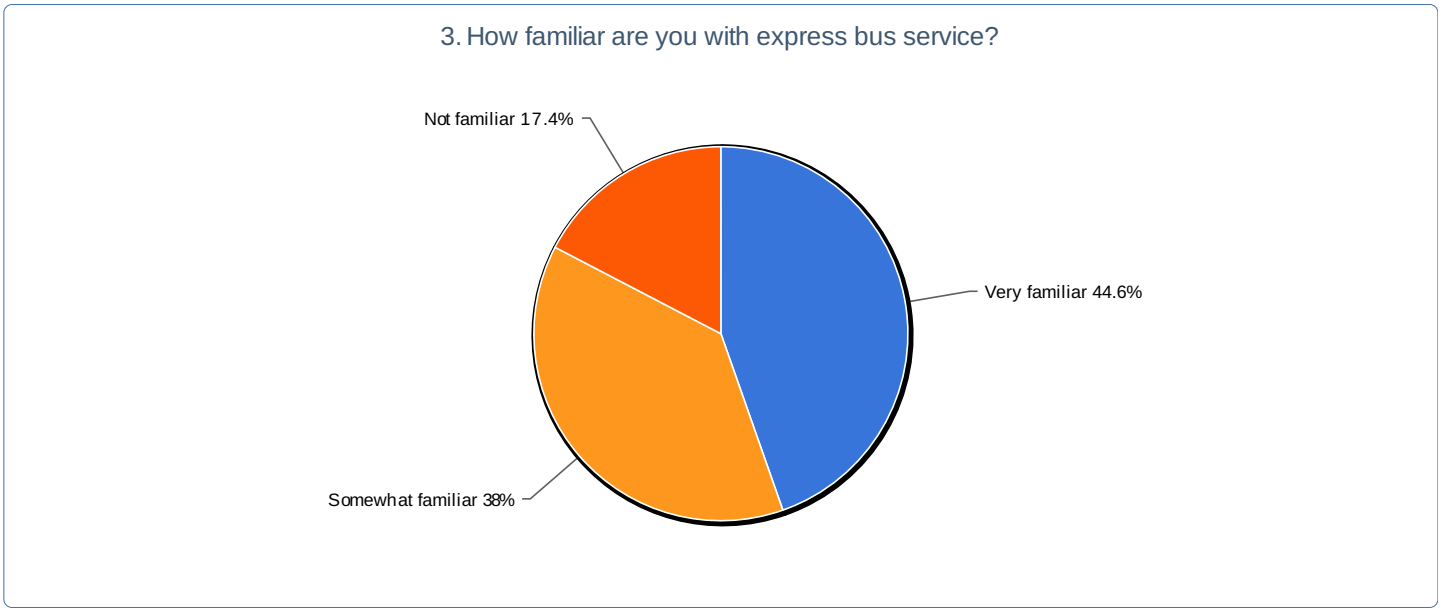
Statistics	
Total Responses	122



2. How familiar are you with bus rapid transit (BRT) service?

Value	Count	Percent %
Very familiar	40	33.1%
Somewhat familiar	51	42.2%
Not familiar	30	24.8%

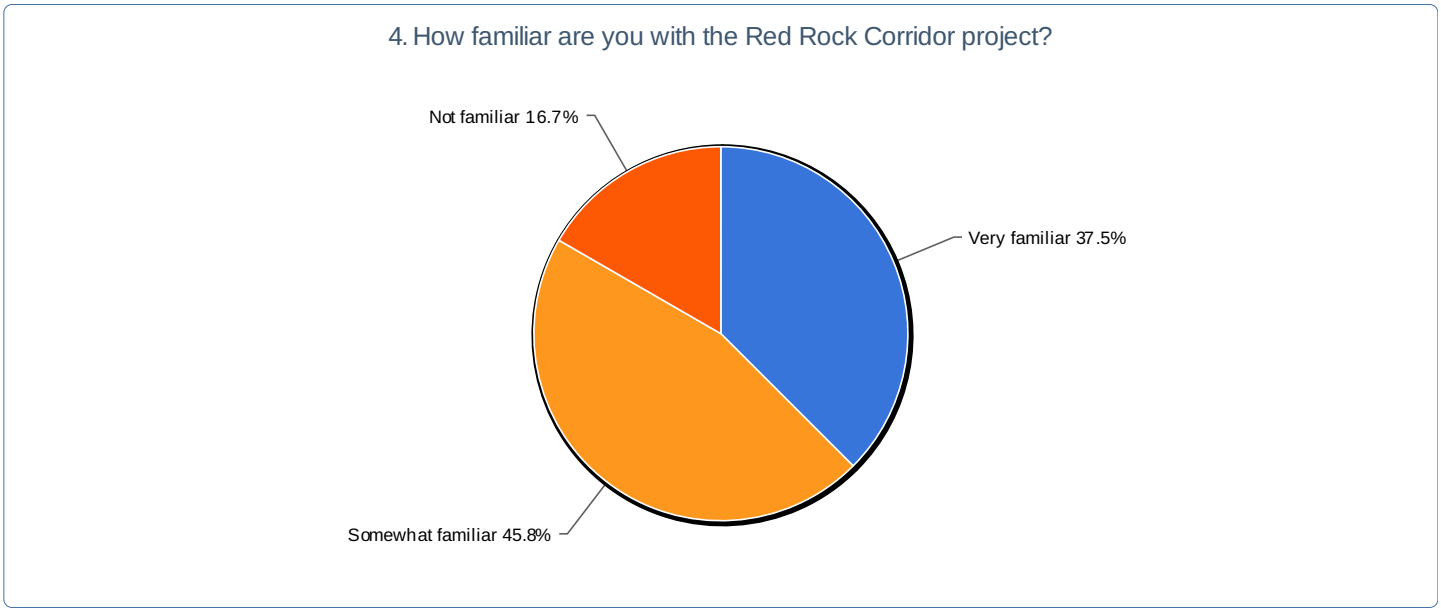
Statistics	
Total Responses	121



3. How familiar are you with express bus service?

Value	Count	Percent %
Very familiar	54	44.6%
Somewhat familiar	46	38.0%
Not familiar	21	17.4%

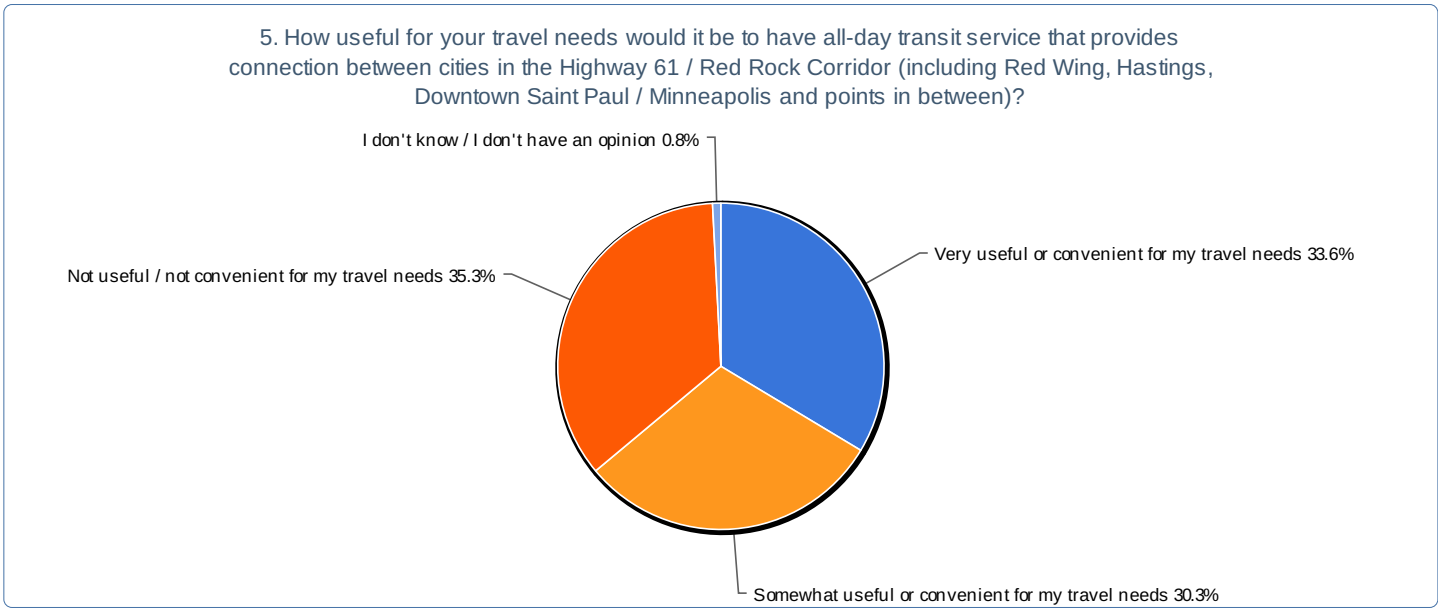
Statistics	
Total Responses	121



4. How familiar are you with the Red Rock Corridor project?

Value	Count	Percent %
Very familiar	45	37.5%
Somewhat familiar	55	45.8%
Not familiar	20	16.7%

