

Meeting of the Central Corridor Community Advisory Committee December 20, 2007

Meeting Minutes

Members Present: Kirstin Beach (Co-chair), Jerry Blakey (Co-chair), Doug Hennes, Steve Grans, Readus Fletcher, Denise Fosse, Metric Giles, Brian Hanninen, David Johnson, Jackie Lunde, Jacob McKnite, Jeffrey Peltola, Rozanne Severance, Art Sidner, Keith Thompson, Jessica Treat, Dave VanHattum, Chip Welling, Anne White.

Members Absent: Fredrick Blocton, Joshua Bunker, Veronica Burt, Kristen Denzer, Larry Englund, Ken Erickson, Bree Halverson, Richard Hanson, Maricruz Hill, Margot Imdieke Cross, Karen Inman, Richard Kleinbaum, Xiong Pao Lee, Ken Rogers, Nick Rosenberry, Hussein Samatar, Ross Skattum, Seng Tchaa, JoAnn Tesar, John Wicks, Chris Worthington, ThaoMee Xiong.

Others Present: Jim Alexander, Reggie Aligada, Steve Apanian, Laura Baenen, Bonnie Beverly, Terry Bushar, John Broderick, Joey Browner, Melvin Carter, Robin Caufman, Joel Clemmer, Jackie Copper, Bill Curtis, Tait Danielson, Mike Deed, Dana Dellis, Diane Dodge, Steve Dornfeld, Donna Drummond, Rachel Dykoski, Donna Evans, Les Everett, Mark Filipi, Melvin Giles, Oscar Gonzales, Chris Gavens, Jessica Hill, Pat Hoff, Kent Hranicka, Chuck Hymes, Harvey Jaeger, George Johnson, Kelly Johnson, Mike Karason, Dan Kravetz, Shawn Leclidiye, Shoua Lee, Mike Madden, Gloria Massey, Arlene McCarthy, Karen McCauley, Pete McCauley, Jane McClure, Unny Nambadiripad, Kathryn O'Brien, Sarah Penman, Greg Peterson, Dennis Probst, Rita Rodriguez, Vic Rosenthal, Rich Rovang, Joseph Scala, John Schachterde, Emily Sew, Dan Soler, Bob Spawling, Carol Swenson, Brent Swiger, Dan Trudeau, Bridgit Waterman, Kyle Williams, Linda Winsor, Linda Youngwirth,

1. MEETING CALLED TO ORDER

Co-Chair Jerry Blakey called the meeting to order at 5:02 PM. He asked if there were any changes to the November meeting minutes; none were mentioned. Mr. Blakey noted the agenda was amended by eliminating 2 of the topics originally planned for discussion. John Wicks asked why the agenda was amended. Robin Caufman, Manager of Public Involvement said there were two reasons (1) to allow more time on topics of high interest to the community (2) to give technical staff more time to prepare the information and maps for the 29th St. Station.

Mr. Blakey reviewed the format of the meeting for those visitors to the CAC; the meetings start with technical reports followed by workstations where people can ask questions and interact more closely with the engineers working on the project.

Mr. Blakey mentioned that 3 people resigned:

- Josh Bunker, community member at large, resigned due to time constraints.
- Laura Nevitt, Lexington-Hamline Community Council, resigned because she no longer serves on the L-HCC board.
- Brant Ingalsbe, District 6, resigned because he moving to Korea.

Co-Chair Beach announced that on December 12, 2007, the Metropolitan Council awarded a \$1,050,000 Livable Communities development Grant to the City of St. Paul for a four-story development at the intersection of Dale and University. The project features underground parking, 20,800 square feet of commercial space and 46 units of affordable housing on the second, third and fourth floors. She congratulated several community groups that will be working on the project including Model Cities, Greater Frogtown Community Development Corporation, Neighborhood Development Center, and Aurora Saint Anthony Community Development.

