

# Compilation of Questions & Answers from City Council Public Forums on Proposed RGRTA Bus Terminal (April 27, 2010 and May 5, 2010)

**(\*\* Note: All responses to questions were provided by RGRTA\*\*)**

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## **Topic: Different Site**

**Question:** Why not give the RGRTA Pleasant Street, between Clinton St and Liberty Pole Way, or Franklin Street, between Andrews and Franklin Court? Perhaps the St. Joseph's Church park could be incorporated and reinvigorated. It might also help shelter the presence of the transit facility visually from the west. It is a largely non-residential area surrounded by parking lots and garages and seems roughly the same size. What was the RGRTA's assessment of the alternate site referenced by Tony DiMarzo? Were any other locations studied and why was Mortimer Street chosen? Why does the Authority prefer the Mortimer Street location to the area by Amtrak or the intercity bus terminal? The Authority provided no explanation at all last week. Many speakers objected to the location and none preferred it. Even the strong supporters of building a new terminal (largely union representatives anxious for construction jobs) did not express a preference for Mortimer Street.

**Answer:** RGRTA and other entities in our community have studied the need and alternative sites for a Transit Center for the past 30 years. In 2000, a memorandum of understanding between the City, County and Authority selected the Mortimer Street alignment for a transit center. Millions have been spent in reviewing alternate sites and the impacts of the preferred site, Mortimer Street. Most recently, the Renaissance Square project's Environmental Assessment studied alternate sites. That study is included in the Appendix A of the EA document and was presented at a Public Hearing on April 22, 2009. The study discusses each of the alternative sites that were considered as well as the reasons that the Mortimer Street site was selected as the location for the Transit Center. That study did consider combinations of sites. A summary of the site selection process used in the Renaissance Square Project follows.

### Review of the Renaissance Square Site Selection Study

As described above, a new central transit station for the City of Rochester has been envisioned for more than 30 years, and the project was identified in the City's transportation plans as early as 1969. More recently, a number of reports have been prepared that identify and establish the need for and requirements of a transit center for Downtown Rochester:

- Rochester Central Station Needs Assessment and Site Selection Process, Rochester Genesee Regional Transportation Authority, January 2000;
- Rochester Central Station Environmental Assessment Pursuant to NEPA and DEIS Pursuant to SEQR, October 2003;

- Downtown Transit Center: Alternative Location Analysis, Prepared for Mayor William A. Johnson, September 1998;
- Rochester Amtrak Station Revitalization Study, Genesee Transportation Council, March 2002;
- Stone Street Station Design Objectives and Community Needs, The Goodman Corporation, February 2001; and
- RTS Route Optimization Study, SYSTRA, August 2003.

Each of these studies looked at alternatives for the construction of a transit center in Downtown Rochester. Because each study identified alternatives based on the goals and objectives of that particular study, a wide variety of sites, designs, building programs, and layouts were considered, creating a wide range of possible alternatives. Many of the alternatives described in these reports were analyzed at a screening level as part of the Renaissance Square alternative evaluation process. The alternatives were evaluated based upon a range of factors, including their consistency with the purpose and need for the Renaissance Square project.

With the proposed development concept established as a joint development project with an at-grade transit center, Performing Arts Center, and MCC campus, the project team employed a multi-pronged collaborative and iterative approach to identify potential locations for the proposed project. This included: consulting with resource agencies, project stakeholders, and the general public; reviewing local and regional plans that include recommendations for the project; and considering alternatives evaluated in the EA for the former Rochester Central Station project. Six sites were identified as potential locations for the project:

- Site 1, Midtown Plaza I (Chestnut Street/Atlas Street/Elm Street): The site is approximately 74,000 square feet in size and consists of 9 parcels and a parking lot east of Chestnut Street. Two existing buildings would be demolished to construct the facility, and the existing Midtown Plaza bus depot would be integrated with the new complex.
- Site 2, Franklin Street I (Franklin Street/Pleasant Street/Liberty Pole Way): The site is approximately 65,000 square feet. It contains a historic bank building and a parking lot.
- Site 3, Franklin Street Building II (Franklin Street/Pleasant Street/Franklin Court/Liberty Pole Way): The site is approximately 105,000 square feet and adds to the Franklin I site the following elements: the triangle of land on the western side of Franklin Street and the right-of-way. The additional triangle of land is occupied by two vacant buildings and a parking lot. This site would require the closure of portions of Franklin and Pleasant Streets.
- Site 4, Clinton Avenue Garage (Franklin Street/Pleasant Street/Franklin Court/North Clinton Avenue): The site is approximately 175,000 square feet and consists of five parcels. It contains the St. Joseph Garage and the triangular addition from the Franklin II site.
- Site 5, Main and Clinton Site (East Main Street/North Clinton Avenue/Pleasant Street/St. Paul Street): The site is approximately 305,000 square feet, including the right-of-way of Division and Mortimer Streets. It includes a total of 22 parcels, three of which are publicly owned.

