

# T Transportation Committee

**Meeting date: February 9, 2008**

**Council meeting February 25, 2009**

## **ADVISORY INFORMATION**

<b>Date:</b>	February 2, 2009
<b>Subject:</b>	Authorize Public Hearing to consider elimination of Route 255
<b>District(s), Member(s):</b>	District 10 - Kris Sanda District 14 - Kirstin Sersland Beach
<b>Policy/Legal Reference:</b>	Council Policy 1-3 Transportation Planning and Transit Services, Procedure 1-3a Transportation Service Changes and Restructuring and Policy 2-1 Public Accountability to the Public, Procedure 2-1b Public Hearings.
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director MTS (651)602-1754 Gerri Sutton, Asst Dir - Contract Transit Services (651)602-1672 John Harper, Supervisor - Contract Transit Services (651)602-1744 Rebecca McBride, Project Administrator (651)602-1722
<b>Division/Department:</b>	Metropolitan Transportation Services (MTS)

### **Proposed Action**

That the Metropolitan Council authorize a public hearing, to be held at 12:00 p.m. on Tuesday, April 14, at Wells Fargo Operations Center in Shoreview, on the proposed elimination of Route 255, which operates between downtown St. Paul and the operations center.

### **Background**

The Metropolitan Council implemented Route 255 on January 2, 2003 in response to the opening of the new Wells Fargo Operations Center in Shoreview. Upon opening the center, Wells Fargo relocated a significant number of entry-level positions from downtown Minneapolis locations, and also added positions. MTS and Metro Transit responded by implementing Route 250 reverse commute service from downtown Minneapolis and Route 255 from downtown St. Paul.

MTS currently contracts with Lorenz Bus Service for service operating between St. Paul and its northern suburbs. Route 255 was implemented at little cost to the Council by turning deadhead trips to and from Lorenz’s garage into revenue service. Ridership was modest at implementation, has continued to decline through the years, and now stands at less than 10 rides per day.

### **Rationale**

Due to low ridership and limited operating funds, staff is recommending elimination of this route. For January 2009, the route carried 2.3 passengers per NTD Revenue Hour of service, which resulted in a subsidy per passenger trip of approximately \$67.00.

### **Funding**

The Council spends approximately \$125,000 per year to subsidize this route. The funding previously assigned to this route will be redistributed to support the operation of other routes.

### **Known Support / Opposition**

No known opposition.