Ms. Beach also announced that the Metropolitan Council will be holding a series of informational meetings in January and listening sessions in February. She then asked if any of the CAC members wanted to report on any community meetings or events related to Central Corridor. No one responded with a report.

2. REPORTS

Ms. Beach welcomed and introduced Reggie Aligada, the community representative on the Central Corridor Management Committee. Mr. Aligada gave the CCMC report; at the December 12, 2007 meeting the CCMC members discussed principles for the major scope decisions. The CCMC also heard presentation about several technical issues including:

- Annual project expenditures
- 2 or 3-car Trains/Platforms
- Hamline, Victoria and Western Stations
- Right-of-Way for substations update

Karri Plowman reported that the Business Advisory Council was looking at the same issues as the CAC, from a businesses perspective. They've also started looking at business and construction mitigation strategies.

3. PROJECT REPORTS

Staff gave technical reports on project issues.

Dennis Probst reviewed the alternative alignments in downtown St. Paul and the initial findings of impacts on ridership, travel time, cost and CEI.

Jim Alexander reviewed the findings of a study of ridership and peak demand. The results of this study show that initially a 2-car train consists can accommodate ridership levels. However, by 2030, the system will need to be expanded to 3-car consists to accommodate peak ridership.

Mr. Alexander also reviewed proposed plans for going underneath the Minnesota Commercial Rail Road Bridge, just east of Cleveland.

Arlene McCarthy presented the findings of the study that looked at impacts of adding a station at Hamline, Western or Victoria. One of the workstations was devoted to this topic to give the CAC an opportunity for questions and answers.

4. SMALL GROUP WORKSTATIONS

At 5:40, the CAC broke into small groups. Ms. Cauffman introduced the workshop format for the general public in attendance. There will be three workshops each covering a specific topic and every workshop will be assigned a Metropolitan Council engineer presenting on the topic. Several technical staff will be available to answer questions and a community outreach coordinator will record the discussion. The comments will be included in the meeting minutes. The workstations include:

1. Study of potential additional stations at Hamline, Western and Victoria: Mark Filipi, Arlene McCarthy, Dennis Probst, Robin Cauffman and Joey Browner.
2. Rice Street Station: Jim Alexander, Dan Soler, Shoua Lee and Dana Dellis.
3. Project Updates: Chuck Hymes, Jessica Hill, Rita Rodriguez.

Comments and questions from workstation attached to minutes.

5. NEXT MEETING

The CAC reconvened at 6:50 PM. Ms. Beach asked attendees to complete the evaluation form and turn it in as you leave the meeting. Next month's meeting is tentatively scheduled to include:

- Current re-estimate of project cost – Inform
- Review the plans for connecting Central to Hiawatha LRT – Inform
- Update on the UofM East Bank - Input
- Update on the West Bank station location – Input
- Discuss plans for reconstruction of roadway - Input
- Discuss plan for traffic signalization, street crossing etc. - Input
- Present the plans for the 29th Avenue Station – Input

The next CAC meeting is scheduled for January 17, 2008 at 5:00 PM.

6. ADJOURNMENT

Co-Chair Blakey adjourned the meeting at 7:00 PM.

Prepared by Nkongo Cigolo, Community Outreach Coordinator

Attachment 1: Future Meeting Topics

Responses to the following question: Identify the topics you are most interested in learning more about and presentation ideas for future CAC meetings.