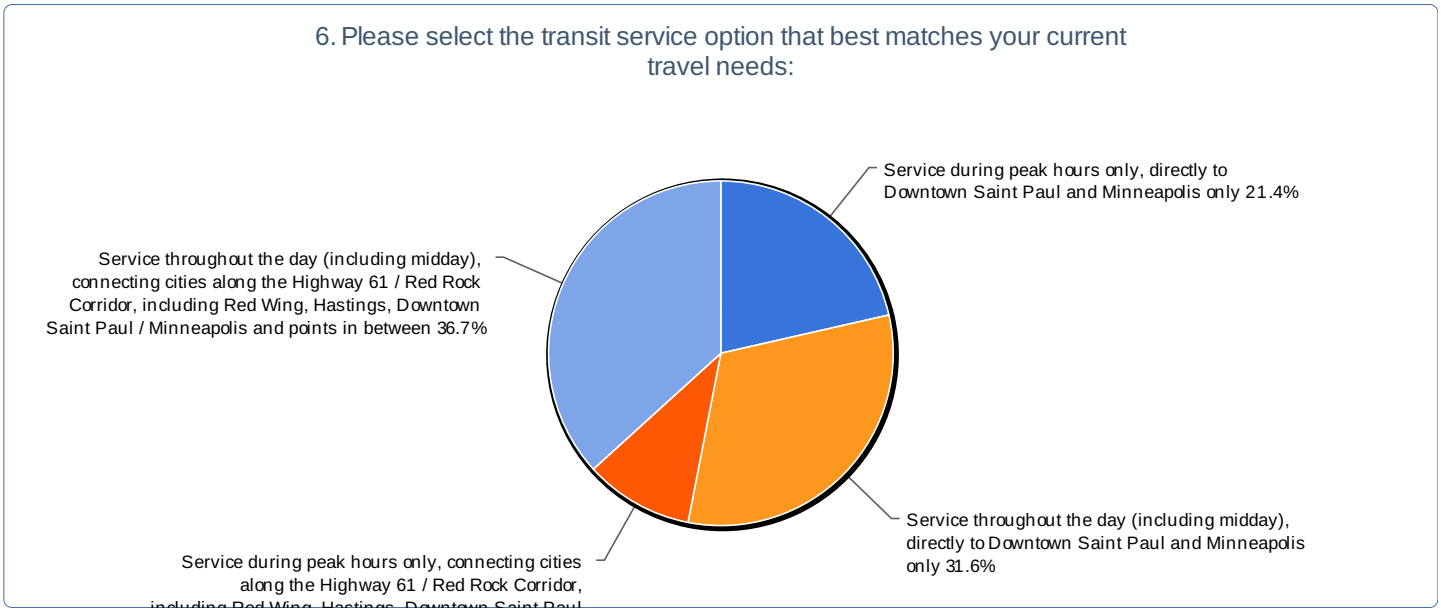
Statistics	
Total Responses	120



5. How useful for your travel needs would it be to have all-day transit service that provides connection between cities in the Highway 61 / Red Rock Corridor (including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between)?

Value	Count	Percent %
Very useful or convenient for my travel needs	41	33.6%
Somewhat useful or convenient for my travel needs	37	30.3%
Not useful / not convenient for my travel needs	43	35.3%
I don't know / I don't have an opinion	1	0.8%

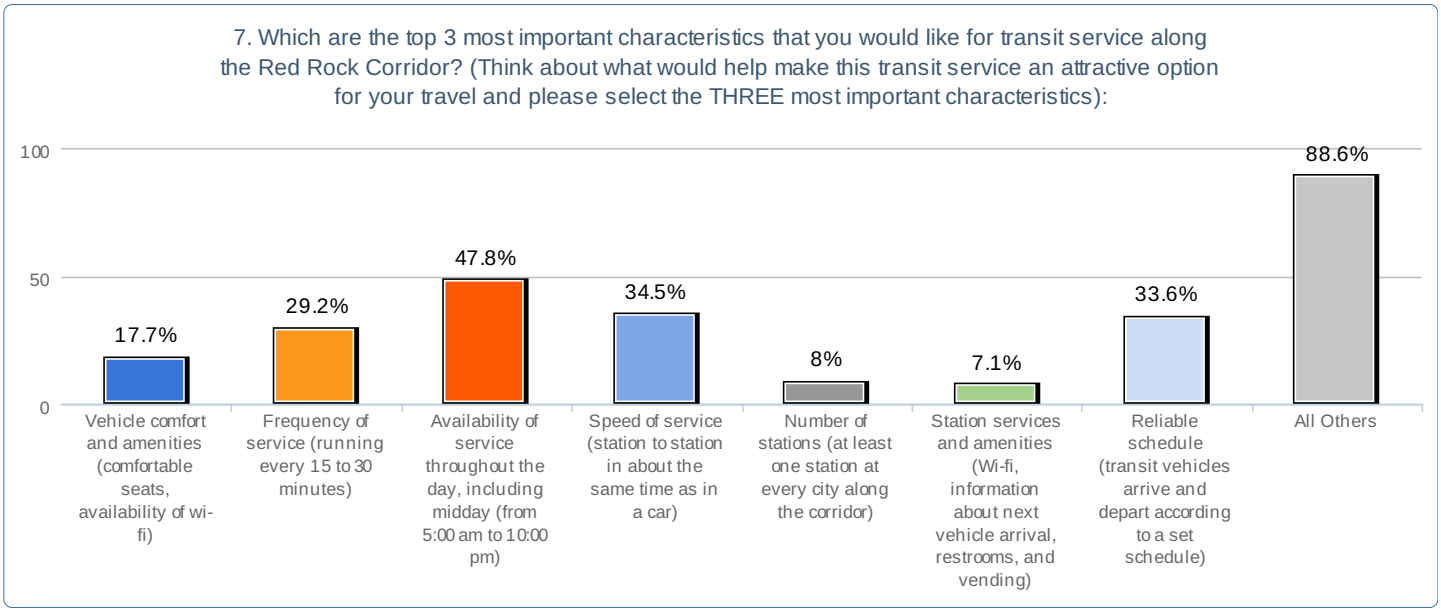
Statistics	
Total Responses	122



6. Please select the transit service option that best matches your current travel needs:

Value	Count	Percent %
Service during peak hours only, directly to Downtown Saint Paul and Minneapolis only	21	21.4%
Service throughout the day (including midday), directly to Downtown Saint Paul and Minneapolis only	31	31.6%
Service during peak hours only, connecting cities along the Highway 61 / Red Rock Corridor, including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between	10	10.2%
Service throughout the day (including midday), connecting cities along the Highway 61 / Red Rock Corridor, including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between	36	36.7%

Statistics	
Total Responses	98

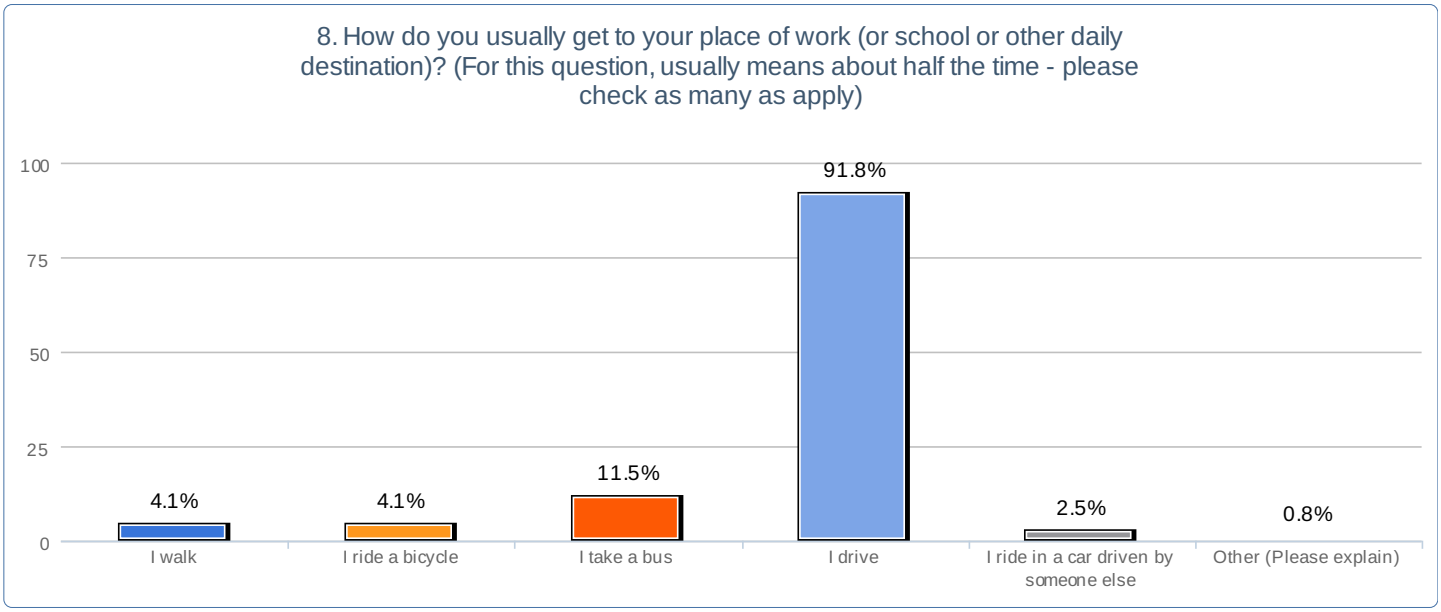

7. Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the THREE most important characteristics):
100
50
0
17.7%
29.2%
47.8%
34.5%
8%
7.1%
33.6%
88.6%
Vehicle comfort and amenities (comfortable seats, availability of wi-fi)
Frequency of service (running every 15 to 30 minutes)
Availability of service throughout the day, including midday (from 5:00 am to 10:00 pm)
Speed of service (station to station in about the same time as in a car)
Number of stations (at least one station at every city along the corridor)
Station services and amenities (Wi-fi, information about next vehicle arrival, restrooms, and vending)
Reliable schedule (transit vehicles arrive and depart according to a set schedule)
All Others

7. Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the THREE most important characteristics):

Value	Count	Percent %
Vehicle comfort and amenities (comfortable seats, availability of wi-fi)	20	17.7%
Frequency of service (running every 15 to 30 minutes)	33	29.2%
Availability of service throughout the day, including midday (from 5:00 am to 10:00 pm)	54	47.8%
Speed of service (station to station in about the same time as in a car)	39	34.5%
Number of stations (at least one station at every city along the corridor)	9	8.0%
Station services and amenities (Wi-fi, information about next vehicle arrival, restrooms, and vending)	8	7.1%
Reliable schedule (transit vehicles arrive and depart according to a set schedule)	38	33.6%
Location of stations (stations are located along a main street or other central area)	16	14.2%
Walking / biking access to stations (convenient connection to walking and biking trails and networks)	4	3.5%
Automobile parking at stations (availability of Park-and-Ride service)	42	37.2%
Connection to other transit services (easily access and transfer to other transit lines)	22	19.5%
Other (Please specify)	16	14.2%

Statistics	
Total Responses	113

Open-Text Response Breakdown for "Other (Please specify)"	Count
Left Blank	106
Don't build it.	1
Have it pay for it's self!	1
Have riders pay, not tax payers!	1
Having it rider funded! We don't want this tax burden!	1
How about it self sustaining?	1
If at all only operated during the week and only for working hours	1
Making it pay for itself!	1
To get a ride that pays for itself	1
WE CAN'T AFFORD OR NEED THIS BOONDOGGLE	1
non-biased survey's	1
safty	1
self sustaining transit stations so people like me in Stillwater don't have to pay for your BRT!	1
If it was user funded and not funded with Federal transportation dollar funds meant for roads and bridges.	1
We don't need anymore transit services, as the trains going by office on a daily basis are empty.	1
Not having to pay for a $6.2 million dollar bus stop: http://www.startribune.com/local/east/217236181.html	1
More lanes so I can drive my car when my work is busy and I am working longer hours and I would just like to get home.	1

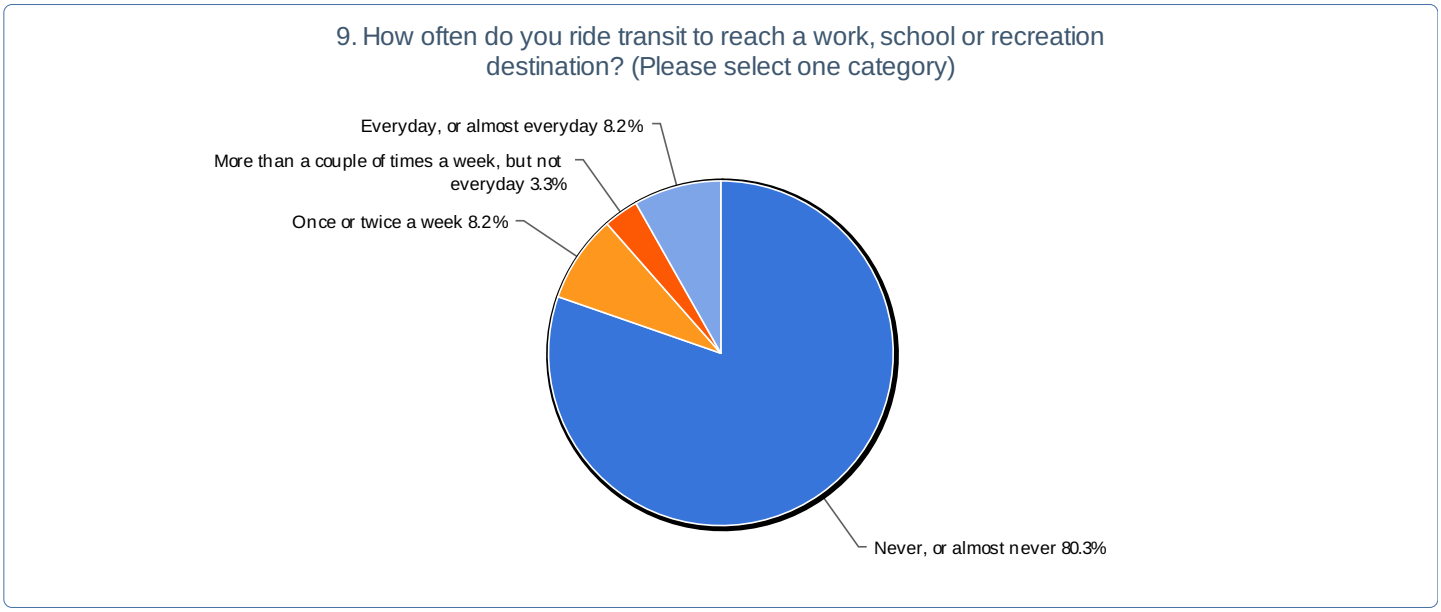


8. How do you usually get to your place of work (or school or other daily destination)? (For this question, usually means about half the time - please check as many as apply)

Value	Count	Percent %
I walk	5	4.1%
I ride a bicycle	5	4.1%
I take a bus	14	11.5%
I drive	112	91.8%
I ride in a car driven by someone else	3	2.5%
Other (Please explain)	1	0.8%

Statistics	
Total Responses	122

Open-Text Response Breakdown for "Other (Please explain)"	Count
Left Blank	122



9. How often do you ride transit to reach a work, school or recreation destination? (Please select one category)

Value	Count	Percent %
Never, or almost never	98	80.3%
Once or twice a week	10	8.2%
More than a couple of times a week, but not everyday	4	3.3%
Everyday, or almost everyday	10	8.2%