- Site 6, Amtrak Station Site (Central Avenue/Joseph Avenue/North Clinton Avenue): The site is 161,000 square feet and consists of two parcels. It is occupied by a station building for Amtrak operations and a parking lot. There is additional land surrounding the site (accessory parking for the station) that could be developed as well.

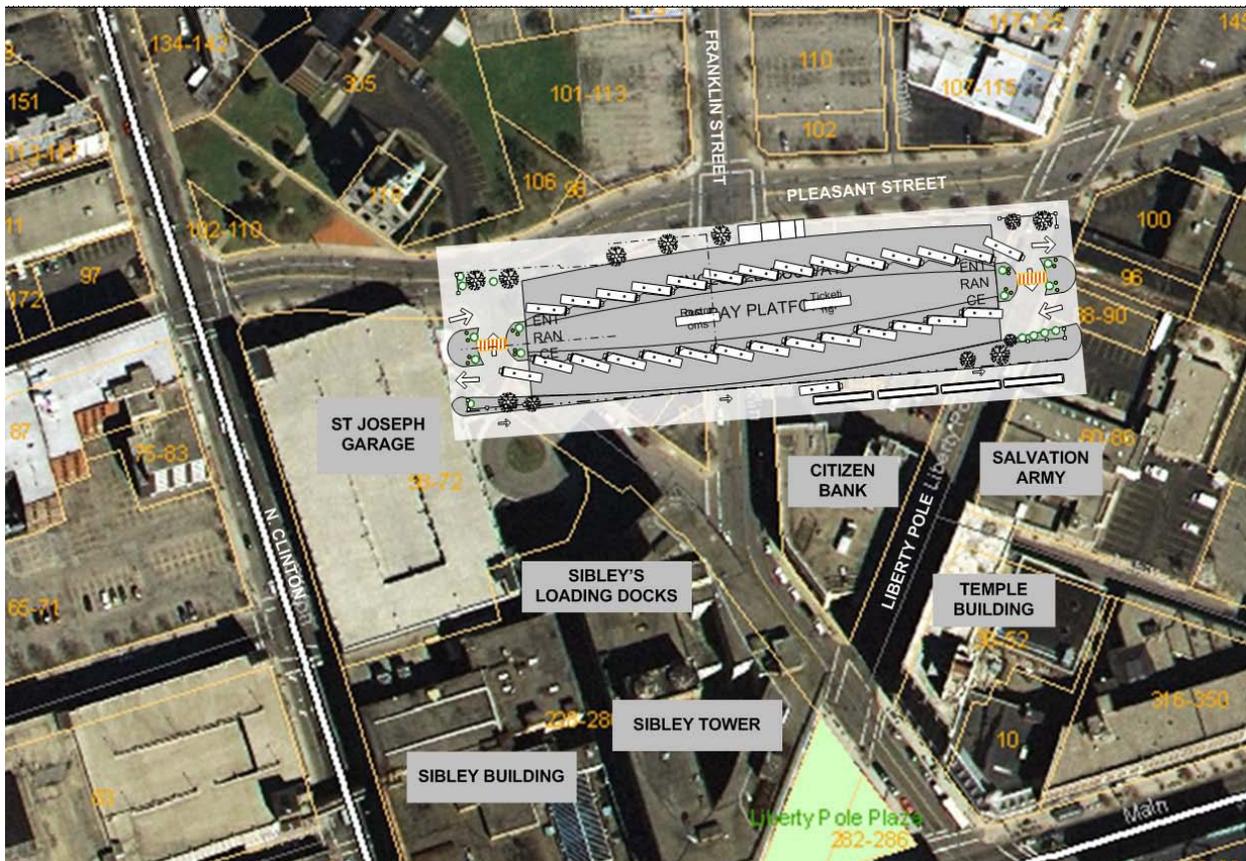
Following the identification of these sites, the Project Sponsors undertook a two-part screening process to identify a site or sites to analyze in detail in the EA. The initial screening removed sites 1, 2, 4 and 6 from further consideration for size and location reasons. The second level screening considered effects on; bus operations, site availability, disruption to existing uses, proximity to destinations and potential to maximize economic development in City –targeted areas.

