

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Guidera - B

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Jill Smith - G

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Metropolitan Council

Khani Sahebjam
Minnesota DOT

Vacant

M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

Glenn Olson
Transit

Ron Have
Freight

David Gepner
Non-motorized

July 30, 2008

Metropolitan Area Transportation Stakeholders and Citizens:

RE: Draft 2009-2012 Transportation Improvement Program for the Twin Cities Metropolitan Area.

In accordance with federal requirements and its desire to gain effective public participation in the preparation of the region's Transportation Improvement Program, the Transportation Advisory Board held a public hearing on the draft 2009-2012 Transportation Improvement Program for the Twin Cities Metropolitan Area at 3:00 PM on Wednesday June 18th. This document and the attached material comprise the public comment report on the Draft 2009-2012 Transportation Improvement Program for the Twin Cities Metropolitan Area.

This public comment report includes the following:

Appendix A

The public hearing notice that appeared in the State Register, area newspapers and other Metropolitan Council public information publications.

Appendix B

The information presented by staff at the public hearing held on June 18, 2008.

Appendix C

The public hearing report summarizing the verbal and written comments provided at the public hearing held on Wednesday, June 18, 2008.

Appendix D

All comments received during the public comment period other than those from the public hearing.

Appendix E

Summary of all public comments received during the public comment period and staff responses or recommendations to the public comments.

Sincerely,

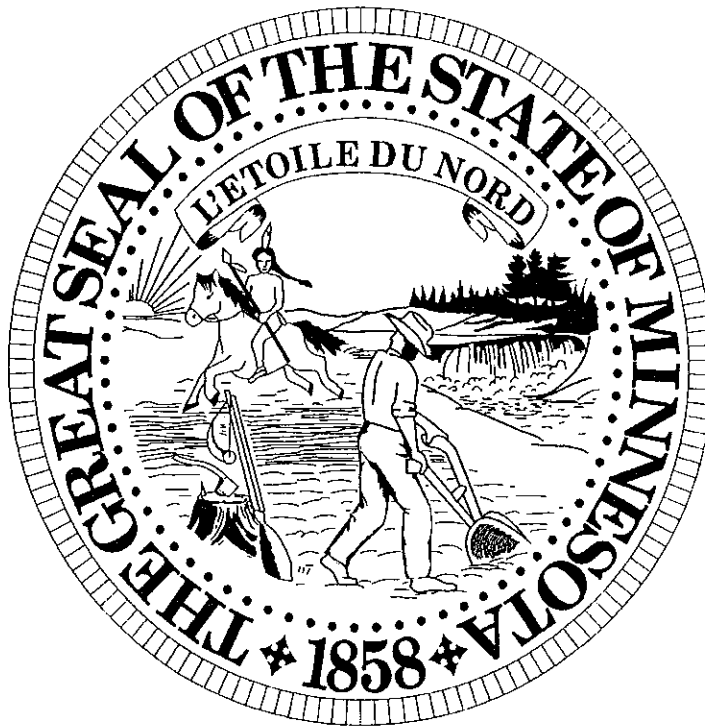


Kevin Roggenbuck
TAB Coordinator

Appendix A

State of Minnesota

State Register



Rules, Executive Orders, Appointments,
Commissioners' Orders, Revenue Notices, Official Notices, Grants,
State Contracts & Loans, Non-State Bids, Contracts & Grants
Published every Monday (Tuesday when Monday is a holiday)

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Contracts information is available from the Materials Management
Helpline (651) 296-2600, or Web site: www.mmd.admin.state.mn.us

State Register information is available from Minnesota's Bookstore
(651) 297-3000, or (800) 657-3757, Web site:
www.minnesotasbookstore.com

Official Notices

- **Thursday, July 10: 6:30 — 7:30 p.m.**
Maplewood Community Center, 2100 White Bear Avenue, Maplewood
Served by Routes 64, 80
- **Tuesday, July 15: Noon — 1:00 p.m.**
Metropolitan Council Chambers, 390 Robert Street North, St. Paul
Served by Routes 16, 21, 50, 53, 54, 61, 63, 64, 65, 68, 70, 71, 74, 94

Public comments at the hearings may be limited to 3-5 minutes per speaker. Contact the data center (see "comments," above) to indicate in advance that you wish to speak, or to request accommodations for more meaningful participation. Two weeks advance notice, indicating the language or specific accommodation needed, is appreciated. Please include the date, place and time of the hearing you will attend. For questions please telephone (651) 602-1140.

Metropolitan Council Transportation Advisory Board (TAB) Public Hearing on the Proposed 2009-2012 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area

The Transportation Advisory Board (TAB) of the Metropolitan Council will hold a public hearing on June 18, 2008 to receive public reaction to the proposed 2009-2012 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area. The program will include highway, transit, bikeway and pedestrian enhancements and air quality projects that are proposed for federal funding in the seven-county metropolitan area in the next four years. The TIP includes the recommended projects selected through the 2007 Regional Solicitation process for federal transportation funds. The program is prepared annually in accordance with federal requirements and must contain all projects that are to be implemented with federal transportation funding assistance. This TIP also contains Metropolitan Council's program of projects (POP) which includes transit projects for Metro Transit, Metro Mobility, contracted services and Opt Outs. This hearing fulfills Federal Transit Administration's (FTA) public participation requirements for the POP.

Public Hearing for comments on TIP

Wednesday, June 18, 2008 – 3:00 p.m.
Metropolitan Council Chambers
390 North Robert Street
St. Paul, Minnesota

The TIP is prepared jointly by the Metropolitan Council and the Minnesota Department of Transportation. Projects contained in the TIP reflect the region's priorities and help implement the region's transportation plan. All specific projects are assumed to have independent utility and are fully funded unless noted otherwise in the project description. The projects in aggregate have been analyzed to determine impact on regional air quality. Progress made on implementing the region's transportation plan will be reported in the TIP and at the public hearing. The program will be adopted by the Transportation Advisory Board and approved by the Metropolitan Council. Upon request, the Council will provide reasonable accommodations to persons with disabilities. In addition to providing oral or written comments at the public hearing, comments may be made several ways:

- Written comments to: Kevin Roggenbuck, Metropolitan Council, 390 North Robert St., St. Paul, MN 55101
- Fax comments to Kevin Roggenbuck, (651) 602-1739
- Record comments on the Council's Public Information Line: (651) 602-1500
- Send comments electronically to : data.center@metc.state.mn.us

Comments must be received by **4:00 p.m., Monday, July 7, 2008**. Free copies of the draft 2009-2012 Transportation Improvement Program will be available on May 19, 2008, at the Council's Regional Data Center. Call (651) 602-1140 or TTY (651) 291-0904 to request a copy. The main body of the TIP will be available for review on May 19, 2008 at the Metropolitan Council's website at: www.metrocouncil.org/services/transportation.htm. Schematic location maps are included on the website of the regionally recommended projects to be programmed in 2011 and 2012 with federal funds and the major transportation projects funded in the TIP. Other background

Official Notices

materials describing the Council's transportation planning and programming efforts also are available.

Questions about the hearings or transportation assumptions and technical materials may be directed to Kevin Roggenbuck, (651) 602-1728, or Carl Ohm (651) 602-1719, Metropolitan Council, 390 North Robert St., St. Paul, MN 55101.