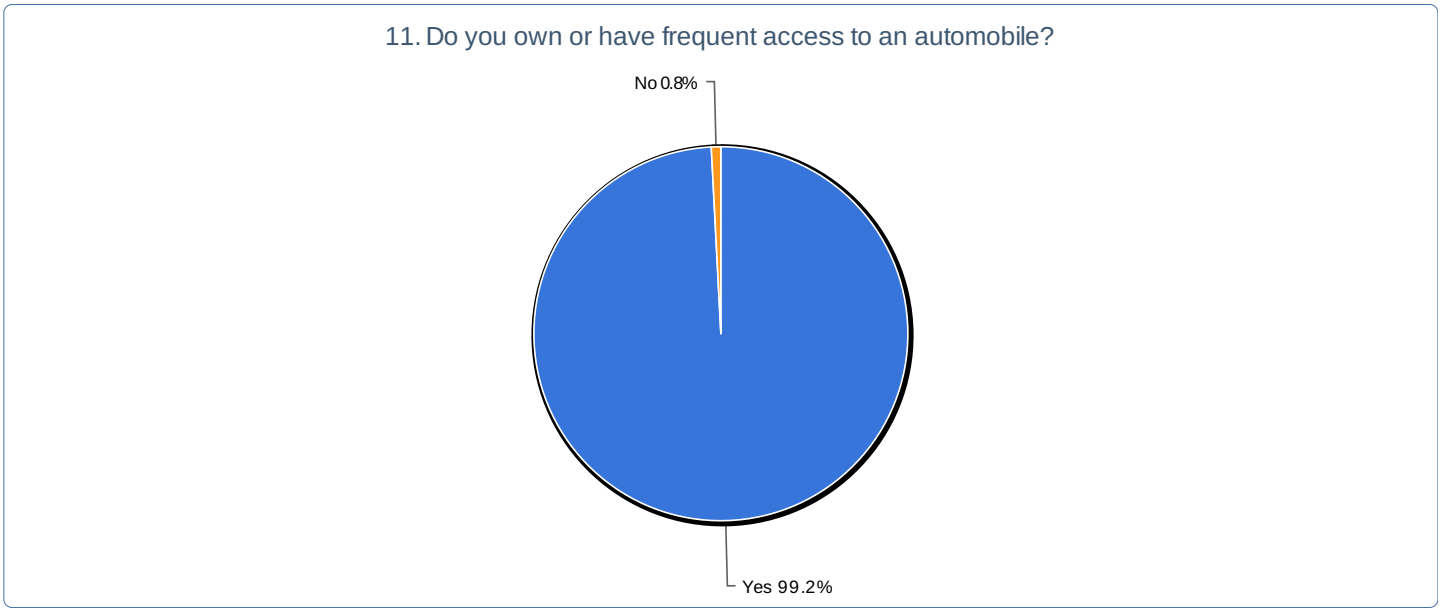
Statistics	
Total Responses	122

10. What would help you choose transit more often for at least some of your trips? (Please write your answer here)

Count	Response
1	.
1	Access from Hastings
1	Availability
1	Availability
1	Availability for events and weekend travel
1	Availability of service during the day and weekends with reasonable pickup durations.
1	Availability of service in Hastings
1	Availability of service to where I work, which is Eden Prairie. I live in south Maplewood.
1	Availability...
1	Available car parking at a city site and extended hour of transit service
1	Availablity, speed & comfort.
1	Better service.
1	Bus or Train that goes from Newport to Saint Paul.
1	Convenience -which it is not currently.
1	Convenient, reliable and efficient transportation to key points from my city to Mpls & St. Paul.
1	Cost more efficient than car/fuel.
1	Ease of service
1	Easy access to transit sations
1	Frequency of service set schedule
1	Frequency of service, efficient and timely travel, safety of travel.
1	Frequent services before, after and during the work day (9-5 p.m.)
1	Getting to St Paul and home more quickly than driving.
1	Having an Express stop in Hastings
1	I don't understand the bus system and the lightrail doesn't go into our neighborhood.
1	I live in hastings and work in Red Wing. I would need transportation there.
1	I would like to see it go beyond the peak express times.
1	I would not be driving to the places I want to visit
1	If it had more local access in Cottage Grove and if it went between Woodbury & CG too.
1	If it wasn't scamming tax payers who'll never use or benefit from the line.
1	If it wasn\'t a $700,000,000 burden on the tax payers. You\'re bankrupting our country!
1	If it were available on my corridor.
1	If it were limited to hours of business and weekdays days I could support it.
1	If there were transit available to my workplace, I would definitely use it to save on gas!
1	Keep the criminals in check
1	Lower cost.
1	More availability of public transit and easy connections to different transit routes.
1	More reliable service.
1	No way no how!
1	Nothing!
1	Nothing! I shouldn\'t have to pay for it!
1	Only use the transit for Viking & Twins games, which doesn't seem very cost effective.
1	Price and convienence
1	Quit over regulating taxi cabs and market based transit choices.
1	Safety

1	Schedule of service to fit my work. Need to connect from red rock to university ave light rail
1	Service in Hastings and more frequent, throughout the day service.
1	Speed and comfort
1	Speed--ability to bypass traffic jams
1	Timeliness Comfortable/Clean Amenities Safety
1	Tranit to and from Hastings
1	Transit that isn't costing tax payers who'll never ride it.
1	WE DON'T NEED YOUR (GOVERNMENT) HELP.
1	Would never use it. It's a waste of taxpayers money.
1	all day bus service to/from St. Paul
1	availability, ease of use
1	better options to catch transit. i.e. location
1	convenience
1	get it here & I will use it
1	if it went where I needed to go conveniently
1	location
1	low amount of lost time waiting and transfering
1	regular and convenient service
1	shorter travel time
1	the amount of times I would use it would not be cost effective.
1	throughout the day service to from St. Paul and Minneapolis
1	total time traveled
1	traffic and wouldnt have to drive
1	transit to my destination needs
1	If I felt safe bringing my family on it. But no, you practically give the rides away so the worst members of society are on these things.
1	Transit wouldn't help me on my commute - I don't work conveniently close to the 61 corridor. For evening/weekend trips to Saint Paul for dining or events I would use it a lot.
1	Convenient location. If I have to drive 15 miles to pick up a bus, I'd rather drive. If there was a train or express bus in Hastings to downtown St Paul I'd probably take it.
1	I use it to get to sports games in Minneapolis and to the state fair. Other then that I find it necessary to drive myself because some times I must get in early to work on projects, or if a co-worker is sick otherwise I must stay late when the day runs late.
1	Suburb to suburb - I live in Cottage Grove and work in Minnetonka (soon to be Shakopee). I would love to be able to get on a bus or train and be able to read or craft on the way to work! And it would certainly beat sitting on Highway 61 in Newport trying to get west on 494!
1	If the location of the newport transit stop wasn't going to be in the worst location in South Washington County. Drive over the Wakota bridge at any given time and it smells like burning garbage from the nearby RRT.
1	If it went wherever I needed it to go, whenever I needed it to go there, just like getting in my car accomplishes.
1	I would choose transit if it was available when I wanted to use it and if it got me where I wanted to go.
1	If it didn't steal tax dollars from the federal transportation fund. Have local tax payers fund this 100% and watch public support TANK! The responsible thing would be to have the people riding it pay for it!
1	Nothing. I'd rather have an extra lane or two on 61 instead of this $700,000,000 waste of tax dollars. Thing is, Federal gas tax dollars are taken away from roads to build these things so it'd actually be an honest user funded project... unlike LRT and BRT!
1	The most important characteristic is having service throughout the day (both ways). I go to college at the U of M, so my schedule is inconsistent, making the current peak-period express buses inadequate.
1	Transit times are usually two or three times the length of traveling by car. That's just too long for me.
1	If I could get to it from my house without driving. If I have to drive to get to a bus I may as well drive to work since busses are slower anyway.
1	If they were honest with the public. ie: these one sided survey's are a disappointment to say the least.

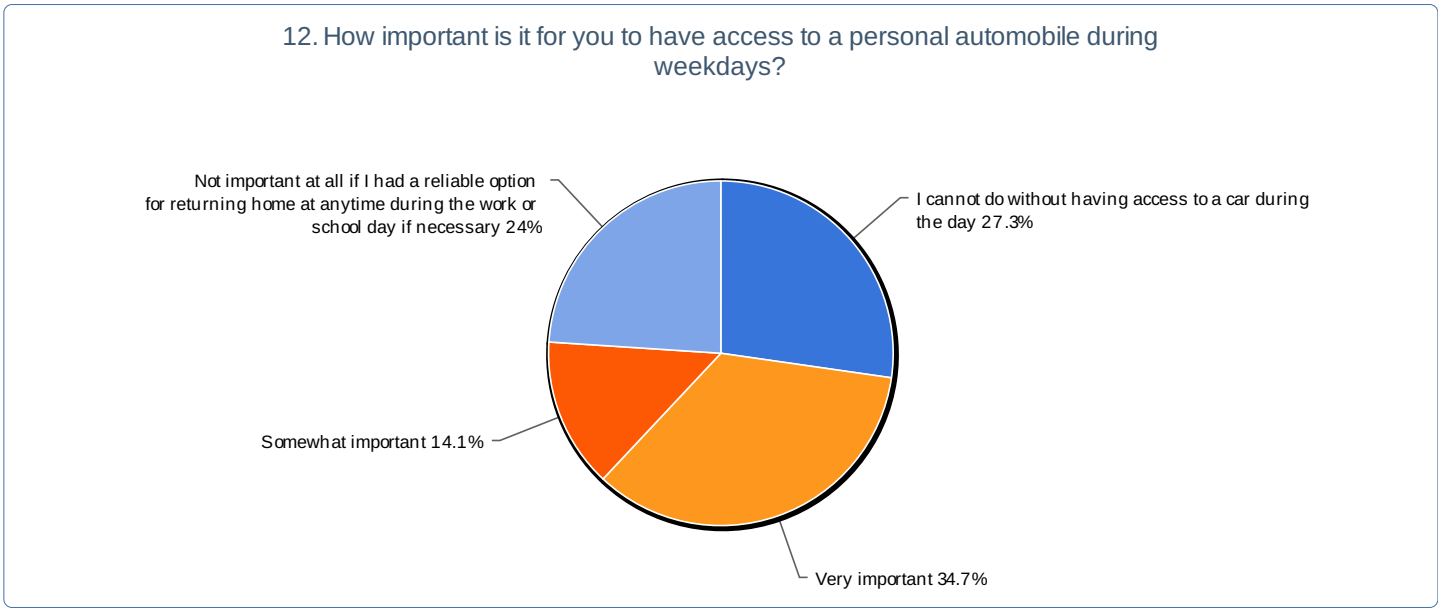
1	More available times during midday non-peak hours and multi-cultural awareness and sensitivity of the bus company.
1	I got to the cities 2-3 times per week from Hastings. I would love to be able to take transit to sports events and theatre events. I am getting older and do not like to drive at night. The transit would help me at night very much.
1	People don't live, work, and play in straight lines... your pick up is no where near my house and even worse your drop off points are no where near where I work and shop.
1	I work only 15 min. From work. Bt I would go to the airport with the train and go downtown much more often.
1	Convience, parking at station, service that runs later at night, and to Minneapolis or saint Paul
1	Time and convenience. I currently work ten miles away from my home and to take any form of public transportation requires me to make multiple changes and would take more than 3 times as long to get to work as it does via automobile.
1	If I had to go downtown I'd love to take a bus or train. I do wish this went to the airports too.
1	If the people that ram it through and get it running didn't lie and manipulate the funds and support to do so I'd actually ride it. But the people behind this can't even run a honest survey, let alone a self sustaining ride fair.
1	I live in Red Wing, an Amtrak town, which I have used regularly. There is not much other transit available to me.
1	More availability. I need to catch transit at different times than the current Express Bus service allows.
1	If it charged a fair price for non-transit riders... Meaning, charge corridor riders not tax payers for the lines.
1	If it was self sustainable. That'd proove it actually has public demand and as a rider I wouldn't have to feel like a free loader riding it for pennies on the dollar.