Site 5 (Mortimer Street) was determined to be more feasible for the project than Site 3 (Franklin Street) because it best meets the project’s purpose and objectives as follows:

- A new transit center on Site 5 has fewer disruptions to and is more compatible with existing RTS operations and route structures;
- A greater number of parcels on Site 5 are vacant or underutilized, which maximizes development opportunity while minimizing disruption to active businesses;
- Site 5’s size and orientation to Main Street provide greater opportunities to co-locate other uses with the transit center, which would spur additional development and economic revitalization in the Center City area and provide RGRTA with greater opportunities to increase revenue streams; and
- Site 5 would result in a major new development on Main Street in a highly visible location at the heart of the Center City area.

Therefore, Site 5 (Mortimer Street) was selected as the preferred location for the Renaissance Square project.

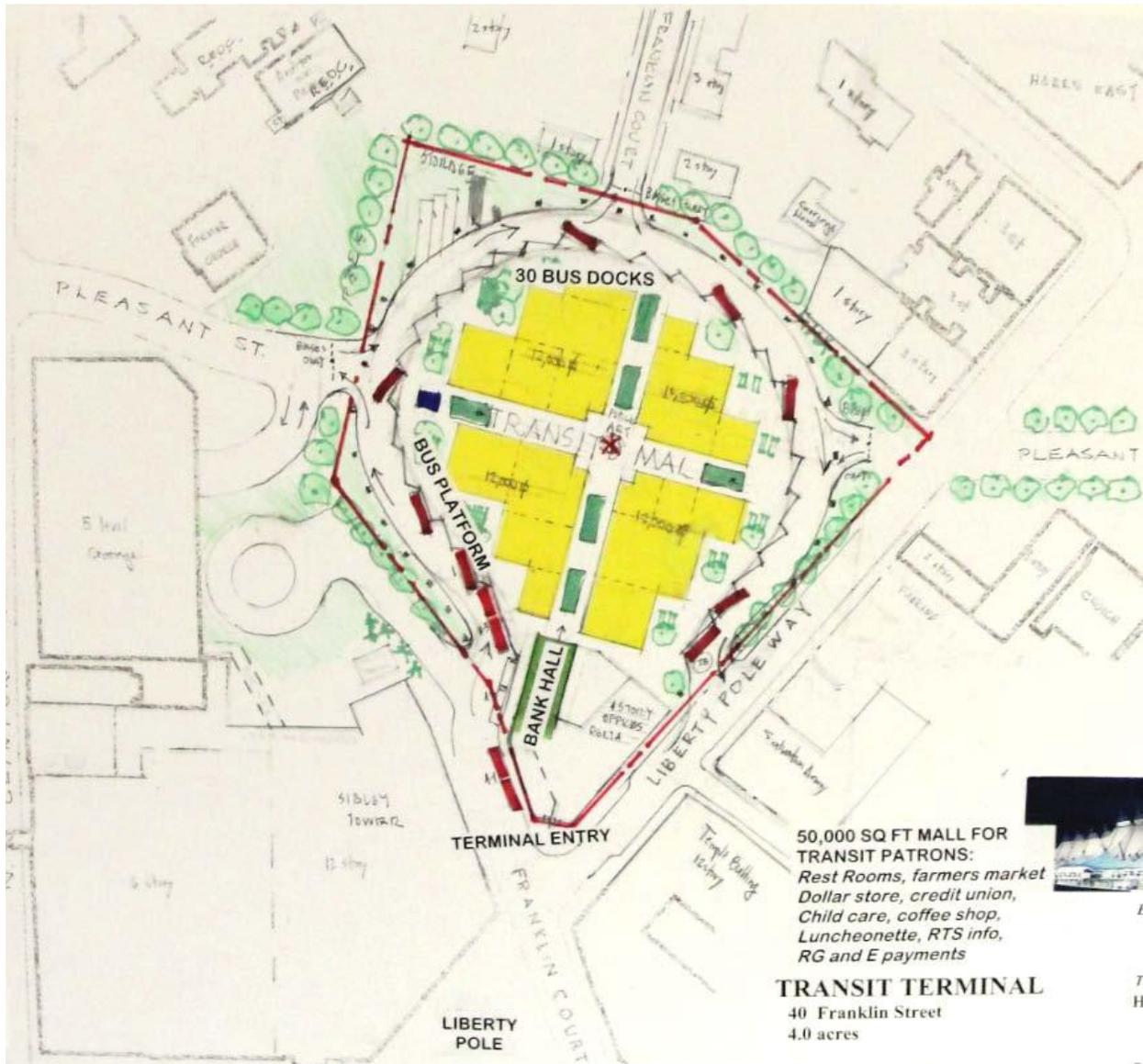
Mark IV has proposed that the Franklin Street site be reviewed again as an alternate site for the Transit Center. We performed an updated analysis to determine how the current project would work on the site and the impacts of using the Franklin Street site. The graphic below shows the transit center placed on the Franklin Street site.