- Flexibility in locating/adding stations (13) Reported analysis on 12/20/2007 CAC agenda.
- Reason for U tunnel (10) Presented tunnel and at grade route at 11/15/2007 CAC meetings.
- Job Opportunities (8) Noted need for 75 part time bus drivers and 26 mechanics due to transit demand following the collapse of the I-35 bridge, 8/16/07 CAC. Forwarded CAC DBE press release 12/17/07.
- Issues of cost and under-lying assumptions (6) – Presented overview of project budget at 6/21/07 CAC meeting. Analysis and costs of additional stations on 12/20/2007 agenda.
- Connecting Bus Service (6) – Presented at 6/21/07 CAC meeting.
- Construction mitigation (6) Karri Plowman shared work of BAC at 10/18/2007 CAC.
- Future expansion (cut short now or extend system in future) (5). Presented potential routes to connect to Union Depot 11/15/2007 CAC
- Access to businesses and community services during construction (4)
- Environmental Justice Analysis (4) Initiated conversation 8/16/07 CAC; submitted summary memo at 9/20/07 CAC.
- Parking, including Hide and Ride (4)
- St. Paul's Development Plan (4) Presented at 5/17/07 CAC meeting.
- E.I.S. Presentation (3) Presented at 7/19/07 CAC meeting. Presented review of SDEIS on 11/15/07.
- Station information including design (3) Presented Dale, Lexington, Snelling, Fairview, Raymond and Westgate station at 9/20/07 CAC. Station standard design and Capitol stations planned for 10/15/07 CAC. Discussed West Bank at 11/15/2007 CAC.
- Timelines with deadlines for decisions (3) Presented issues matrix at 9/20/07 CAC.
- Community Benefits Agreement (2)
- Gentrification (2)
- Historic sites along the line/route (2) - Pointed out historic buildings on 4/19/07 CAC tour.
- Residential development and safety (2)
- Signal pre-emption or prioritization for LRT (2)
- Summary Report on RFP process (procedure) (2)
- Access to line (1)
- Bike Lane (1)
- Techniques to reach all constituencies (1) Brainstormed stakeholders and public involvement strategies at 2/15/07 CAC.
- Union Depot (1). Presented potential to connect to Union Depot 11/15/2007 CAC.
- Very detailed information must be provided (1)
- Visual simulations of corridor design (1) – Include at beginning of CAC meetings.
- Working groups and clear outputs/products (1). Started using workstation format at 10/18/2007 CAC.
- Balance budget outcome with outcome of meeting people
- Best way to Reach ELL
- Communication Plan – Presented to the CAC on 3/15/07
- Discussion around overlapping service “sheds” for downtown stations vs. lack on parts of University (How was station placement determined)/equitable access.
- Financing (other options)
- Streetscaping

Attachment 2: Discussion summary of the Report on the potential additional stations at Hamline, Western and Victoria

Prepared Robin Cauffman, Manager of Public Involvement

Question	Answer
If only one station were added, which one would it most likely be?	Higher ridership at Hamline due to redevelopment potential. The model is based on the current land use plans. City of St. Paul updating their plans, which can be used to update the ridership model. FTA requirement that we use the locally approved CP; cities can update their plans.
Dave VanHattum asked if the City anticipate having a new comp plan before February decisions.	No, not by February. The City is working on updating its plan.
Metric Giles suggested that the community's objective is ridership; the Met Council's objective is to meet a budget? If it doesn't meet a budget, suggest looking at a different alignment.	The DEIS route serves the community; the Council is focused on a budget because without cuts, there will not be a project. It was noted that the environmental work will include the stations; consequently, the groundwork will be laid so that we could add stations when time and development is. Issue is not whether or not the Met Council wants the stations; it is what we can afford.
Vic Rosenthal asked if there are examples where other systems of this type and density where stations are a mile apart?	All systems are different, no comprehensive study of other systems. For Central Corridor, the station location is based on ridership and north-south bus routes to improve transit connections.
A community member noted that there currently isn't north-south bus service on Lexington.	The DEIS plans for adding transit service to Lexington as well as new service in the Midway area via circulator. The DEIS plan includes service plan with LRT and connecting bus service. The transit plans were presented to the CAC in January.
Linda Winsor, University United, asked if we are using the same criteria for stations, such as transit dependency, density, etc.	Yes, some of the criteria and information that went into the model includes: <ul style="list-style-type: none"> • Spacing at major intersections • Connectivity of buses • Transit dependent population
John Broderick noted that the CEI and businesses use Cost Benefit and asked how we measure effectiveness of serving the community? How much research has been done in the corridor? How much they will benefit and whether they will ride it. Is it that only suburbanites will use it?	There are no park and rides along the route for suburban park and riders. Majority of the people are going to another location on the corridor such as the Uof M, Capitol or one of the employment centers; starting or ending somewhere between the downtowns. It is not that we don't want the stations; the reality is that we need to meet the federal guidelines because we can't build the line without federal funds.
Dan Kravetz asked to confirm that the CEI accounts for travel time savings within the corridor? Is there a possibility for an off model analysis?	The model takes into account trips based on what is happening in the region. It includes current ridership data, land use, etc. reflects current transit use and trips in the corridor. We must use the FTA approved model to qualify for the federal funds; it took us about 2 years to get approved. Hiawatha LRT ridership was much higher than projected. We updated the model based on the real data and trips. Central gets the benefit of the Hiawatha reality ridership. We have tried very hard to maximize the accuracy in the model.
A community member asked how adding stations reduces ridership?	The model is sensitive to travel time. Some people argue what is 1 minute; it is a perception that reduces riders. The data is based on our own region and affects of travel time on travel mode decisions people make.