Department of Natural Resources Notice of Availability of Contract for Bear Lake

CERTIFICATION # 15472

Amount of proposed contract: \$49,000

The Minnesota Department of Natural Resources (DNR) is requesting proposals for the purpose of seeking information to better understand the relationship between surface and sub-surface water; specifically, the relationship between Bear Lake (PWI 24-28, Sec. 7.8, 16-21, T101N, R2W) water levels and soil moisture levels in the surrounding uplands and the Winnebago watershed of Freeborn County, Minnesota.

Work is proposed to start after June 23, 2008.

A Request for Proposal will be available by mail from this office through June 4, 2008. **A written request (by direct mail or fax) is required to receive the Request for Proposal.** After June 4, 2008, the Request for Proposal must be picked up in person.

The Request for Proposal can be obtained from:

Paul Hansen, Assistant Regional Wildlife Manager, Region IV
Department of Natural Resources, Section of Wildlife
261 Highway 15 South, New Ulm, MN 56073
Fax: (507) 359-6018
E-mail: Paul.Hansen@dnr.state.mn.us

Proposals submitted in response to the Request for Proposals in this advertisement must be received at the address above no later than 3:00 p.m., Central Daylight Time, June 10, 2008. **Late proposals will not be considered.** Fax or e-mailed proposals will **not** be considered.

This request does not obligate the State to complete the work contemplated in this notice. The State reserves the right to cancel this solicitation. All expenses incurred in responding to this notice are solely the responsibility of the responder.

Minnesota Public Utilities Commission Decisions on Great River Energy's Elk River Station Project: Environmental Impact Statement Adequacy; Site Designation and Site Permit

At a meeting on April 24, 2008, the Minnesota Public Utilities Commission (Commission) determined that the Environmental Impact Statement for the GRE Elk River Station Project was adequate. The Commission also designated a site and issued a Site Permit for the proposed large electric power generating plant (LEPGP). The site is located on GRE's campus in Elk River, Sherburne County, Minnesota. The Elk River campus currently includes Elk River Station, a Refuse-Derived-Fuel (RDF) combustor that co-produces electricity, and GRE's corporate offices.

On May 8, 2008, the Commission issued an Order adopting the ALJ's report, as amended and granting GRE a Site Permit to construct a large electric power generating plant.

The facility will use natural gas as its primary fuel and ultra-low sulfur distillate fuel oil as its backup fuel. The preferred project site

New Projects from 2008 Legislative Session

- > New funding and projects will be discussed in Chapter 3
- > Table A-18 shows 3 projects, others are not included
 - > Devil's Triangle
 - > 494 lane addition in Woodbury
 - > TH 61 Bridge in White Bear Lake
- > Will be included in 2010-2013 TIP

 Metropolitan Council

Appendix C

METROPOLITAN COUNCIL

390 North Robert St., St. Paul, MN

PUBLIC HEARING OF THE TRANSPORTATION ADVISORY BOARD TO RECEIVE COMMENTS ON THE DRAFT 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Wednesday June 18, 2008, 3:00 PM
Metropolitan Council Chambers

Public Hearing on the Draft 2009-2012 Transportation Improvement Program for the Twin Cities Metropolitan Area

Public Attendance: Irene Park, St. Paul.

TAB and staff Attendance: Donn Wiski, TAB Chair; Brian Isaacson, MN Department of Transportation Metro District; Carl Ohrn, Metropolitan Council Transportation Services; James Andrew, Metropolitan Council Transportation Services; Kevin Roggenbuck, TAB Coordinator.

Transportation Advisory Board Chair Donn Wiski opened the public hearing at 3:00 PM, Metropolitan Council Offices, 390 North Robert St., St. Paul, MN. Mr. Wiski explained this is a public hearing to collect comments on the draft 2009-2012 Transportation Improvement Program, or TIP. The proposed Program includes approximately \$2.7 billion for a variety of highway, transit, bicycle and pedestrian projects that improve safety, mobility and air quality in the Twin Cities region. The TAB will receive comments from the public until Friday, July 7, 2008 and a report will be prepared including all of those comments. Mr. Wiski stated that comments will be accepted via e-mail, fax, letter and voice mail and telephone.

James Andrew, Metropolitan Council Transportation Planner, presented a PowerPoint explaining what the TIP is, the types of projects included in the document, the TIP approval process, air quality conformity determination and projects added through the 2007 regional solicitation.

D. Wiski invited the members of the audience to comment on the draft 2009-2012 TIP.

Public comments:

Brian Isaacson, MN/DOT Metro District, said MN/DOT will transmit a number of changes to the list of projects shown in Appendix A, including the addition of the TH 61 Hastings Bridge replacement with an estimated cost of \$265 million. Mr. Wiski thanks Mr. Isaacson and acknowledged MN/DOT's commitment to replay the \$50 million in regional solicitation funds that were used for the I-35W/Crosstown reconstruction project.

There were no other comments from the public present and no materials were presented by the public at the hearing. TAB Chair Donn Wiski closed the Public Hearing at 3:40 PM.

Respectfully submitted:


Kevin Roggenbuck, TAB Coordinator

Appendix D

From: Monahan, Maureen [Monahan.Maureen@dorsey.com]

Sent: Monday, June 23, 2008 8:48 AM

To: datacenter; sherry.broebeder@metc.state.mn.us; Meeks, Annette; lynette.wittsalk@metc.state.mn.us; Bell, Peter; Roggenbuck, Kevin; rep.jereym.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vandever@senate.mn; rep.margaret.kelliher@house.mn; sen.scott.dibble@senate.mn; rep.augustine.dominguez@house.mn; sen.linda.higgins@senate.mn

Cc: larrym@mywdo.com

Subject: 288 Bus Route From Forest Lake to Minneapolis

I am writing to persuade you to keep the **288 Bus Route** from Forest Lake to Minneapolis on after the funding is up in December. It is so popular that there are always people standing. It has been such a relief not to spend so much money on gas, not to mention less stress of having to drive so far to get on a bus. The next closest park and ride is in Blaine, and that parking lot is always filled to capacity now even without the "northern commuters". I'm sure that all of the riders on the 288 Bus Route would gladly pay an increase after December to keep it running. I have been commuting from Forest Lake for over 15 years now, and it is such a pleasure to drive a few miles and be at the park and ride. Please keep our bus running! Thank you.

Maureen Hurley Monahan

3875 Greenway Lake

Forest Lake, MN 55025

351-982-0021

From: Helen R. Hawkinson-Mike [hhawkinson@fwhtlaw.com]

Sent: Monday, June 23, 2008 2:21 PM

To: Roggenbuck, Kevin

Subject: Bus Route 288

I am writing to first of all thank you for starting the bus route 288 from Forest Lake to Minneapolis. With the recent rise in gas prices, it was the only economically feasible way for me to get to my employment in downtown Minneapolis. I have been commuting to Minneapolis for 20 years and have driven for most of those years. I started riding the bus on the 288 route from Forest Lake to Minneapolis two months ago and during that time the ridership has gone WAY up. There is rarely an empty seat and regularly there are 5 to 15 people standing the whole way from Minneapolis to Forest Lake on the return ride home.

I have heard that the bus route will END after the I35W bridge is reconstructed. I REALLY REALLY HOPE THIS IS NOT THE CASE. With the money that MTC has put into building a transit station and the landscaping they have just completed, it seems wasteful and uneconomical for MTC to discontinue the bus route. Especially when there are so many people utilizing the bus. They could add a couple more routes and still fill the buses. Why stop something that is making money for MTC?