The review indicated the following shortcomings with that site:

- Access to the site for buses would be harder for this site than the Mortimer Street site. The site is removed from the St. Paul/N. Clinton north/south corridor which would increase the required travel distance thereby significantly increasing bus operating expenses.
- The site is too small for the operation of the necessary 30 buses. In addition to the abandonment of Franklin Street portions of Liberty Pole Way would also likely need to be abandoned.
- Access to St. Joseph garage would be blocked.
- A partial taking of the Citizen Bank parcel would be required potentially impacting a nationally registered historic building.
- Residential properties including the historic Temple Building, Franklin St. Apartments, 113 Liberty Pole Way, 121 Liberty Pole Way, 96 Liberty Pole Way and the Lincoln Apartments and the future conversion of the historic Sibley Tower are adjacent to or near the site.
- Access for deliveries to the Sibley Building would be impacted.

Mark IV has proposed an alternative design for the transit center at Franklin Street. It is shown below.



An initial review of this concept resulted in the following comments:

- The abandonment of portions of Pleasant Street would have a significant impact to the traffic and accessibility to downtown. It would have to be studied as much of the volume Pleasant Street carries would be diverted to Main Street.

- The platform and buses do not appear to be enclosed. This aspect would not meet one of the key objectives of the project to provide a tempered space for RTS customers.
- If the buses are not enclosed there would be increased air and noise impacts in comparison to the current proposal.
- If the platform and busway were to be enclosed it would be over 2 1/2 times larger than the current proposal. The cost to build and operate would not be feasible.
- The concept includes a 50,000 sf retail mall for transit customers. Our marketing studies identified the ability to support no more than 5,000 sf of retail space for transit customers. 50,000 sf of retail space would require easy access and parking to be viable.
- The proposed design is very large with over a quarter mile in circumference and 4 acres in area. It is an inefficient use of downtown real estate. The Mortimer Street Transit Center is about one third of the size.
- The design proposes using Citizen Bank as the entrance to the transit center. This is an historic property that is currently utilized for the same purpose it was designed. It would be difficult to obtain the federal approvals to buy this property with federal funding.
- All of the other shortcomings described above apply to this design as well.

In summary the site has many shortcomings that support the decision to eliminate the Franklin Street site from further consideration.

Changing the site of the transit center would require a completely new environmental review process. The additional environment review would be paid for with 100% local dollars. The additional site analysis and environmental review would cause a multiyear delay. During that time all of the available funding for the project would lapse or be repurposed. It would take 5 to 10 years to raise the federal funding again.

#### **Topic: Design for Neighbors / Mark IV**

**Question:** I'd feel better if there were assurance — legally binding — that RGRTA will design the station so that it's compatible with its neighbors and that Mark IV can have suitable parking. Otherwise, we're asked to hand over Mortimer and trust that problems will be fixed later. How can we trust that this will really happen?

**Answer:** The drafted legislation to be submitted to City Council states that: "The City Council Supports the construction by the Rochester-Genesee Regional Transit Authority ("RGRTA") of a 26-bay Transit Center; provided that:

- The Transit Center is constructed at the Mortimer Street site as presented at the Council Public Hearing on April 27, 2010 and as shown in Transit Center concept drawing dated April 27, 2010.

- The entire Transit Center is enclosed with a brick and glazing façade as shown in concept during the April 27th presentation.
- Prior to submission to the FTA at the 70% and 100% design stages, the City’s review and comment on the appearance of the exterior of the Transit Center is solicited and accommodated to the extent such review and comment are consistent with the April 27th concept and with RGRTA operational and financial constraints.”

The abandonment of Mortimer Street legislation could contain a similar provision.

**Question:** How can 74 parking spaces be provided for the Cox building?... Mortimer Street Garage? ... Empty lot behind the building?

**Answer:** If the City chose to do so, the old Mortimer Street Garage site could be provided to the Cox Building residents for parking. Depending on the extent of the need, the City may want to consider providing a portion of the Mortimer Street garage for future Cox Building residents.

**Question:** RGRTA says that they need part of Mark IV’s parking lot for their staff. I asked why the staff can’t park in the Mortimer Street Garage, and they say the city says it needs all of the spaces because so much development is taking place downtown. Obviously if the Main-Clinton corner is developed, we’ll need all the parking we can get in that area. But surely some spaces could be found for RGRTA staff so that the Warner Building and Cox Building aren’t impacted. Why is parking provided for Transit staff?

**Answer:** The proposed RGRTA parking area north of the Transit Center, as shown in the April 27th plan, is not located on property owned by Mark IV. In its letter to Mayor Duffy dated March 31, 2009, Mark IV stated that it had filed plans and would shortly begin construction on the parking area East of the HH Warner building to permit 41 surface parking spaces and a ramp to the basement for parking for residents. RGRTA is not proposing to use the Mark IV owned parking area East of the HH Warner building and, therefore, that parking lot will still be available to it for the 41 surface parking spaces and the ramp to the basement for additional parking.