Question	Answer
Bridgit Waterman asked how you know the travel time and model people's choices.	Mark Filipi explained that we survey households (1/2%) to keep track of people's trips. We look at different modes of transportation (transit, SOV, HOV, etc) to come up with probability of travel time and mode choices. We then calibrate the model to replicate actual ridership trends. This then goes into the model we used for Central ridership.
Bill Curtis asked if the model looked at whether adding a station would result in more people would get on at that station.	The Transportation Analysis Zones along the corridor are all within 1/3 of a mile of a transit connection, either bus or LRT. Adding a station does not improve access to stations. Adding a station increases travel time for everyone else. Some of those riders will look at whether they should use an alternative to LRT.
Readus Fletcher asked staff to talk about the infrastructure that can be added in anticipation of station. Is cost of adding later cost prohibitive? Does that affect CEI?	The plan is to have all paved track; consequently we'd want to include conduit, infrastructure, foundation work etc... so that we wouldn't have to rip it up and disrupt service later. Current construction costs of infrastructure would go into the CEI.
Mike Madden asked for more information about the transit service improvement for Western, Victoria and Hamline staff mentioned.	Transit service improvements are described in the DEIS and at the June 2007 CAC meeting. Transit service planning is part of the engineering process.
Anne White asked how the model deals with 2 stations in one TAZ. How do you know how many people are going to ride the train from Lexington to the U?	<p>Model is 4 step process that looks at:</p> <ul style="list-style-type: none"> • Trip generation • Trip destination • Mode Choice • Trip Assignment <p>The mode choice step estimates the mode of the trips between origins and destination. The assignment step identifies the quickest route and assigns the trips to that route. This step results in station to station flows. CEI is a tabulation of user benefits using the FTA SUMMIT model, allocated on a zone to zone basis and how long it takes under any mode.</p> <p>Outcome of the analysis is the improvements made from project versus baseline. Some people counted that may not even use LRT because other transit or transportation options are improved. Improved service will benefit people even if they don't get on light rail. For example, other people going north or south on Lexington that previously did not have a transit option.</p>
Dave VanHattum asked if it is all about ridership, why not eliminate the Capitol East station and replace with better performing station at Hamline?	Baseline DEIS of station locations driven by north south bus routes to maximize transit service and connections. The Capitol East station provides service to Regions Hospital and the east side of the Capitol complex.
Melvin Carter noted the need to compare apples to apples and understand the benefit of CCLRT to region, state and corridor. He commented that he wants to see corridor benefit the community. Would like to see set of objective criteria for the selection of stops and Rte 16 service maintained.	Note that the Metropolitan Council will be adopting a set of principles for making decisions at the January meeting.
Jackie Cooper asked how she get details about the informational meetings, and listening sessions	Metropolitan Council will be making the decisions in February. Listening sessions will give the public an opportunity to talk directly to the Met Council. CCPO does the analysis that will be shared at the informational meetings.