Please make it your priority to keep the 288 bus route in service. Thank you.

Sincerely,

Helen Hawkinson-Mike

943 5th Street SE

Forest Lake, MN 55025

651-464-4195

hhawkinson@fwhtlaw.com

From: Honigman, Steve

Sent: Thursday, July 03, 2008 11:04 AM

To: Roggenbuck, Kevin

Subject: RE: TAB Policy Committee agenda for Thursday, July 10th.

Kevin, do you have a copy or maintain a copy of the TIP and/or the STIP? If you have it or have access to an electronic copies, could you send them to me?

Thanks

Steve

From: Roggenbuck, Kevin

Sent: Thursday, July 03, 2008 9:20 AM

To: abby.mckenzie@dot.state.mn.us; Alicia.Vap@CO.RAMSEY.MN.US; allen.lovejoy@ci.stpaul.mn.us; Andrew, James; barbt@tlcminnesota.org; Barron, Joanne; Berglund, Peter; blair.tremere@co.hennepin.mn.us; bmarschall@co.scott.mn.us; board@co.dakota.mn.us; brady@ultrablue.com; brian.isaacson@dot.state.mn.us; brian.sorenson@co.dakota.mn.us; Cassi Holmstrom; connie.kiser@ci.minneapolis.mn.us; darlene.lazer@dot.state.mn.us; David Kuebler (st paul bike/ped); don.elwood@ci.minneapolis.mn.us; eyoh@pca.state.mn.us; Gammon, Kathy; Holly.Anderson@co.dakota.mn.us; Honigman, Steve; James.Grube@co.hennepin.mn.us; joann.ellis@co.ramsey.mn.us; Joe Murphy; Johanson, Julie; John Sass; kathy.jennings@dot.state.mn.us; katie.walker@co.hennepin.mn.us; Kozlak, Connie; Kristen Beaulieu; Kristine.elwood@CO.DAKOTA.MN.US; Larry.Lee@ci.bloomington.mn.us; Lisa Freese; lvermillion@co.scott.mn.us; McCarthy, Arlene; Nacho Diaz; norman.foster@state.mn.us; O'Connell, Pat; Pat.Bursaw@dot.state.mn.us; pat.raddatz@co.washington.mn.us; patricia@amm145.org; Russ Stark and staff; Sund, Elizabeth; Sutton, Gerri; teresa@mplstmo.org; timothy.mayasich@co.ramsey.mn.us; Tom.Johnson@co.hennepin.mn.us; Tracy Cervenka; vanasek@bevcomm.net; Vennewitz, Amy; Vessel, David; wayne.sandberg@co.washington.mn.us; Weaver, Tom; whovland@ci.blaine.mn.us; Zimmerman

Subject: TAB Policy Committee agenda for Thursday, July 10th.

Attached is the agenda for the TAB Policy Committee meeting on July 10th.

Kevin Roggenbuck, Transportation Coordinator

Transportation Advisory Board

390 Robert Street No.

St. Paul, MN 55101

phone: 651-602-1728

fax: 651-602-1739

kevin.roggenbuck@metc.state.mn.us

From: Bob Blaisdell [robert.blaisdell@oracle.com]

Sent: Monday, June 23, 2008 9:35 AM

To: Roggenbuck, Kevin

Subject: Forest Lake Park and Ride - 288
Kevin,

My name is Bob Blaisdell and currently reside in North Branch, MN. I am a rider of the Forest Lake transit route.

It has come to the concern of many of the riders of the route that after the 35W bridge completion, that this route may disappear. I would like to advocate against this occurrence. The ridership on this route has steadily increased until the point where there are standing passengers on each trip. With the increasing fuel prices, this route has been a life saver for many people.

I believe that it would be irresponsible to discontinue the route especially in a time where reducing emissions has never been more important. The next closest park and ride is nearly 20 miles further located in Blaine, MN. This Park and Ride even without the Northern riders is completely full each day and by adding additional riders to that lot would only push the parking capacity above its limits.

I would like to strongly urge you to do what is in your power to make sure that the Forest Lake bus route will continue as the population continues to rise and urban expansion continues to grow.

Please let me know if there is anything that I can do personally to help this cause.

Thank you,

Bob Blaisdell

6122500868

From: Cathy Gallups [cdgallups@yahoo.com]

Sent: Tuesday, July 01, 2008 2:38 PM

To: datacenter; Broecker, Sherry; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin; rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vandever@senate.mn; rep.margaret.kelliher@house.mn; sen.scott.dibble@senate.mn; rep.augustine.dominguez@house.mn; sen.linda.higgins@senate.mn

Subject: Help us keep the express bus in Forest Lake, MN

Hello Sirs/Madams,

We have been so thankful to have a express bus from Forest Lake, Mn to Minneapolis...what a blessing!

After all the tax money that was spent to build a building for the bus off of Hwy 61 - it would be a shame to stop the service.

There are more and more people riding the bus and it is in such a demand that people are standing now as well..

Having the bus has taken cars off the road and it is a great car pool system..

Please see what you can do to keep the bus service going!

Thanks you,

Cathy Gallups

From: Goebel, Cynthia [Cynthia.Goebel@wolterskluwer.com]
Sent: Monday, June 30, 2008 9:53 AM
To: Broecker, Sherry; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin;
rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vandever@senate.mn
Cc: datacenter
Subject: Keep Metro bus route 288 running
Dear Sirs and Madams –

The purpose of this message is to voice my ongoing support of the 288 Metro bus route from Forest Lake to downtown Minneapolis. This bus route was originally developed as a temporary solution to ease congestion caused by the 35W bridge collapse. However, this route has become much more than a tool for easing traffic congestion. It has become a main commuting tool for hundreds of people within the Forest Lake/Wyoming/Chisago/Lindstrom/Linwood/Columbus etc. areas.

I wholeheartedly support the continuation of the bus route 288 after the 35W bridge construction is completed. This is an appropriate use of our tax money and provides a valuable service for the taxpayers in this area. Please consider using whatever means necessary to keep the metro bus route 288 running.

Sincerely,

Cynthia Goebel
Implementation Consultant
Professional Services
Wolters Kluwer Financial Services
100 South 5th Street, Suite 700
Minneapolis, MN 55402-1219

800.274.2711 tel ext. 207941
612.565.7755 fax

cynthia.goebel@wolterskluwer.com
www.WoltersKluwerFS.com

From: Rachel Anderson [rr.anderson@hotmail.com]

Sent: Thursday, June 26, 2008 2:13 PM

To: Roggenbuck, Kevin; myra.peterson@metc.state.mn.us; dennis.berg@metc.state.mn.us; linda.koblick@metc.state.mn.us; robert.lilligren@metc.state.mn.us

Subject: Keeping the 288 bus route running

My name is Rachel Anderson, I live in the Chisago City area and I am a daily rider on the 288 Route running from Forest Lake to downtown Mpls. It is standing room only on most trips to and from the Forest Lake area. I also use the light rail system from downtown to take me to the VA Medical Center where I work. The VA is and has encouraged their employees to use the mass transit system to alleviate parking congestion at the Medical Center so that patients who come to the VA for services can find parking.