As can be seen on the above photo, the 65-71 N. Clinton Ave parcel runs from Mortimer to Pleasant Street. This parcel is not owned by Mark IV. It is needed for the construction of the transit center, support space and transit operations related parking. The parking lot needs to be adjacent to the center as it will be used frequently throughout the day by road supervisors, maintenance personnel, delivery vehicles, vendors and operational staff. The acquisition of 65-71 N. Clinton doesn't impact the Warner or Cox buildings as it is not part of their holdings.

**Question:** I know it's not included in the current design, but is a roof garden a possibility on the terminal? Can RGRTA relook at the roof to incorporate some of the ideas of roof top gardens to make the top view more pleasing to the eye of those above it?

**Answer:** RGRTA does not have sufficient capital or operating funds to construct and maintain a roof garden. The wide spans of the facility would make it very costly to construct a structure able to support a roof top garden. Financial constraints are the reason that the roof garden was previously eliminated from the design.

**Question:** Has the RGRTA tried to reach out to the Warner and Cox owners or tenants?

**Answer:** RGRTA staff and project representatives had several discussions with the property owners during the course of the Renaissance Square Project. If Council approves the proposed modifications RGRTA would hold discussions similar to before.

**Topic: Traffic**

**Question:** The traffic simulation showed the intersection of Main and Clinton, but did not include the transit center. It also only showed 2-3 buses at once, when the transit center is supposed to accommodate 30 at a time. I would like to see a model of the traffic that would exist with the center in place.

**Answer:** The traffic simulation shown at the April 27, 2010 public meeting was developed as if the stand-alone traffic center was in place. A simulation of the traffic operations in and around the transit center will be prepared as part of FTA's approval of the modifications. The simulation would be shared with the Council. It should be available by the end of summer.

**Topic: Air & Noise Quality**

**Question:** I would like to see the modifications that have to be made to handle the ventilation of exhaust fumes. What are the future plans for development as they relate to pollution?

**Answer:** RGRTA will spend additional funds on the design and engineering of the stand-alone Transit Center once the City Council approves the proposed modifications of the Transit Center. If that occurs, RGRTA will commence the redesign and re-engineering efforts and will comply with all applicable New York and Federal environmental laws. We will share with the Council the design modifications that will be necessary to meet those requirements as they apply to ventilation of the exhaust fumes.

**Question:** What will the noise level be? Is there a means to simulate the noise/decibel level that would emanate from the terminal at peak times?

**Answer:** RGRTA will spend additional funds on the design and engineering of the stand-alone Transit Center once the City Council approves the proposed modifications of the Transit Center. If that occurs, RGRTA will commence the redesign and re-engineering efforts and will comply with all applicable New York and Federal environmental laws. Until that occurs, we cannot determine or simulate the noise/decibel level that would emanate from the redesigned terminal.

**Topic: Design**

**Question:** How feasible is it to incorporate the idea of bike infrastructure into the transit center?

**Answer:** That depends on the type of bike infrastructure. To include some bike lockers and minor amenities would be feasible. To construct shower facilities for the general public as suggested at the April 27 public meeting would not be feasible.

**Question:** What will the view look like?

**Answer:** RGRTA will spend additional funds on the design and engineering of the stand-alone Transit Center once the City Council approves the proposed modifications of the Transit Center. If that occurs, RGRTA will commence the redesign and re-engineering efforts and will be able to provide more varied views of the facility, much like the 360 degree views that were provided for the Renaissance Square Project. At this point, we only have the artist's renderings that were shown at the April 27, 2010 public meeting.

**Question:** How will pedestrians use the sidewalks on South Clinton and St. Paul adjacent to the proposed bus station? Will they need to cross two lanes of bus traffic as the plans displayed at last week's meeting showed? How will passengers get to and from the buses? Will they need to cross a lane of bus traffic as the plans displayed at last week's meeting showed? Is this safe?

**Answer:** The original design included a transit concourse connecting the bus platform to Main Street. The concourse is currently not an option; therefore customers will use the sidewalks on N. Clinton and St. Paul to access the platform. The crossing of the bus traffic with pedestrian traffic is the same as at any intersection where the bus is turning and pedestrians are in the cross walk. Pulling the front of the transit center back from the street will give better visibility for the buses and the pedestrians. The design will be developed to insure safe pedestrian crossings. The final design may include crosswalk lights as well as control arms to increase safety of the crossing.