Question	Answer
A community member asked if the CCPO project team will be running through more iterations of the CEI as more is known about PE.	Yes, we will rerun the CEI once we have more information about project components, costs etc. Reminder that no decisions have been made. We'll be looking at those changes in the project. The Central Corridor Project Office staff will not be deciding what is in and out; the Met Council will be making the decisions.
Mike Deed expressed his concern the process is progressing and the lack of community input and also concerned about recent statements about the UofM and their proposed alignment. With that proposal could these stations be added if costs decreased?	<p>Ms. Caufman highlighted some accomplishments of the community outreach program in 2007 including:</p> <ul style="list-style-type: none"> • Hired 6 community outreach coordinators • Talked to nearly 15,000 • Went to the community at events such as community fairs, national night outs, staff meetings, door knocking etc. <p>Also introduced Mr. Deed to his outreach coordinator and encouraged him to talk to Rita after the meeting.</p> <p>In response to the questions about the UofM alignment, it is similar to I-35 bridge concept. We looked at costs of rerouting the project to the I-35W bridge; reduced ridership and increased travel time. Significant factors include time impact to the project and would move the alignment away from the 2 highest ridership lines. Would also require shuttle buses. We are looking at the cost to study the alignment as well as impact to project schedule.</p>
Pete McCauley, a community member thanked the Central Corridor Project Office staff for their hard work. Regardless of the model, people feel that more stations equal more riders. Community needs to understand tight restrictions under FTA model. Important that we all listen to both sides	
Brent Swiger, a community member and frequent rider of 16 and 50, noted that as a transit rider, he needs to calculate travel time. If I need to walk farther to catch the bus I need to add time to my trip	Mark Filipi acknowledged and confirmed that closer station results in shorter walk time and that the model captures the walk time to a station.
Donna Evans noted that the community between Lexington and Dale is older. What happens to people that are in wheel chairs and elderly? Decreased service is the issue.	Local service will remain, just not as frequent. On an individual basis, your bus may not come as frequently. However, overall the corridor will have increase service and others in the community will get a higher level of service. For example, those near the circulator or Lexington Ave.
A community member commented that this is not just about adding a commuter train. The questions that are being asked are about complimentary bus service and LRT is really important. When given the option, will people choose to take LRT or the bus? I would choose to take LRT. Can not satisfy everyone individually, but satisfy as many people as possible collectively.	Central Corridor is not typical commuter rail, like Northstar, where people are destine in/out bound. There are people that will not benefit. The characteristics of community are reflected in the model. We project more riders on Central than Hiawatha LRT because of those characteristics.
Anne White commented that we should consider the opportunity to provide economic advancement to the communities that need it.	At their Dec. 12, 2007 meeting, the Central Corridor Management Committee CCMC discussed principles for decisions; economic development is one of the principles mentioned.
Emily, a community member that bought a house near Central Corridor, observed that people are getting emotional because area of minority, poverty, etc...	The NEPA process requires that we look at these issues. The Final Environmental Impact Statement will discuss. The FEIS and environmental justice were discussed at the July and August 2007 CAC meetings.

Question	Answer
Tait Danielson commented that with the weather extremes at Minnesota, waiting 15 minutes at bus stop doesn't make sense for transit dependent population.	This was a very frequent comment through the DEIS process. Many of the region's communities don't have this high of service frequency.
A community member asked when decisions will be made for bus decisions.	Not all decisions will be made in February. Transit service planning will be finalized later.