11. Do you own or have frequent access to an automobile?

Value	Count	Percent %
Yes	121	99.2%
No	1	0.8%

Statistics	
Total Responses	122



12. How important is it for you to have access to a personal automobile during weekdays?

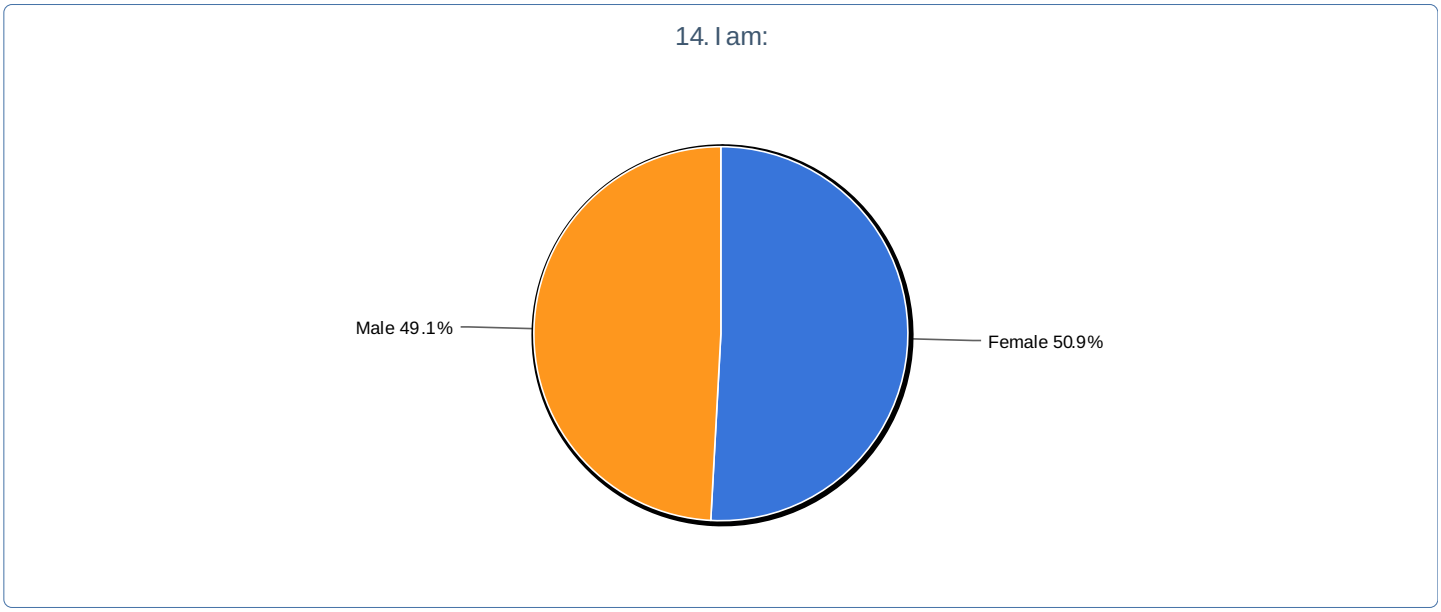
Value	Count	Percent %
I cannot do without having access to a car during the day	33	27.3%
Very important	42	34.7%
Somewhat important	17	14.1%
Not important at all if I had a reliable option for returning home at anytime during the work or school day if necessary	29	24.0%

Statistics	
Total Responses	121

13. What is your age?

Count	Response
1	16
1	18
1	19
2	20
1	21
1	22
1	24
1	25
3	27
4	28
3	29
4	30
6	31
1	32
2	33
2	34
2	35
3	36
1	37
2	38
7	40
1	41
5	43
5	44
4	45
1	4550
1	47
1	48
4	49
3	50
1	51
1	52
4	53
5	54
4	55
6	56
1	58
1	59
4	60
1	61
1	62
1	63
1	65
2	66
1	67

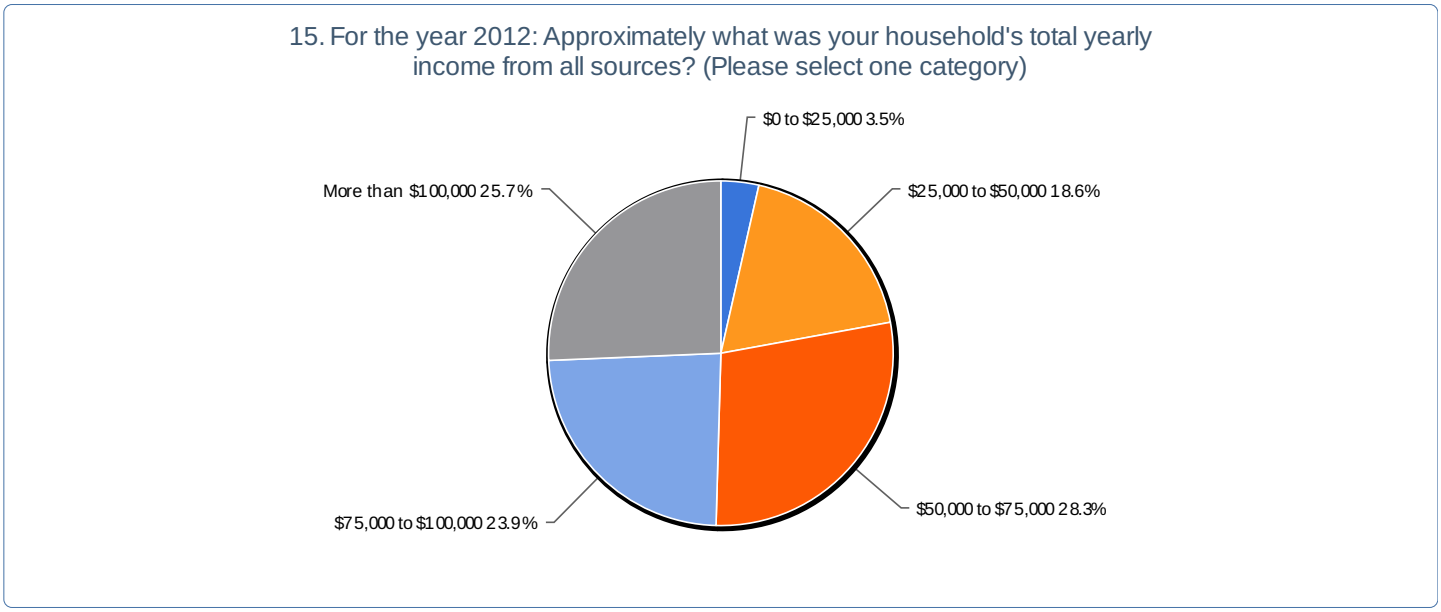
1	69
2	75
1	77
1	79



14. I am:

Value	Count	Percent %
Female	59	50.9%
Male	57	49.1%

Statistics	
Total Responses	116



15. For the year 2012: Approximately what was your household's total yearly income from all sources? (Please select one category)

Value	Count	Percent %
$0 to $25,000	4	3.5%
$25,000 to $50,000	21	18.6%
$50,000 to $75,000	32	28.3%
$75,000 to $100,000	27	23.9%
More than $100,000	29	25.7%

Statistics	
Total Responses	113

16. What is the 5 digit zip code for your current residential address?

Count	Response
1	54805
1	55001
28	55016
44	55033
8	55055
1	5506
3	55066
2	55071
1	55082
1	55089
1	55104
6	55106
18	55119
2	55128

18. What is the 5 digit zip code for your place of work (or school or other daily destination)?

Count	Response
1	54016
2	54021
1	54805
1	55014
12	55016
13	55033
1	55044
3	55055
2	55066
1	55075
1	55082
2	55089
3	55101
3	55102
2	55103
2	55104
2	55106
1	55108
3	55109
2	55110
1	55112
2	55113
1	55114
2	55117
1	55118
2	55119
1	55121
7	55125
2	55129
5	55155
1	55343
2	55344
1	55401
6	55402
1	55403
1	55413
1	55417
1	55425
1	55427
1	55437
1	55450
1	55454
4	55455

20. Please use the text space below to share any other general comments, recommendations, questions or ideas related to transit in the Red Rock Corridor (Please write your answer here)