#### **Topic: Customer Impacts**

**Question:** Will anything change the cross-town transfers with the center?

**Answer:** RGRTA is not planning to make any changes to its route design as a result of construction of the Transit Center.

**Question:** For people that commute across town – how will they be impacted?

**Answer:** Transfers would still occur at the same times they do now. Transfers will be more convenient for people as the transfers will be inside and closer.

## **Additional Answers from RGRTA:**

**Final Design and Plans:** RGRTA indicated that they were at 70% design when the parties agreed not to go forward with Renaissance Square; with changes now being made, they are at less than 70% and will need to pay (using exclusively RGRTA funds) to get the design back to 70% design. More design still needs to be completed -- aesthetics, outside etc. RGRTA is absolutely willing to have public meetings and workshops to get public input on the actual final design.

**Mortimer Street Location:** This location was selected because it made the most sense for economic and operational reasons. RGRTA studied other locations, but because of the volume of people who used the buses on Main Street, they need a location close to Main Street and North Clinton Avenue. The farther away the terminal is positioned, the more it will cost to operate, and the more it costs, the more RGRTA would have to charge for fares. Their goal is to accomplish this project without a rate hike. According to RGRTA, Franklin Street doesn't have enough space. To move to another location at this point would be cost prohibitive -- another \$4-\$5 million out-of-pocket expense, plus all the work already done lost. In addition, if the facility is placed at some other location, RTS would need to continue to have bus stops on Main Street between the Liberty Pole and State Street, thereby defeating one of the city's main goals -- which is not to have buses picking up and discharging passengers in that area of Main Street.

**Emissions, Fumes, and Noise:** These issues are all regulated and developed by engineers in the field, and done in such a way to lessen the internal and external impact. RGRTA cannot at this point explain how it will be done because that part of the design has not been completed yet. That specific work would not be done until RGRTA knows for certain that this project is going to go forward, and what design RGRTA will be working with. This is a new issue, because the terminal will now be enclosed. RGRTA is aware that this work needs to happen, just that timing wise this doesn't happen until later.

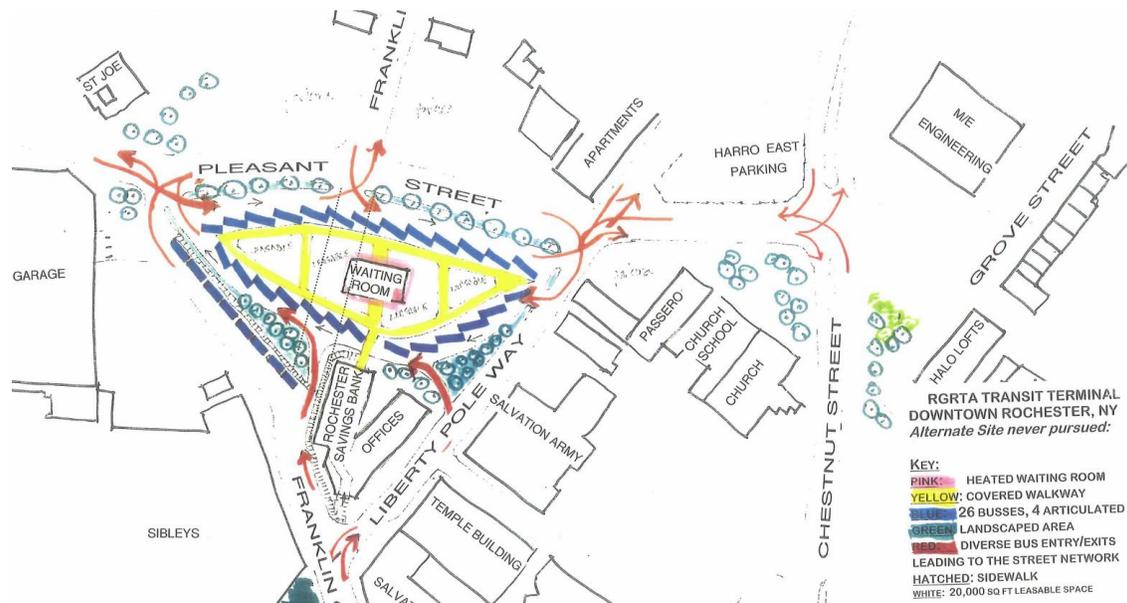
**Security:** RGRTA is fully aware that this is an issue and has already begun negotiations with the Mayor, which might include building a police facility near the terminal and perhaps using some of the \$52 million currently available if possible, or finding new money to do it. RGRTA said with the loss of the revenue they would have gotten from MCC and planned retail operations, they do not have the funds to provide the security needed, and that Mayor Duffy agreed to help provide security early on in the discussions. RGRTA recognizes there could be potential security problems, particularly with youth who come downtown after school to transfer buses, and is willing to partner with the City in a discussion about how to resolve some of these issues.