Attachment 3: Summary of Discussion of Capitol Area alignment

Prepared by Shoua Lee, Community Outreach Coordinator

CAAPB Area Work Station Questions & Comments

- Is there an effect on the CEI because of the station change from Columbus to Robert as well as the shallow cut behind the Capitol?
- I am concerned about vibrations close to the state Capitol building.
- I'd like the design team to look at the option of a split far side station at Rice and then move the alignment south after MLK. I think this would eliminate some of the issues of taking away sidewalk access at Rice.
- Why do we have split parallel platforms at the Robert St. station?
- Will we have a rail or wall to protect those on the platform from the traffic?
- I have a personal preference for a center platform.
- Can we have grass between the tracks?
- Will we have pavers next to the tracks?
- We must have colors to indicate safety at platforms along with the bumpy tiles.
- Will there be a stately design for stations near the Capitol?
- I think there should be frogs on the Rice St. station.
- I think Hiawatha had issues with maintenance of custom-made materials for stations.
- Some of the art and designs of the Hiawatha can block views of riders. We have to be careful not to do that on Central Corridor.
- The 10th St. terminus view should have some nice public art to acknowledge the area.
- Will there be a left-turn at old 9th St.? There is the potential for a pedestrian walk and possibly vehicle access there.
- I am concerned about the noise and vibration impact for the churches near 10th.

Attachment 4: CAC meeting December 20, 2007 - Feedback Sheet Comments

1. Results

Results tallied from feedback forms distributed toward end of meeting. Form asked members to grade overall meeting performance and today's meeting format on a scale of 1 to 5 where 1 was the lowest and 5 the highest. Grades are replicated in columns to the right.	Overall Meeting Performance	Today's Meeting Format
		5
	4	4
	3	2
	3	2
	4	4
	4	4
	2	2
	3	3
	3	2
	5	5
	3	4
	3	3
	4	5
	1	1
	5	3
	4	4
	1	1
	2	-
	2	2
	4	-
	3	2
	3	4
	4	4
	2	2
Average	3.2	2.9
Number of respondents	24	22

2. Comments

- Find a better way to explain the CEI.
- It was clear there was not equal interest in the three workstations. In this case to force the three workstation format did not work.
- Good meeting. Questions were good, answers were O.K. Sorry that the results for the three stops weren't possible at this time. Will be involved, attending more meetings.
- Give the CAC the opportunity to discuss issues and make recommendations
- Hamline, Victoria, and Western need to be even more inclusive.
- More time for community discussion. More time to hear from the CAC members. CAC needs opportunities to discuss and make recommendations.
- I can only conclude that with less bus service, the areas of the "infill" stations will be less well served, with population that bad needs more service – disadvantage/elderly/ disabled / no cars.
- Formula no longer working at all. Give official CAC members preference in speaking over general public who come in.
- Longer, easier to get in, give Arlene a break and have more the three talking heads to address the community.

- Next time someone comes into the meeting late for various reasons (not everyone can make it at 5) please don't cut them off or not give them a chance to say something.
- More time to ask questions, more direct answers to the questions asked by the communities. Deeper analysis and consideration for the Hamline, Victoria, and Western area and how it will impact our community.
- More Time.
- Thank you for listening. Please do an analysis of a Cleveland Ave. station.
- Don't assume people have been to all the previous meetings. Don't assume people know the Acronyms. Speakers seem impatient.
- Instead of hiding behind the CEI, Explain it. We are intelligent enough to understand what factors are included and how they are weighted.
- We need to go back to the large meeting formats so everyone can hear everything.
- Smaller groups seem to work best.
- I think there needs to be an acceptance on the part of the Council that statistical models do not reverberate well with the emotional connection between the community and its needs and desires. The community wants more stations; we feel that more stations mean more ridership and more benefit to and more benefits for local businesses. If the model does not accurately represent the needs of the community, the model needs to be modified.
- More time so two questions could be asked.
- A good venue to comment, however, I get the feeling that the people's concerns are not taken as seriously as other matters including the Cost Effectiveness Index. Regardless, leaders need to lobby hard for constituents. At the minimum, rough in the stations and maintain the level of bus service.
- I really encourage LRT stops at Hamline, Western, and Victoria.