I feel that this has been very helpful and cost saving to ride the bus. I have been asking for years why we could not get the MTC to come out to the Forest Lake area. To me and many others it only makes sense to have a park and ride in this location be permanent. I would advocate that this continue and to also include a route to downtown St. Paul from this point. I am sure that there are many others that commute to the St Paul area who could and would use these services as well.

I am asking you to pledge your support for the park and ride bus route 288 to continue out of the Forest Lake area and to also consider having a route from the same park and ride to go to downtown St. Paul.

Thank you,

Rachel Anderson
8994 East Viking Blvd
Chisago City, MN 55013

The i'm Talkathon starts 6/24/08. For now, give amongst yourselves. [Learn More](#)

From: Ginny Price [grejoice@msn.com]

Sent: Tuesday, June 24, 2008 6:39 PM

To: Roggenbuck, Kevin

Subject: PArk and Ride in Forest Lake/ Running Aces

I am a new resident to Hugo. I work in the IDS downtown. I used to drive 15 miles to Maplewood when I heard about the 288. I get up at 5:00 every morning and 'am on that bus at 6:00. I am SO grateful for that bus and I know each and every person including all the people that stand to and from downtown are equally grateful. We all are asking from our hearts to please find a way to keep this bus running. Each bus is full and now people are standing. Can't afford to wok downtown any more if things don't change. Please. find funding and pass this along to whom it may persuade. Thank you for your time

Sincerely

Ginny Price

From: Dona M. Rodrigue [dmr2@mcmlaw.com]

Sent: Tuesday, June 24, 2008 11:12 AM

To: datacenter; sherry.broecker@metc.state.mm.us; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin; rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vandever@senate.mn; rep.margaret.kelliher@house.mn; sen.scott.dibble@senate.mn; rep.augustine.dominguez@house.mn; sen.linda.higgins@senate.mn

Cc: Henderson, Dana

Subject: Metro Transit, Route 288 - Running from Forest Lake, Minnesota

Hi-

I am writing this email to you all in an effort to show the **interest and support of the continued service of the bus, Route 288,** running from Forest Lake to Minneapolis.

I believe most people commuted to the 95th park and ride or straight into Minneapolis. The 95th park and ride was extremely overburdened with people. In addition, with the price of gasoline, everyone that lives in the outlying suburbs is grateful that we do not have to drive an additional 15-20 mins to the 95th park and ride.

This Route was a long time coming and much needed. As it is now, every 288 bus I take, no matter what time, there are always people standing.

PLEASE KEEP THE 288 RUNNING!

We love our Route 288!!!

If there is anyone else I should be contacting, please let me know.

Thanks,
Dona

Dona M. Rodrigue
Paralegal

Phone: (612) 305-1504
dmr2@mcmlaw.com

Mackall, Crounse & Moore, PLC
1400 AT&T Tower
901 Marquette Avenue
Minneapolis, MN 55402
Main : (612) 305-1400
Fax : (612) 305-1414

www.mcmlaw.com

 Picture (Metafile)

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Main tel: 612-305-1400

Main fax: 612-305-1414

Message scanned for viruses by mailMAX

From: Nancy Docken [ncdocken@msn.com]

Sent: Tuesday, July 01, 2008 1:42 PM

To: Broecker, Sherry; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin; rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vandever@senate.mn; rep.margaret.kelliher@house.mn; sen.scott.dibble@senate.mn; rep.augustine.dominguez@house.mn; sen.linda.higgins@senate.mn

Subject: Please continue running the Forest Lake Bus Service

My husband and I have lived within the city limits of Minneapolis for over 35 years, and have used public transit for work and pleasure all that time. In a short time, we will be moving to Lindstrom, MN where we are building a new home. My husband is retired, but I will continue to work in downtown Minneapolis for the foreseeable future. I was thrilled when I heard there was bus service from Forest Lake to within a block of my office, and it was one of the factors that convinced us that this was a good move for us.

Now I hear the Council is talking about discontinuing this bus service, although I've talked with riders who say the buses are busy enough that people have to stand. Considering the distance and that they used coach buses, this has to be very uncomfortable for those standing.

I hope you can convince the Council to reconsider their decision to end this bus service. It is very important, especially in light of the pollution you are preventing and the reduced waste of fuel.

Let's consider what's best for the environment and help people who've come to depend on this service...as well as those that are about to depend on it.

Respectfully,
Nancy C. Docken

From: Rebecca L. Lemmons [rlemmons@lindquist.com]

Sent: Tuesday, June 24, 2008 12:37 PM

To: datacenter; Broecker, Sherry; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin

Cc: rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn;
sen.ray.vandever@senate.mn; rep.margaret.kelliher@house.mn; sen.scott.dibble@senate.mn;
rep.augustine.dominguez@house.mn; sen.linda.higgins@senate.mn

Subject: Route 288 - FOREST LAKE

Dear Ladies and Gentlemen:

As some of you may or may not know Route 288, which is a bus service that commences in Forest Lake and ends in downtown Minneapolis, was started in January of 2008 to help ease traffic during the 35W bridge reconstruction.

Since this route was started the ridership has steadily increased to the point that people are willing to stand all of the way from Forest Lake to Downtown Minneapolis and back again at the end of the day. It was understood from the beginning that this Route was considered a "temporary" route and would end at the end of December. I'm not certain if that is/was just a rumor or if it is, in fact, a true statement. If it were true that it was intended to end after a year I really wouldn't be able to understand why a new transit bus station was built in Forest Lake.

In any event, I am writing to all of you in hopes that our voices can be heard. We want to keep our bus and we want to keep our drivers. In speaking for myself I would be willing to pay additional monies per trip. I am also certain there would be many people willing to do the same just to keep it.

Please let me know what we, as riders, can do to keep this Route. Your assistance in this matter is greatly appreciated.

Sincerely,

Becki Lemmons

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From: Getey Ritchott [gritchott@lindquist.com]
Sent: Tuesday, July 01, 2008 10:18 AM
To: Roggenbuck, Kevin
Subject: Route 288 - Forest Lake

Mr. Roggenbuck:

I am a daily rider of Route 288 from Forest Lake to downtown Minneapolis. I have been riding since the first day the route started in January. I am aware that the grant funding this route expires in December.

The route has shown it's viability through the consistent increase in ridership over the past five months. Most busses are full - some to the point of standing riders. Many of us have come to rely on the route to remove the daily burden of driving, to ease gas consumption, to reduce financial burdens and to provide a "greener" method of getting work.

I am hopeful that the Metropolitan Council, the MTC, the Transportation Advisory Board and the state and county governments can work together to fund and continue to provide the service once the current grant expires.

Thank you.

Getey Morgan Ritchott

Paralegal

4200 IDS Center • 80 South Eighth Street • Minneapolis, MN 55402
Office: 612-371-2403 • Fax: 612-371-3207

LINDQUIST & VENNUM

[website](#) | [e-mail](#) | [vCard](#) | [map](#)

NOTICES

IRS Circular 230 Notice: To ensure compliance with requirements imposed by the IRS, we inform you that, except to the extent expressly provided to the contrary, any federal tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

This e-mail message and any files transmitted with it are confidential and may be subject to attorney-client privilege or work-product protection, and should not be read or distributed by anyone other than an intended recipient. If you received this by mistake, please notify us by replying to the message, and then delete it.