Count	Response
1	Anticipated Start of Development
1	Any improvements to Red Rock should have the people's input who live in the area
1	Don't build it.
1	Frequent and better service to the twin cities would expand my horizon greatly.
1	I WILL BE DOING EVERYTHING I CAN TO BLOCK THIS WASTE OF TAXPAYERS DOLLARS.
1	I like this - I will use it for weekend event travel
1	I travel along the RRC at odd times of day
1	I would prefer commuter rail over bus rapid transit in the Red Rock Corridor.
1	If it wasn\'t a $700,000,000 burden on the tax payers. You\'re bankrupting our country!
1	If you would build it, it will be used
1	It would be nice if this stopped at the airports as well as going downtown.
1	Like communter rail...reliability and comfort....but express bus to St. Paul would be great.
1	Make it pay for itself or dump it!!!!
1	Mass transit is necessary. Traffic on Highway 61 is horrible.
1	My work is moving to either downtown so I am interested in commuter transit options
1	No more transit in MN, as the number of people riding does not warrent the service.
1	People don't live, work, and play in straight lines. Please have this bus line pay for itself
1	Please bring light rail along the train tracks to St Paul.
1	Please don't bring in traffic from chicago and increase our crime rate
1	Should have wifi availabe on the bus or rail.
1	Stop studying already and build something or increase express service!
1	Survey is complete bunk! Totally one sided!
1	need better transit wait stations
1	Since the Park and Ride at Hwy 61/Lower Afton/Point Douglas is very inadequate, a large ramp on the north side of Lower Afton is a great idea.
1	should never happen. Will be a complete waste of money and not meet any of the BS projections. paying off labor unions..plain and simple
1	As we are retired, travel to the inner city would allow us to attend events or etc. via transit rather than by car
1	I envision light rail being very important to my travel options as I age. I hope to be able to be able to get around the cities with minimal use of a car as I age. I am also very concerned about the best option from an environmental standpoint. I hope to see the most people transported with the least amount of carbon fuels used.
1	Please do something. This has been talked about for so many years with no results. It would have been nice to have something in place before we had to fight with both the Hastings bridge on 61 and the Lafayette bridge on 52 under construction, the only 2 ways into St Paul, at the same time.
1	You should be up front on the expected ridership, cost per rider, number of routes a day, and compare it all to something like the Red Line that is already up and running.
1	If the service is fast and quick for me to get to in my car I would park and ride the rail most days
1	In the 2007 report and in your description it indicates establishing bus service to Hastings. THIS HAS NOT HAPPENED YET! Right now I have to drive from Hastings to Cottage Grove and then use the bus. Now you are looking at trying to expand the service even further when you haven't accomplished what was originally set out. When is commuter bus service going to be available in Hastings?
1	If it didn't steal tax dollars from the federal transportation fund you probably wouldn't have so much public distrust and resentment. Have local tax payers fund this 100% and watch public support TANK! The responsible thing would be to have the people riding it pay for it instead of free loading off us tax payer!
1	I understand that there may not be enough people using the system to make it pay for itself, but I believe it is in the best interests of our state to have mass transit available so that we do not have be a state of concrete where all we see is a system of roads.

1	I don't hate buses or trains... I just want them to pay for themselves! So far this project is full steam ahead and absolutely no regard for cost, sustainability, or demand... Charge what it'd actually cost for a ride and there's your demand!
1	I believe that bus transport makes the most sense in this area. Building commuter rail will cost the most and be the most inflexible option. That does not seem to make any sense to me. What we really need is more roads to keep up with population growth in the area (if we even get the projected growth in the first place).
1	Big waste of tax dollars! Want to know if you have public support? Put out honest surveys and have it 100% user funded like every honest means of transportation. No free rides!
1	I would travel to St Paul and Mpls and Red Win on the train if available and leave my car at the parking lot
1	The questions on this like #6 and #12 result in the answer to be pro-BRT no matter what you mark. If you people were honest you'd have options to mark down lack of public support. You people should be ashamed of yourselves!
1	I don't understand how this is going to work with the existing rail transport trains using the tracks. I use P&R in Cottage Grove and busses keep getting stuck because trains are STOPPED on the tracks blocking the road. They finally made the busses use Jamaica exit instead.
1	These surveys are completely one sided. And I can see how you're going to say the fact I "always choose to drive" somehow means that I have no other option... or that if I put down that I never ride transit it means that you have to build a line by my house... So no matter what answer we put for any given question you can use it to show it supports your agenda. WHEN CAN WE GET A NON-BIASED SURVEY?
1	When LRT begins next year, please add more 361 express bus options - both beginning earlier in the morning and returning earlier/more frequently. for instance: start:5:45 am leaving CG. return once hourly beginning at 11:am and increase frequency at rush hour
1	Just moved here so couldn't add zip code or street intersection for workplace but I anticipate my job will be in St Paul. Would love it if I had a better option than driving in from Hastings every day. Thanks.
1	Nothing. I'd rather have an extra lane or two on 61 instead of this $700,000,000 waste of tax dollars. Thing is, Federal gas tax dollars are taken away from roads to build these things so it'd actually be an honest user funded project... unlike LRT and BRT!
1	If our community is to grow effectively without major highway infrastructure improvements, transit solutions like Red Rock are the solution. It makes sense economically and environmentally.
1	When planning, please keep in mind all racial and economic demographics that could benefit from an increased transit service.
1	This shouldn't be connected to Hastings or Red Wing It should end in Cottage Grove which is a first ring suburb. It would cause more problem in Hastings than benefit the community. Or it should be ran weekdays only and only during business hours with last train out at 6pm
1	I work at the Veterans Home in Hastings in which over 150 Veterans would greatly benefit from public transportation to and from Hastings to St. Paul
1	The Red Rock Corridor Transit would be golden if it would bring us to work and back home. If there are too many stops I won't ride.
1	You should be ashamed of ramming this down our throats! Claiming "well we're saving you money by not building the train" is like only mugging me for half my money... if it's such a popular idea have the riders pay for it!
1	These surveys should be developed and conducted by a third party. I've never seen such a one sided study.
1	I think the public is not well informed about this project. In particular, very few seem to know that this provides (via commuter rail) a quick link between Mpls and St. Paul with perhaps one stop. This service could become very popular if the public knew about it.
1	I would love to have a way to get to the cities that does not involve driving a car and dealing with parking. My travels to metropolitan regions with great transit make the respective cities so much more attractive than the Twin Cities
1	When I first looked at this, I was very excited at the prospect of a commuter rail. Rail always seems like it'll be nicer than buses, and the buses we have right now don't help the case. However, when I rode the Red line, it was just as nice as a light rail and had the fantastic convenience of coming every 15 minutes. Although I may be biased as a Cottage Grove resident, I feel like this would be the best option, followed by all-day express bus service.
1	Provide consistent, quality bus service. Do NOT build light rail or commuter trains. Way too expensive!
1	my husband would especially appreciate service from Hastings to NW Mpls. - but it would have to be timely.
1	Charge a fair price for non-transit riders. Meaning, charge corridor riders not tax payers for the lines. Roads are user funded with local and federal gas tax, registration fees, licenses, fines, etc.Not to mention the fact goods and services are all ultimately provided for on roads.

1	Rail based mass transit is stupid. It is a stupid policy, a stupid program and this is a particularly stupid project. The freight corridor that will be disrupted by this inane boondoggle is one of the biggest RR freight choke points in the country and you want to screw it up so you can install your over-hyped amusement park ride. Here is the truth about railroads. They are fantastic for moving massive heavy amounts of products or commodities that are not particularly time sensitive; if you carload of freight is 3 days late, you can tolerate it. People are not massive or heavy but they are extremely time sensitive. The people want roads, and they are going to get them
1	I think the buses make so much more sense from a cost basis as well as flexibility. The route could change to Highway 55 or another route if needed, the train seems far too costly and restrictive.
1	I don't want mass transit to have the ability to bring people into my town that don't belong here. This survey makes it sound like only people going to work will use this, with 50% of the people getting some sort of assistance, I think they will be the main beneficiaries
1	need throughout the day express bus service. Especially when LRT begins from St. Paul to Minneapolis. Too limited now with only rush hour options. Need middle of the day (going to CG).
1	I hope that this comes very soon. Many people in hastings go into downtown. 61/494 would be so much easier to drive
1	Services from hastings to the twin city ,there a lot of people realesed from dakota county jail that get stuck in hastings because dont have a ride to the twin cities
1	The last survey with 36 respondents had AT LEAST 10 critics of the Red Rock corridor fill out the survey off www.fb.com/wcwatchdog and it was sad to see in the findings that there was absolutely no reflection of the opposition in the report... STOP twisting the facts!
1	I lived in Cleveland and relied solely on transit. Now, I drive to Fort Snelling to utilize the nearest transit. I would use transit if it came to Red Wing in my lifetime.
1	The blatant lack of objectivity in these surveys is clearly apparent. It's terrible a non-biased third party can't be the ones in charge of conducting an honest survey.

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: Draft 2014 Workplan and Budget

Background
Attached is the draft 2014 work plan and budget for the Commission. The key items in the workplan are also listed 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. Contributions would be split between the four counties based on the established formula. The total contribution amount could be reduced by using fund balance to offset a portion of the dues.

Staff will provide an overview of the draft work plan and budget at the meeting and will seek input from the Commission. The final work plan and budget will be on the December agenda for approval.

Action
Discussion

Red Rock Corridor Commission
2014 Work Plan and Budget

Status: Draft for Discussion at October 31st 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 though 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 Raid 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[1]	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
TOTAL	**100%**	**$ 70,000**	**$20,000[2]**	**$ 50,000**

2014 Operating Expenditures

Expenditure Category	Amount
Corridor Administration / General Activities[3]	
- Corridor Insurance	$ 3,000
- Materials / Postage / Printing / Memberships	$ 3,500
- Events / Tours / Advertising	$ 3,500
- Travel to a National Transit Conference[4]	$ 0
- Travel to learn about another transit System[4]	$ 0
Subtotal	$10,000
Advocacy and Legislative Coordination	
- Travel to Washington D.C.[3]	$ 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
TOTAL	**$ 70,000**

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 $20,000 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 the unless the Commission's Financial Members unanimously approve the use of contingency funds to pay for travel.

2013 Capital Revenue

Revenue Source	**Amount**
Remaining Federal 5339 funds (2006 & 2007)	$ 200,000
TOTAL	**$ 200,000**

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:

Expenditure Source	**Amount**
Federal Appropriations (2006 & 2007)	$ 200,000
RRCC Local Match (2012 Budget Contribution)	$ 50,000
TOTAL	**$ 250,000**

DATE: October 25, 2013

TO: Red Rock Corridor Commission

FROM: Staff

RE: Communication Update

Website
A total of 448 people visited the Red Rock website for the month of September, consistent with website hits the previous month.