**Roof, Greening, Bicycles:** The building would be a "Green" building designed to LEED certified standards. RGRTA expressed that they certainly understand the need to make this structure pleasing to the eye. Some additional basic amenities for bicycles could be included, such as racks, but showers would not be possible.

## **Mark IV Transit Center Concept**

### *Comments on the April 30,, 2010 Mark IV Transit Center Concept*

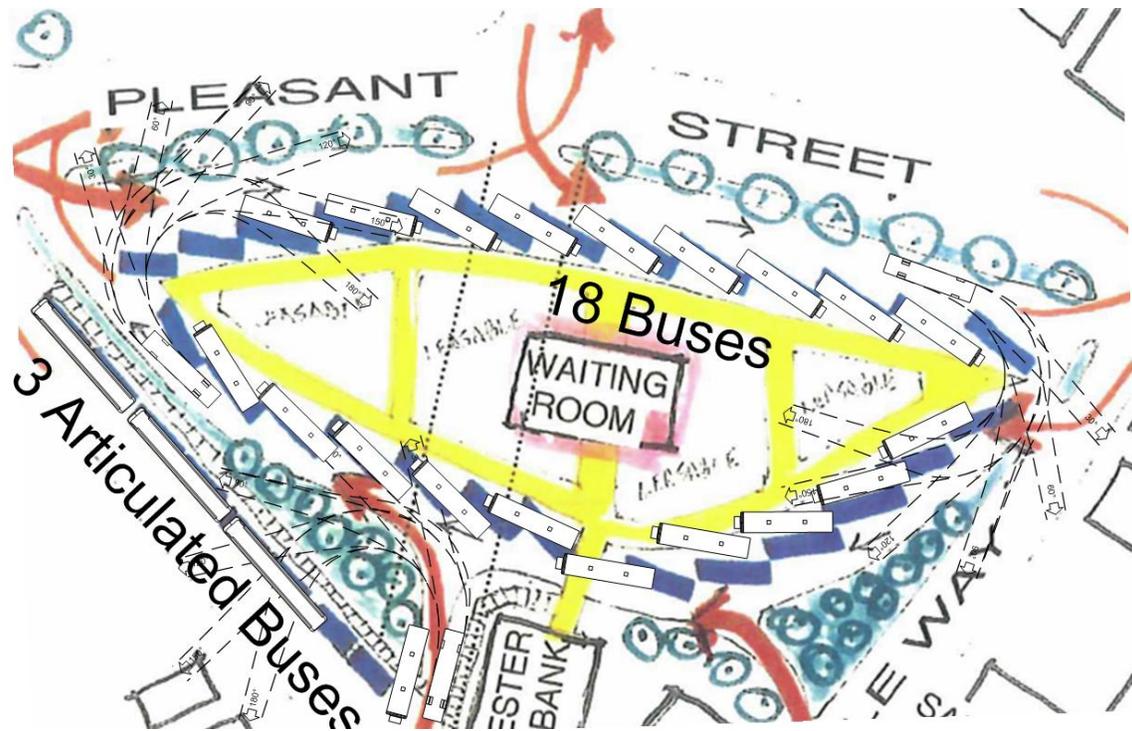
At the City Council Public Meeting on May 5, 2010, Richard Rosen, an architect working for Mark IV, the owner of the HH Warner Building, presented a very rough sketch dated April 30, 2010 showing a concept for a transit center immediately behind the historic Citizens Bank building on what is described on the sketch as a 2 acre site bordered by Liberty Pole Way, Pleasant Street, Franklin Court, and the entrance to the St. Joseph's Garage. This revised design appears to attempt to address significant problems identified on the concept sketch provided to the City Engineer on April 23, 2010. The sketch is rudimentary and many of the comments below are based on assumptions and interpretations.



The following comments apply to this revised scheme:

1. The site is removed from the St. Paul/N. Clinton north/south corridor which would require significant re-routing of RTS buses from their current paths of travel.
2. RTS, of course, has not had a chance to study whether such re-routing could be done without significantly increasing bus operating expenses.
3. RTS has not had a chance to study the traffic impacts of the additional bus maneuvers to and from this site. Bus stop locations would likely need to be adjusted.
4. RTS has not studied the impact on its customers of such re-routing of its buses and such a relocation of its primary transfer point; or whether additional bus service up and down Main Street would be needed to transport its customers to the center city. Indeed, RTS may need to retain bus stops on Main Street.