From: Sarah.Thomsen [Sarah.Thomsen@target.com]

Sent: Tuesday, June 24, 2008 8:34 AM

To: datacenter; Broecker, Sherry; Meeks, Annette; Wittsack, Lynette; Bell, Peter; Roggenbuck, Kevin; 'rep.jeremy.kalin@house.mn'; 'sen.rick.olseen@senate.mn'; 'rep.bob.dettmer@house.mn'; 'sen.ray.vandever@senate.mn'; 'rep.margaret.kelliher@house.mn'; 'sen.scott.dibblee@senate.mn'; 'rep.augustine.dominguez@house.mn'; 'sen.linda.higgins@senate.mn'; 'myra.peterson@metc.state.mn.us'; 'dennis.berg@metc.state.mn.us'; 'linda.koblick@metc.state.mn.us'; 'robert.lilligren@metc.state.mn.us'

Subject: Route 288 Forest Lake Transit

I am writing to express the need for the Forest Lake Transit to stay in service. I live in Harris, MN and commute to downtown Minneapolis every day. Parking and gas would be outrageous in cost, and the thought of having hundreds of extra cars on the road is frightening. The bus service to Forest Lake has been very convenient and has been needed for many years. Please fund this transportation- it will be used and greatly appreciated by the community for years to come.

Thank you,

Sarah Thomsen

From: James B. Marshall [jbmarshall@weather-rite.com]

Sent: Tuesday, June 24, 2008 12:57 PM

To: Roggenbuck, Kevin

Subject: ROUTE 288

Please support keeping Bus Route 288 in Forest Lake open. As a long time resident, I have waited a long time to see mass transit service our area. As you know the benefits locally, and nationally to help reduce traffic congestion and our dependence on oil are long over due. Please do everything in you power to support keeping Route 288 open.

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From: Diane Newes [dnolson2@msn.com]

Sent: Tuesday, July 01, 2008 7:29 PM

To: Diane Newes; datacenter; sherrybroecker@metc.state.mn.us; Meeks, Annette; lynette.wittsack@metc.mn.us; Bell, Peter; Roggenbuck, Kevin; rep.jeremy.kalin@house.mn; sen.rick.olseen@senate.mn; rep.bob.dettmer@house.mn; sen.ray.vanderveer@senate.mn

Subject: SAVE THE 288 BUS AND THE ENVIRONMENT

I am writing you regarding the 288 bus service from Forest Lake which have been tremendously successful. There are people riding the bus now that have never before. The buses are full and a lot of the time people are even standing. I have been riding the 288 bus 5 days a week since January when it first started. It has saved me a tremendous amount of gas and mileage on my car. It has also taken another car off the highway to Minneapolis which is helping the environment as well as the heavy traffic load on 694 and 94 to Minneapolis. I use to park at the Blaine 95th Park & Ride which was and is maxed out in available parking spaces. The 250 buses have been over-crowded due to the amount of people traveling from the north for several years now. If this bus is eliminated there will be approximately 350+ people traveling to and from Minneapolis over the new bridge and/or over-crowding the 250 bus from Blaine.

Please keep the 288 buses running from Forest Lake and help our environment!! We need your help in saving this bus route!

Best regards,

Diane Newes
5240 412th Street
North Branch, MN 55056
612-741-1217
dnolson2@msn.com

Roggenbuck, Kevin

From: Wise, Dianna [DWise@Hazelden.org]
Sent: Monday, July 07, 2008 10:52 AM
To: Broecker, Sherry; Roggenbuck, Kevin; rep.bob.dettmer@house.mn; sen.ray.vandever@state.mn
Subject: Please keep our BUS!

Good Morning,

I have heard that our Metro bus from the Forest Lake Transit Center & the Running Aces might be discontinued at the end of the year. Please keep this bus route!

: -)

Dianna L. Wise
Manager, Executive Office
Hazelden Foundation
800 Nicollet Mall
Suite 700
Minneapolis, MN 55402-7028
Office: 612-659-8785
Fax: 612-659-8734
dwise@hazelden.org
www.hazelden.org

7/10/2008

Roggenbuck, Kevin

From: Sarah Wegscheider [sarahmerie@yahoo.com]
Sent: Monday, July 07, 2008 5:21 PM
To: datacenter
Subject: Forest Lake busline #288

Sarah Wegscheider
708 10th Ave. SE
Forest Lake, MN 55025
sarahmerie@yahoo.com

To Whom It May Concern:

I am writing to express my concern about the possible termination of the Metro Transit line 288 from Forest Lake to Minneapolis. I have been riding this line since the beginning of May. Previously I drove to Blaine and rode line 250.

From my observation line 288 has been very successful and could actually use more buses. Most days there is standing room only on most rides. With gas prices and traffic the way it is the bus line is a lifesaver for people working in Downtown Minneapolis. Also, with the job market the way it is people do not have as much of a choice of where a job is located.

I am a young professional just starting out in my career. I would really like to continue doing this in the wonderful city of Minneapolis while living in the quainter suburb of Forest Lake. In order to do this I need the 288 bus line to stay alive. Please take my comments along with those of many other riders to heart. We depend on your support and action to keep this line running.

Best regards,

Sarah Wegscheider

7/10/2008

Roggenbuck, Kevin

From: roger meihak [rlmeihak@yahoo.com]
Sent: Sunday, June 22, 2008 9:44 AM
To: Roggenbuck, Kevin
Cc: lroinc@yahoo.com
Subject: Rapid transit plan
Attachments: rapid transit.doc

See attachment

A PLAN FOR RAPID TRANSIT

I am strongly in favor of rapid transit, but strongly opposed to light rail. If that sounds like a contradiction, read on.

Light rail, as it has been built up until now has been: A- a great success. B- a failure. Actually I think both A and B are correct. A is correct for the following reasons: It has been a showcase for a somewhat updated rapid transit. It connects two widely separated areas. It shows at least a willingness to move ahead. B is correct for the following reasons: No new and forward looking system should cross existing streets, stopping traffic and causing accidents. No new and forward looking system should take thousands of tax producing properties and turn them into right-of-way. No new and forward looking system should be so expensive to build that it will forever be a burden to the taxpayers. No new and forward looking system should be built using a system that dates back to 1826, the date that John Stevens demonstrated the feasibility of a locomotive running on a track on his estate in Hoboken, NJ.

Is there a better way? I think there is. It is the MONORAIL. I rode on a monorail at the Seattle World's Fair in 1962, so this concept goes back at least that far.

The advantages of the monorail are many:

1-Footings would only be needed every 100-200 feet. The height of the pylon that supports the 'rails' would be determined by local need. The 'rails' would not be rails at all, but would be round pipe upon which the wheels of the car would ride with the car suspended underneath. On the University Ave. corridor, the monorail system could run up the center of the street and still provide good automobile traffic flow. On the Highway 61 corridor, the bike path could easily coexist with the monorail system. The monorail system would also be compatible with all freeway medians. The monorail can easily cross highways, freeways, parks, even farmer's fields.

2- Unlike light rail which can only be built at ground level (or be unsightly if raised like the Chicago El), a monorail can be built to whatever height it needs to be. Passenger stations would be no harder to design for monorail than for light rail, maybe easier.

3- A monorail system can be designed to clean itself from snow if indeed any snow would build up on the 'rails'. Light rail can drift shut during a heavy snow.

4- One pylon can as easily support two rails as one rail. Pylons should first be built to be functional but can be made esthetically pleasing also.