Facebook
The Facebook page, RedRockCorridor is now up to 125 likes.

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

Enewsletter
An e-newsletter announcing progress on the AAU study and the availability of the online questionnaire was sent out to the list of over 400 subscribers on September 17th.

Action
Information

Weekly Update for Week of October 21st

Having narrowly avoided a financial default, members of a new key budget panel will begin work next week trying to find a resolution for deeply partisan arguments about tax and spending policies that have kept Congress in turmoil for several years. This week, the House took up its first major bill since the government shutdown, passing a water resources package that will next move to conference committee. Next week Congress will face a big test as they prepare for two major conference committee meetings to address the nation's budget and bridge divides on the farm bill.

In this Update

Budget Conference Begins Initial Work Deciding Process and Scope

Farm Bill Conference Set to Tackle Disagreements over Food Aid

Passage of House Water bill Sets up a Challenging Converence

Obama Urges Comprehensive Immigration Reform

Next Week Highlights

Key Upcoming Dates

Special News, Notes and Events

Minnesota Delegation Notes

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Budget Conference Begins Initial Work Deciding Process and Scope

The main task for the budget conference, scheduled to hold its first public meeting next Wednesday, will not be setting funding targets but deciding how the first conference in four years will operate. The only public meeting scheduled thus far is next week's opening session, and that meeting is simply intended to begin the process of creating a framework for considering proposals aimed at a compromise budget for the rest of the current year.

It is not yet clear if the conference will meet regularly up to its December 13th deadline or if committee leaders will negotiate behind closed doors and then present an agreement to the entire 29-member conference for adoption. A senior House Majority aide said conference Chairman Paul D. Ryan (R-WI) has made no decisions on the structure of further meetings - or formal votes on proposals - aimed at resolving differences in the House and Senate budget resolutions.

Some lawmakers have urged the conference to open all deliberations up to public view, arguing that the American people need to know the truth about the nation's debt and the scope of our financial problems. However, House Minority Leaders have pushed back against the idea of giving fellow conferees a bigger stage claiming that it would only encourage political showmanship.

The deal Congress agreed on last week to reopen government provides funding through January 15, 2014 at the $986 billion level. It also extends the federal borrowing limit through February 7th. The new law gives conferees a nonbinding, target date of December 13th to settle their budget differences. If they can meet that mark, appropriators would then have a month to move a final fiscal 2014 spending package before current spending runs out on January 15th,

the same day automatic sequester budget cuts would also kick in.

Any agreement from the conference committee could move on a fast track, but it would require sign off from a majority of both the 7 House conferees and of the 22 Senate negotiators to advance. Once adopted by the committee, the conference report would be protected against amendments and Senate filibusters. If requisite signatures are lacking, lawmakers could try another path. For example, a deeming resolution could set a benchmark for appropriators, if it can survive floor amendments and filibusters. As a last resort, party leaders could fall back on another stopgap spending measure and debt-limit increase.

Conferees on both sides will begin the talks with starkly divergent fiscal blueprints. House Majority-backed entitlement cuts and Senate Majority-backed tax hikes are sure to be on the table. However, both parties have demurred on whether the final deal will contain any instructions for writing filibuster-proof reconciliation bills for carrying out a tax or entitlement overhaul. Both sides have also already ruled out one bone of contention - any further increase in the debt cap.

Some Members have claimed that the talks will likely avoid hurdles faced by the unsuccessful 12-member super-committee, formally known as the Joint Committee on Deficit Reduction, which was established in the 112th Congress. This comes partly as a result of both sides lowering expectations for a "grand bargain" on fiscal issues, and instead hoping to find common ground to avoid another shutdown when the current round of funding expires early next year.

The spending gap between the House and Senate is about $19 billion for fiscal 2014. House Majority Leaders are seeking to keep in place the $967 billion cap set by the 2011 deal, while Senate Majority Leaders are pushing for raising it to at least $986 billion, which would match fiscal 2013 funding.

Farm Bill Conference Set to Tackle Disagreements over Food Aid

Long-awaited negotiations on a new farm bill are scheduled to begin next week. The 41 conferees - 12 from the Senate Agriculture, Nutrition and Forestry Committee, 21 from House Agriculture, three from House Foreign Affairs, three from Ways and Means, one House Majority Leader representative and one House Minority Leader representative - are scheduled to have their first public meeting on Wednesday, October 30th .

Leaders of the House and Senate Agriculture committees, as well as staff members have had ongoing private discussions in an effort to speed up the process to develop a comprehensive five-year bill that sets policy for areas including agriculture, conservation, and food aid for the poor in the United States and abroad. The Supplemental Nutrition Assistance Program, formerly known as food stamps, poses a political and philosophical challenge for negotiators.

The Senate bill proposes $4 billion in spending cuts to the program over 10 years primarily by raising the threshold for utility deductions used in setting SNAP benefit levels for households. The House measure would reduce SNAP spending by more than $39 billion over 10 years, primarily through three changes. The bill would raise the threshold for utility deductions; limit eligibility to people who receive cash aid through the federal welfare program, the federal disability program, Supplemental Security Income or state general assistance; and end states' authority to extend benefits for single, childless, able-bodied adults beyond 90 days out of every 36 months. The House bill also contains a contentious provision that would provide states with financial incentives to operate pilot work projects that are more

rigorous than the current work requirements under SNAP. House Minority Leaders object to the language because it provides no additional money for the work activities and would allow states to keep half of whatever savings they generate under the projects and to use it for other priorities.

In addition to SNAP, conferees will have regional issues that could be as divisive as the nutrition program. Both the House and Senate bills would end $5 billion a year in direct payments that are based on the past production history of cropland and paid to farmers and landowners in good and bad economic times. Over the years, farm policy critics campaigned against the payments, saying they disproportionately went to large farm operations and to celebrities and urban dwellers with no ties to food production.

The House and Senate bills each use 75 percent of the savings from ending direct payments to pay for new financial safety net programs for farmers. The House and Senate Agriculture committees take different approaches, and agriculture groups are divided in their support. The Senate bill relies primarily on a revenue protection plan and crop insurance, while the House bill uses a price loss protection plan and crop insurance to provide farmers ways to protect their financial interests. Several studies say corn and soybean farmers who are located primarily in the Midwest would benefit the most under the Senate plan, while rice, peanut, barley and crop producers in other regions would fare better under the House bill.

Dairy policy is another potential flash point. The Senate bill contains a margin insurance program for milk producers and a dairy stabilization plan that would reduce payments to participating farmers when surplus dairy production threatens to lower market prices. Supporters say farmers would reduce their output in response to the lower payments and the industry would avoid steep drops in market prices that can drive farmers out of business. The House eliminated the stabilization plan but kept the insurance program, which is designed to help dairy farmers cope with costly animal feed costs. **Ranking**

Member on the House Ag Committee Congressman Collin Peterson (D-MN) lost the floor fight over the stabilization plan and has said he plans to push for conferees to support the Senate dairy language, though House Speaker Boehner and the International Dairy Foods Association continue to oppose the proposal.

Other areas that also pose potential challenges include means-testing for farmers on subsidies for federal crop insurance premiums and requirements that farmers meet minimum conservation compliance requirements in order to keep their federally subsidized crop insurance.

Passage of House Water Bill Sets up a Challenging Conference

This Wednesday, the House passed the Water Resources Reform and Development Act (WRRDA) of 2013 on a 417-3 vote. The House advanced the water infrastructure measure after rejecting proposals to further reduce the backlog of inactive projects and delay provisions targeted at speeding up environmental reviews. House Majority Members stated that the legislation creates a process for reviewing and prioritizing water resources development projects without "handing over" its constitutional authority to the executive branch.

Among the environmental review provisions included in the legislation, one dealing with invasive species was offered by **Congresswoman Betty McCollum (D-MN).** The amendment would require the Fish and Wildlife Service to lead a multiagency effort to slow the spread of Asian carp in the Upper Mississippi and Ohio River basins and tributaries by providing assistance to state and local governments.

Following WRRDA's passage in the House, House and Senate conferees now face the challenge of reconciling big differences in their

bills to authorize harbor maintenance, dredging, dam, levee and environmental restoration programs. Both the House and Senate bills avoid earmarks, expedite regulatory and environmental reviews and restructure the funding mechanism for dredging and harbor maintenance projects. However, the bills take very different approaches toward achieving those objectives.

The biggest difference centers on how to select Army Corps of Engineers projects that will be authorized for funding. In the past, lawmakers designated specific projects in authorization bills, but that practice runs afoul of the earmark moratorium that House Majority Leaders put in place in 2011. Senate Environment and Public Works Chairwoman Barbara Boxer skirted that problem in the Senate bill by setting criteria that the corps would have to follow in selecting projects. The measure would authorize $5.7 billion in projects through fiscal 2018. House Majority Members complained that would cede too much legislative power to the executive branch. The House bill, instead, would authorize 23 projects with an estimated cost of $3.1 billion over the next five years and then establish a new process for future project selection. Under that system, the corps would submit its own recommendations - as well as state and local suggestions - for Congress to approve or reject. The measure also would require the president to recommend in his annual budget specific corps projects that Congress should fund.