5- A monorail, as the name implies, would require only 2 rails for two way travel as opposed to 4 rails for light rail. No roadbed is needed for a monorail, no need for millions of yards of fill and millions of crossties. Just a lot of tubes or pipes welded together.

What about the cars?

I visualize engine cars and trailer cars. The engine car could run by itself or pull trailer cars during peak times. The cars need to be made of light weight materials, possibly composite. Lighter cars would mean that fewer materials would be needed for tubes, pylons, etc.

What about propulsion?

This would be a good application for flywheel technology. A flywheel running in a vacuum would be even better. A flywheel is the easiest and cheapest way to store energy for the frequent starting and stopping that is inherent with people moving. The flywheel's power would be replenished with servo motors and the inertia of the cars themselves. Hydraulics can tie everything together.

Control

As with light rail, a monorail system would be controlled by computer. GPS can add additional tracking.

Any rapid transit that is built now will stay in place for 30-50 years. No design should be considered that is not up to date by today's standards or could be considered old fashioned in 5 years.

When John F. Kennedy proposed sending men to the moon, he plainly said that some things that might be needed hadn't been invented yet. That didn't stop the United States from pursuing that goal. So it should be with this project.

Roger W. Meihak
10150 223rd St. No.
Forest Lake, MN 55025
rlmeihak@yahoo.com



Minnesota Department of Transportation

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

July 7, 2008

Donn Wiski, Chair
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Dear Mr. Wiski:

The Minnesota Department of Transportation (MnDOT) has worked closely with the staff of the Metropolitan Council and the Transportation Advisory Board (TAB) and the Technical Advisory Committee (TAC) in development of the draft 2009-2012 Transportation Improvement Program (TIP). Information was supplied in March and April, 2008 for development of the project tables. Several minor changes have occurred since that time, including end-of-year changes affecting a number of individual projects.

The attached four tables identify the individual proposed changes to the draft 2009-2012 TIP. These changes are, for the most part, end of fiscal year balancing changes, and projects shifting among years of the TIP along with any additions or deletions. In addition to changes in these tables, some changes have been made to "Advance Construction" and "Advance Construction" paybacks due to projects moving between years of the TIP, and actual project letting costs have been updated.

One significant change to point out is the addition of the Hastings Bridge replacement to the TIP in 2010. Details on this project were not available when the draft was developed in early April. The cost is currently estimated at \$265M with the entire cost being covered using bonds authorized by Chapter 152. Any other changes as part of the implementation of Chapter 152 will be identified in the development of future TIPs.

With the proposed changes, we believe that the TIP remains fiscally balanced in the first two years, and generally balanced in the remaining years. These proposed changes do not affect the air quality conformity analysis of the TIP, as we have discussed with staff of the Minnesota Pollution Control Agency and the Metropolitan Council.

Thank you for the opportunity to comment on the 2009-2012 TIP for the Twin Cities area by providing these proposed changes.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Susan Mulvihill'.

Susan Mulvihill, P.E.
Acting Metro District Engineer

cc:

Arlene McCarthy
Carl Ohrn
Kevin Roggenbuck
Allen Lovejoy
Tom Johnson
Innocent Eyoh
Abigail McKenzie
Marv Lunceford
Pat Bursaw
Susan Moe
Brian Isaacson

PROPOSED CHANGES TO TWIN CITIES DRAFT TIP 2009-2012

June 30, 2008

CHANGES Since the April 2008 Draft TIP

Projects Deferred

Table	Proj. No.	Route	Description	Total Cost	Deferral Year	AQ
A-5	27-752-18	CSAH 152	Cedar Ave. (CSAH 152) over HCRRA Corridor in Minneapolis - Replace Br. 90437	1,697,151	2009 to 2010	S19
A-5	27-622-03	CSAH 22	Lyndale Ave. (CSAH 22) over Minnehaha Creek in Minneapolis - Replace Br. 90444	1,794,528	2009 to 2010	S19
A-5	27-603-43	CSAH 3	Excelsior Blvd. (CSAH 3) over Minnehaha Creek in St. Louis Park - Replace Br. 90455	890,309	2009 to 2010	S19
A-5	27-635-26	CSAH 35	Portland Ave. (CSAH 35) over HCRRA Corridor in Minneapolis - Replace Br. 90494	2,500,000	2009 to 2010	S19
A-6	91-090-50	Ped/Bike	**MN181** Bike trail/bridge over RR and Warner Rd. from Bruce Vento Regional Trail to Mississippi River Corridor Trail in St. Paul - Construction	973,895	2008 to 2009	AQ2
A-10	0208-115	TH 65	At Crosstown Blvd. (Anoka CSAH 18) in Ham Lake - Traffic signal rebuild (\$125K-SC Pres)	190,000	2008 to 2009	E2
A-10	1009-19	TH 101	TH 212 to Lyman Blvd. in Chanhassen - Bituminous mill and overlay	800,000	2009 to 2010	S10
A-10	1917-40	TH 149	From Wentworth Ave. to Emerson Ave. in Mendota Heights - Culvert replacement, guardrail, etc.	265,000	2009 to 2010	NC
A-11	70-00118	RR	Park Blvd & Acorn Way in St. Lawrence Twp - Eliminate at-grade crossing and close Acorn Way Crossing	288,750	2009 to 2010	S1

Project Deletions

Table	Proj. No.	Route	Description	Total Cost	Deleted From	AQ
A-1	1901-157	TH 13	Integrated corridor signal coordination on TH 13 from I-494 to TH 101 - Deployment of CCTV cameras and variable message signs	1,346,500	2012	S7
A-6	19-596-06S	BB	**MN218** Cedar Ave. Busway in Dakota County - Construction	5,516,229	2009	A10
A-6	19-596-07	BB	**MN170** Cedar Ave. Busway in Dakota County - Preliminary Design (other \$\$ are from 2005/2006 State Bonds)	625,000	2009	A10
A-6	27-030-14A	TH 55	**MN120** Environmental studies and right of way acquisition for TH 55 corridor protection project	537,500	2009	02
A-10	2772-80	TH 169	From I494 in Bloomington to I94 in Brooklyn Park - Refurbish/replace CCTV systems hardware	200,000	2009	S7
A-10	1906-55	TH 52	From TH 50 to CSAH 47 in Hampton - Construct frontage road (access management funds)	1,180,000	2012	NC

Advanced Projects

Table	Proj. No.	Route	Description	Total Cost	Advance From	AQ
A-10	1910-43	TH 55	From 0.25 Mi. S. of Pine Bend Trail in Rosemount to 0.3 Mi. W. of Jacob Ave. in Ninninger Twp - Bituminous mill and overlay; repair Br. 9110 (\$370K-BI)	4,450,000	2010 to 2009	S10
A-10	7001-99	TH 13	From TH 282 to Chowen Ave. in Savage - Repair of erosion, catch basins, storm sewer, & culverts	300,000	2010 to 2008	NC
A-10	1905-31	TH 52	From 0.5 Mi. S. of Pine Bend Trail to Dakota CSAH 86 in Rosemount and Hampton TWP - Repair stormwater pipes and manholes	190,000	2011 to 2010	NC
A-10	1907-9108	TH 52	Over UPRR in Inver Grove Hts. - Deck repair on Bns. 19078, 9109, 19079 & 9108	315,000	2012 to 2010	S19
A-11	27-00286	RR	MSAS 354, W 82 nd St in Bloomington - Install Gates	240,750	2010 to 2009	S1
A-11	0215-69	TH 10	From 0.3 Mi. E. of Hanson Blvd. to 0.3 Mi. E. of 7 th in Coon Rapids - Install cable median barrier	455,000	2010 to 2009	S9
A-11	2748-58	TH 252	From I694 in Brooklyn Center to TH 610 in Brooklyn Park - Install cable median barrier	437,126	2010 to 2009	S9