Conferees will also wrestle with how to boost spending on dredging and other ports projects from the Harbor Maintenance Trust Fund. The fund collects about $1.6 billion annually in user fees paid by shippers, but appropriators only spend about $700 million on the ports.

The Senate bill would boost spending from the fund by $100 million each year through 2020. The House would phase in spending increases more gradually, eventually committing 80 percent of the revenue to harbor projects by fiscal 2020. Ports industry groups are likely to push for the more generous Senate version.

Negotiators also will have to work out differences on inland waterways funding. Operators using the inland waterways system to ship cargo have urged a 6 cents to 9 cents-per-gallon increase in the 20 cents-per-gallon diesel fee they now pay, while the Obama administration has instead proposed a new per-vessel fee to raise an additional $1.1 billion over 10 years.

Neither the House nor Senate bill would increase revenue, but both bills would ease pressure on the trust fund by shifting some of the costs of the long-delayed and over-budget Olmsted Locks project on the Ohio River to the general treasury. As with other inland waterways project, the cost of the Olmsted Locks project is currently split 50-50 between the trust fund and federal taxpayers, the massive project has drained resources available for other projects. The Senate bill would shift the entire cost of Olmsted to taxpayers, while the House would transfer 75 percent of the cost to the treasury.

Similar to last year's surface transportation reauthorization, both Senate and House bills include language that would expedite the permitting and environmental review processes for water projects. Environmental advocates have complained that both bills would restrict public input and the right to legally intervene. The Senate bill would levy penalties against federal agencies that don't comply with deadlines. The House's legislation doesn't have such bite, but still aims to have reviews completed within three years at a cost of no more than $3 million.

Legislators in both bodies have expressed a desire to move forward with a House-Senate conference as soon as possible, though the schedule remains unknown.

Obama Urges Comprehensive Immigration Reform

President Barack Obama and Vice President Joseph R. Biden Jr. appeared with business, labor and faith representatives at the White House on Thursday to call on House Majority Leaders to take up an immigration overhaul before the end of the year. In brief remarks before an energetic crowd of supporters, the President urged House Majority Members to make comprehensive immigration reform a reality before the end of the year.

President Obama said Americans are skeptical about the ability of Washington's leaders to work together following the extensive standoff over the government shutdown and debt ceiling, but he argued that immigration is an issue that has unified members of both parties and interest groups, such as business and labor, that traditionally take opposing policy positions. He argued that his predecessor, President George W. Bush, supported a comprehensive immigration overhaul and that House Majority lawmakers should resist the urge to oppose the current legislation simply for political reasons.

Since the fiscal standoff was resolved last week, at least temporarily, the White House has revived its push for action on an immigration overhaul, pointing to the bipartisan, comprehensive Senate-passed immigration bill to raise pressure on the House.

However, House Majority Leaders have said they will not take up the Senate-passed bill and instead are working on an incremental policy approach. Five committee-passed immigration measures are ready for floor action in the House, and House Majority Leaders said Wednesday that more bills are being developed behind the scenes,

indicating that leadership may choose to wait until all of them are ready.

In the short term, immigration is likely to remain in the news as fiscal matters temporarily fade from the spotlight and leaders in both chambers decide on their fall legislative priorities. Several hundred faith, law enforcement and business leaders will converge on Washington next week to ensure that immigration is at the top of the list, according to a press release distributed by Americans for Reform on Thursday.

NEXT WEEK HIGHLIGHTS

Budget Committee: Next week, the 29 members of the budget conference committee are scheduled to meet for the first full committee meeting on Wednesday, **October 30th**. With stark differences in a path forward, Senate and House leaders will seek areas where they can find compromise and begin work on a comprehensive budget deal.

Farm Bill Conference Committee: The conference committee will conduct their first public meeting on Wednesday, **October 30th** to work out major differences in the House and Senate versions of the farm bill. Sources suggest the biggest point of contention will be the proposed cuts to the Supplemental Nutrition Assistance Program (SNAP), commonly known as food stamps.

House: Scheduled to continue hearings on the roll out of the Affordable Care Act, with special attention on the problems users have experienced using the website. Health and Human Services

Secretary Kathleen Sebelius is expected to testify before the House Energy and Commerce Committee.

Senate: Expected to take up several judicial nominations on the floor next week, while addressing Stand Your Ground laws in a Judiciary Subcommittee hearing and assessing the progress of the Jumpstart Our Business Startups (JOBS) Act over the last 18 months.

KEY UPCOMING DATES

January 15, 2014

Current 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

Minnesota State Society Hosts Reception to Honor Congressional Staff

Washington, DC

On Thursday, October 17th, the Minnesota State Society hosted an event in Washington, D.C. to honor and thank the dozens of Minnesotans working on Capitol Hill. Over 70 staff including several Congressional Chiefs of Staff, legislative aides and interns attended the event that featured Minnesota food and beverages. Several members of the Lockridge Grindal Nauen Federal Relations team attended the event to show their appreciation for the Congressional staffers.

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

Thursday, November 21st

Capitol Hill

Washington, D.C. 20003

MINNESOTA DELEGATION NOTES:

Senator Amy Klobuchar, (D-MN), praised female legislators' strong leadership in passing the budget, the transportation bill, the farm bill, The Water Resources Development Act, and the Violence Against Women Act.Klobuchar stated, "Women senators have driven the debate on everything from derivative reform to sexual assault in the military." Read more here.

Senator Al Franken, (D-MN), led the push to ensure that a new generation of farmers and ranchers continue to receive strong support as Farm Bill negotiations ramp up in Congress. Read more here.

Congressman Tim Walz, (D-MN-01), praised the bipartisan passage of the Water Resources Reform & Development Act. The bill seeks to spur job creation and economic growth, while working to eradicate

invasive species that threaten Minnesotans' way of life. Read more here.

Congressman John Kline, (R-MN-02), in a recent editorial, argued that education reform requires less government intervention and stated that No Child Left Behind was a main offender for ineffective education reform. Read more here.

Congressman Erik Paulsen, (R-MN-03), testified on combatting sex trafficking Before Ways and Means Committee. Paulsen's testimony focuses on bipartisan legislation to prevent and address sex trafficking authored by Rep. Paulsen. Read more here.

Congresswoman Betty McCollum, (D-MN-04), encouraged Congress to help eliminate hunger by funding the Supplemental Nutrition Access Program. Read more here.

Congressman Keith Ellison, (D-MN-05),supported the hundreds of Twin Cities retail janitors and thousands of fast food and retail workers around the country calling for fair wages, fair working conditions, and the right to organize without fear of retaliation. Read more here.

Congressman Collin Peterson, (D-MN-07), nominated Larson Orice, 93, for service in war and peace. The Congressman presented Larson with a commemorative M1 Garand rifle and a plaque from the Civilian Marksmanship Program for his service to his country, not only in World War II, but in the nearly seven decades since. Read more here.

Congressman Rick Nolan, (D-MN-08), urged the Farm Bill Conference committee members to include SNAP funding, dairy, sugar, timber, conservation, and local & organic farming provisions as the Farm Bill heads to Conference Committee. Read more here

ADDITIONAL MEDIA

Future Evaluation of FAA Functions Could Lead to Privatization

By Nathan Hurst, CQ Roll Call

The Federal Aviation Administration's top official told stakeholders Thursday that in a period of uncertain funding levels, the agency's core functions should be reevaluated - a move that could open the door to eventually privatizing some of what it does.

The 16-day government shutdown showed how "integral" government is to everyday life, Administrator Michael P. Huerta said in a keynote address to the Aero Club of Washington, a group of industry, legislative and regulatory officials. "The impact of removing government from the equation touches every economic bracket in every community across the country," he said.

Huerta issued more than 1,000 stop work orders because of the shutdown, delaying work on the NextGen air traffic control upgrade, which is already taking longer than airlines had hoped. Thousands of safety-critical employees worked without pay until Congress cleared a funding and debt limit deal (PL 113-46), while thousands more were sidelined from routine work certifying aircraft and issuing licenses.

The next reauthorization for the FAA isn't due until 2016, but Huerta's call to re-evaluate the agency's core mission could be a critical first step in opening a dialogue on privatizing certain functions.

"I think we need to ask ourselves to ask you, our stakeholders, whether we really want to and need to do everything the way we've always done it," Huerta said.

Other nations, such as Canada and the United Kingdom, have partially or fully privatized core safety functions - for instance, air traffic control. In 1996, Nav Canada took over air traffic control from the federal Transport Canada agency, and charges airlines directly for navigation services.

Passing sweeping policy changes wouldn't be easy, though. The last FAA reauthorization (PL 112-95) became law in February 2012, but was successful only after four years of stopgaps. At one point in August 2011, the agency partially shut down amid an impasse over union organizing rules for airline and railroad workers.

Since then, the FAA has been subject to repeated cuts, including those mandated by the sequester (PL 112-25). Huerta said those have exacerbated troubles in completing missions like the NextGen implementation. A law (PL 113-9) enacted in the spring allows the Transportation secretary the flexibility to prevent furloughs of air traffic controllers as a result of fiscal 2013 sequester cuts. Lawmakers have said they plan to continue giving similar flexibilities.

Huerta also wants a long-term funding boost for aviation infrastructure. Currently, the FAA has a $5 billion backlog of deferred maintenance.

"I've heard from many of you these discussions have been extremely difficult but are again starting to happen," he said, "and I think that's significant."