Additions - New Projects Added to the Draft 2007-2010 TIP

Table	Proj. No.	Route	Description	Total Cost	Added To	AQ
A-3	70-621-24AC1	CSAH 21	From Scott CSAH 42 in Prior Lake to Scott CSAH 16 in Shakopee - Grading, drainage, bridge, etc. (AC payback)	2,484,916	2010	A10
A-3	70-621-24AC2	CSAH 21	From Scott CSAH 42 in Prior Lake to Scott CSAH 16 in Shakopee - Grading, drainage, bridge, etc. (AC payback)	1,515,084	2011	A10
A-3	70-621-27AC	CSAH 21	From Scott CSAH 16 to Scott CSAH 18 in Shakopee - Surfacing, signals, etc. (AC payback)	2,484,916	2011	S10
A-4	880C-DBE-09	TH 999	New Disadvantaged Business Enterprise (DBE) support services program	161,000	2009	NC
A-4	880C-SBN-09	TH 999	Small Business Network DBE support services program	122,400	2009	NC
A-4	1002-89	TH 5	From 0.2 Mi W. of Carver CSAH 11 to E. Limits of Victoria - Bituminous mill & overlay, channelization, etc.	4,575,000	2011	S10
A-6	6280-308RW	I35E	**MN171** From I94 to Maryland Ave. in St. Paul - R/W and Reconstruction	3,089,089	2010	04
A-7	8286-71	I694	From 40 th St. N. to 4 th St. N. in Oakdale - Unbonded concrete overlay, etc.	15,500,000	2011	S10
A-10	0280-64	I35W	SB I35W under Sunset Ave. in Lino Lakes - Construct concrete strut wall between piers	50,000	2009	NC
A-10	2700-56	TH 999	On various trunk highways in Hennepin County - Refurbish/replace CCTV systems hardware	220,000	2009	S7

Additions - New Projects Added to the Draft 2007-2010 TIP

Table	Proj. No.	Route	Description	Total Cost	Added To	AQ
A-10	0280-65	I35W	From 95 th Ave. in Blaine to N. Jct. I-35/35E in Columbus Twp - Install cable median barrier	1,400,000	2010	
A-11	7005-89	TH 169	From Scott CSAH 83 in Shakopee to Minnesota River - Install cable median barrier	380,000	2009	S9
A-11	8205-127	TH 61	From Point Douglas Rd to 70 th St. in Cottage Grove - Install cable median barrier	950,000	2009	S9
A-11	0215-70	TH 10	From Hanson Blvd. to Egret in Coon Rapids - Install cable median barrier	181,000	2010	S9
A-18	1913-64	TH 61	Over Mississippi River RR & Street in Hastings - Replace Br. 5895 & approaches	265,000,000	2010	S19
A-19	128-591-02	City	**SRTS IN** Safe Routes to School - infrastructure (school crossings, PVMT markings, speed signs) Noble Elementary School in Golden Valley (2008 Program)	30,000	2009	AQ2
A-19	238-591-02	City	**SRTS IN** Safe Routes to School - Infrastructure (Construct trail) along CR 144 to Rogers Middle School (2008 Program)	151,150	2009	AQ2
A-19	164-070-10	Local 999	Jackson St. Powerhouse Preservation Plan (Minnesota Transportation History Network Project)	312,500	2009	O1
A-22	91-060-06	Local 999	MN Great River Rd - St. Paul Interpretive signage and kiosk proposal (Scenic Byways 2007 Appropriation Act)	156,250	2009	O9
A-22	91-060-79	Local 999	Minneapolis Grand Rounds Victory Memorial (Scenic Byways 2007 Appropriation Act)	112,500	2009	O9
A-22	91-060-83	Local 999	Grand Rounds Mississippi Gorge - Restrooms facility (Scenic Byways 2007 Appropriation Act)	300,000	2009	O9
A-22	91-060-85	Local 999	Grand Rounds Wayfinding Improvement Study (Scenic Byways 2007 Appropriation Act)	15,000	2009	O9



CITY OF SAINT PAUL

Mayor Christopher B. Coleman

300 City Hall Annex
25 West Fourth Street
Saint Paul, Minnesota 55102
www.stpaul.gov/parks

Telephone: 651-266-6400
Facsimile: 651-292-7405

June 12, 2008

Mr. Donn Wiski, Chair
Transportation Advisory Board
390 Robert Street North
Saint Paul, MN 55101-1805

Dear Mr. Wiski

In response to the *DRAFT* 2009-2012 Transportation Improvement Program, dated April 11, 2008, I have the following comments and request.

I request the TAB ask MnDOT to reprogram, for 2009, the following projects listed in Table A-21, Projects Obligated in Previous Fiscal Year, Appendices page A-126.

- Upper Landing Park Mississippi Riverbank Improvements, SP 164-595-01;
- Harvest State High Bridge Barge Fleeting Area Mississippi Riverbank Improvements, SP 164-595-02; and
- Commercial Navigation Interpretive Mississippi River Overlook, SP 164-595-04;

The TAB ranked these projects number 1, 3 and 7 respectively out of 45 TEA-21 projects submitted in 2001 and they are, of course, high Saint Paul priorities. The projects have met all TAB sunset criteria: the plan sets are approved and have met all state standards; there is a signed right of way certificate; and the utility relocation form is completed.

The projects do, however, currently lack approval to go to bid, as funding is not complete. We had intended – and committed – to begin these projects two years ago, and had intended – and committed – to meet our matching requirements with funding through partnership with the State. In each of the last three years, the dollars for the match have died at the last possible moment for various reasons. We now have a commitment from the highest state levels to fund the required match in 2009 and, based on that commitment, I request the TAB to ask MnDOT to program these three TEA-21 projects for 2009.

Sincerely

Bob Bierscheid, CPRP
Director, Saint Paul Parks and Recreation
cc
Alice Hausman
Kevin Roggenbuck
Judd Schetman



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Appendix E

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

TO: Metropolitan Area Transportation Stakeholders and Citizens:
FROM: Kevin Roggenbuck, Transportation Coordinator
DATE: REVISED July 14, 2008 *KJR*
RE: Draft 2009-2012 Transportation Improvement Program for the Twin Cities
Metropolitan Area: Summary of public comments with staff responses and
recommendations submitted during the 45 day public comment period.

A public hearing was held by the Transportation Advisory Board on Wednesday, June 18, 2008 and the public comment period closed on Monday, July 7, 2008. Below is a summary of the comments received at the public hearing and all other comments received during the public comment period with staff response and recommendations.

JUNE 18 PUBLIC HEARING COMMENTS

Brian Isaacson, MN/DOT Metro District.

Stated that MN/DOT would provide a list of changes to projects listed in Appendix A of the draft 2009-2102 TIP during the public comment period, including the addition of the Hastings Bridge replacement.

Staff response and recommendations: *Staff will review the changes when they are submitted.*

COMMENTS RECEIVED DURING THE PUBLIC COMMENT PERIOD

Seventeen emails

Staff received seventeen emails regarding the Route 288 express bus service between Forest Lake and downtown Minneapolis. This service was implemented with federal emergency funding after the I-35W bridge collapsed. The funding to operate this service will expire no later than December 31, 2008.

Staff response and recommendations: *The Metropolitan Council will work with local governments in the Route 288 service area to explore options that continue the bus service beyond 2008. Attached is a flyer that was distributed to riders aboard the Route 288 buses and a memo from the Metropolitan Council outlining their official position on the Route 288 service.*

Roger W. Meihak, Forest Lake MN.

Staff received a letter via email on June 22 advocating the implementation of a monorail system of public transit rather than light rail transit. Mr. Meihak's letter describes the advantages of a monorail over light rail.

Staff response and recommendations: *The Metropolitan Council is currently updating its 2030 Transportation Policy Plan, including the Transit System Plan. Mr. Meihak's comments are more appropriately directed toward the development of the Plan, and staff will forward his comments.*

Susan Mulvihill, Acting MN/DOT Metro District Engineer, letter dated July 7, 2008.

A letter addressed to Donn Wiski, TAB Chair, dated July 7, 2008 requested that a number of changes be made to state and local projects listed in the Public Hearing copy of the draft 2009-2012 TIP, dated April 11, 2008. Attached to the letter was a table listing projects to be deferred, a table listing projects to be deleted, a table listing projects to be advanced and a table of new projects to be added.

Staff response and recommendation: *The changes described in the tables sent with Ms. Mulvihill's letter reflect MN/DOT's normal end of fiscal year balancing changes, updated project letting costs, recent TIP amendments, new project funding commitments and projects shifting among program years within the TIP timeframe. Staff reviewed two projects proposed to be added to determine the potential impact on the draft TIP's air quality conformity determination. Staff conducted a sensitivity test run on one project, SP# 1913-64-Replace the Hastings Bridge over the Mississippi River. Staff found that the project has a minimal impact of CO emissions and meets the screening test developed by the MN Interagency Air Quality and Transportation Planning Committee. Staff's response letter is attached.*

Bob Bierscheid, Director, St. Paul Parks and Recreation.

A letter addressed to Donn Wiski, TAB Chair, dated June 12, 2008 requested that three Transportation Enhancement projects listed in Table A-21 as obligated in 2008 be listed in Table A-2 as FY 2009 projects. The projects have met the sunset date criteria, were not authorized for construction in 2008 due to the lack of local match funding. St. Paul is confident they will secure the local match in 2009, receive authorization and let the projects for construction in 2009.

Staff response and recommendation: *These projects are in an unusual situation not covered by current policy. St. Paul expected to receive state funding for the local match in the 2008 legislative session, but it was not included in the final bill. St. Paul did not have enough local funding to provide the match for authorization in 2008. Staff believes St. Paul has a firm commitment for the match in the 2009 legislative session and recommends that these three projects be included in Program Year 2009 of the draft 2009-2012 TIP.*

Attention

Route 288 Riders!

There have been many questions recently about whether service will continue on Route 288 after December 31, 2008. Current Funding for Route 288 is provided as part of the reconstruction of the I-35W Mississippi River Bridge and will end on December 31, 2008. The service will not continue in 2009 if another funding source cannot be obtained.

The potential loss of this bus service is a major concern to Washington and Anoka Counties.

"Washington County and its partners Anoka County and the Metropolitan Council are committed to finding the funding necessary to continue the bus service," said Washington County Commissioner Dennis Hegberg. "It is Washington County's highest transit priority."

"The success of Route 288 demonstrates how important express bus service is to Northeast Anoka and Northwest Washington Counties," said Anoka County Commissioner Rhonda Sivarajah. "Our counties are working together to identify potential funding sources so that Route 288 service can continue."

There are options being explored for continuing service beyond 2008 including: identifying additional funding partners, implementing a fare increase, and/or offering fewer trips. A decision on the continuation of Route 288 will likely be made by November.

For more information contact:

Michael Rogers

Senior Transportation Planner, Washington County



Re: Route 288 – Forest Lake / Running Aces / Minneapolis Express Service

The Metropolitan Council has heard from many Route 288 customers concerned about our ability to continue this service after the year's end. The Council, along with Washington and Anoka counties, appreciates and understands this concern, especially since the service has been so enormously popular and successful.

Be assured that we are working to identify funding sources that might allow us to continue the service in 2009. However, it should be recognized that this may not be completely within our sphere of influence, given the nature of the federal dollars used to pay for the service and the fact that the service extends beyond the transit taxing district, in which the Council has traditionally provided service.

Route 288 offering express service between Forest Lake and Minneapolis was started in January 2008. It was one of several new routes initiated to help local transit providers alleviate increased congestion resulting from the collapse of the I-35W Bridge. The operating cost of this route, including the lease on buses, is fully funded with a federal emergency grant that expires on December 31, 2008, by which time the new bridge will be open.

The Council, in 2009, will no longer have federal operating funds to continue Route 288, or the other routes launched for emergency purposes. An alternative funding source would have to be secured.

Unfortunately, regional transit is already experiencing budget pressures. The Council faces a deficit in 2009 and the next biennium due to rising fuel costs and a decrease in anticipated transit revenues--primarily from the motor vehicle sales tax, which is the largest source of operating funds. In addition, many routes across the metro area are standing-room-only due to growing ridership.

To address these budgetary issues, the Council is considering a fare increase and holding public hearings in July, to explain why an increase is needed and the details of the fare proposal and take public comment. Region-wide, fares cover approximately 30% of the cost of providing transit service. That holds true for Route 288, with a per-passenger subsidy, one-way, of about \$5.

To complicate matters further, Forest Lake and Columbus, where the Running Aces park-and-ride is located, are not part of the region's transit taxing district. This property-based tax provides capital funds to support the Twin Cities metro area transit system including buses, park-and-rides and downtown transit facilities.

There are some hurdles to overcome to continue this service beyond the term of the federal grant. The Council, however, working with local officials, is committed to working toward that effort.

June 26, 2008

Memorandum

DATE: July 9, 2008
TO: Carl Ohrn, Kevin Roggenbuck, Innocent Eyoh
FROM: Jonathan Ehrlich
SUBJECT: 2009-2012 TIP- Air Quality Conformity Update

After reviewing Mn/DOT's July 11 revisions to the 2009-12 TIP project list, I noted two projects which could pose potential air quality conformity issues:

1. TH 52- Mississippi River Crossing
2. TH 61- Mississippi River Crossing

The first of these projects was classified for conformity purposes as exempt under §93.126 as S-19- Widening narrow pavements or reconstructing bridges (no additional travel lanes). After conferring with Mn/DOT staff, I believe this designation is appropriate- no additional throughput capacity is being added, and no further regional analysis is needed for conformity purposes.

The second project, the TH 61 Hastings bridge, does involve constructing additional travel lanes. The new bridge will have two lanes in each direction. Because TH 61 has a four-lane design on both sides of the bridge, this has a minimal impact on regional emissions. A sensitivity test run in 2015 (the model year of highest emissions following the project opening) comparing emissions with a 2-lane and 4-lane bridge showed a change in daily CO emissions of less than 2 tons/day or less than 0.25% of overall regional emissions. This meets the screening test developed by the MN Interagency Air Quality and Transportation Planning Committee. No further regional analysis is needed for conformity purposes.

CC: Mark Filipi