5. While the graphic implies that 30 bus bays fit, the actual capacity of the site is 18 bus bays together with on-street parking for 3 articulated buses. The concept sketch appears to not be drawn to scale and doesn't take into account constraints such as bus turning radius, the need for the buses to be able to operate without backing up, and site geometry. An overlay showing a feasible layout of the buses is provided below. As can be seen, only 18 bus bays could be accommodated on the main platform. This analysis verifies the prior conclusion that the site is too small for the operation of the required 30 buses.



6. Access to St. Joseph garage would be affected by the bus operation on the currently dead-ended Franklin Court.
7. Pedestrian access to the bus bays from Pleasant Street, Liberty Pole Way and Franklin Court appears to be uncontrolled. Pedestrians would be able to cross the path of the buses at any point. This creates a serious safety concern.
8. A partial taking of the Citizen Bank parcel would be required impacting the nationally registered historic building. The drive up auto-teller would be demolished.
9. It is unclear whether the design proposes using Citizen Bank as an entrance to the transit center. This is an historic property that is currently utilized for the same purpose it was designed. It would be difficult to obtain the federal approvals to buy this property with federal funding.

10. It appears the buses are not enclosed. If the buses are not enclosed there would be increased air and noise impacts in comparison to the current proposal.
11. Adjacent residential properties include the historic Temple Building, Franklin St. Apartments, 113 Liberty Pole Way, 121 Liberty Pole Way, 96 Liberty Pole Way and the Lincoln Apartments and the future conversion of the historic Sibley Tower.
12. It appears access for deliveries to the Sibley Building would be impeded by the articulated buses using Franklin Court.
13. The concept includes a customer waiting area that appears to scale to less than 3,000 sf which would be inadequate for the 25,000 customers that will use the transit center each day.
14. The concept 20,000 square feet of leased space which is significantly more than the 5,000 sf of retail space for transit customers justified by our marketing studies.

#### **RGRTA Answers To City Council Questions Regarding Stand-alone Transit Center: 4/6/10**

**Question #1:** What stops will buses still make on Main Street (in the center city area)?

**Answer:** This remains unchanged from the Renaissance Square Project. The nearest bus stops on Main Street would be west of the river and east of Liberty Pole.

**Question #2:** Please provide the results of the traffic study that shows wait times at traffic signals, and buses waiting to turn?

**Answer:** This study was provided to the City Engineer in November 2008 and included in the Environmental Assessment documents issued by FTA. A Traffic Supplement was issued by FTA as part of the Finding of No Significant Impact (FONSI) in February 2009. Copies will be provided again. These studies did not include the internal bus turnarounds which will further reduce the traffic impacts.

**Question #3:** What is the proposed traffic flow for the various bus routes?

**Answer:** Bus operations were studied as part of the EA review, which was issued to the public in December 2008 for comment. Supplemental information on bus operations was included with the FONSI issued by FTA in February 2009. Copies will be provided again. These reports do not reflect the internal turnaround which will further reduce the impacts.

**Question #4:** What is the pedestrian connection from the Transit Center to Main Street?

**Answer:** The pedestrian connection will be on the public sidewalks of St. Paul Street and N. Clinton Avenue.

**Question #5:** What is proposed for security to address large numbers of youth during afternoon peak times?

**Answer:** For a standalone transit center it would be required for the Rochester Police Department to address this issue for our customers and the public throughout the course of the day.

**Question #6:** Ventilation "towers" were discussed after the facility was enclosed. What will they look like?

**Answer:** The actual unit size will not be known until final design is complete. They would be similar in appearance to other roof top ventilation units. Further design efforts will not commence until legislative approval is obtained.

**Question #7:** Will the facility be open 24 hours a day? How will loitering be addressed?

**Answer:** The standalone transit center will likely be closed a few hours at night when there is no bus service. In terms of the loitering issue, please see the answer to number 5.

**Question #8:** Council requested that the transit center be located 185 feet off St. Paul.

**Answer:** Reducing the transit center to this size would make it inefficient to operate. The Authority believes it would be irresponsible to construct or operate a facility that doesn't meet our needs.

**Question #9:** Are park-and-ride buses included in transit center bays?

**Answer:** Yes.

**Question #10:** What routes will be located at the transit center?

**Answer:** All downtown routes.

**Question #11:** How many buses will be on Main St at once?

**Answer:** Please see the answers to number 2 and 3 above.

**Question #12:** How will buses turn if St. Paul and Clinton remain one way?

**Answer:** Continued one-way operation was the assumption used in the traffic analysis. Please see the answers to number 2 and 3 above.

**Question #13:** How will turns be made when St. Paul and Clinton again become two way?

**Answer:** That would be studied as part of the one-way street conversion, but the bus operations would be adjusted to allow turns onto St. Paul St. from Main Street.

**Question #14:** How will bus fumes be addressed?

**Answer:** It would be design and constructed in compliance with the NYS Building Code. If air permits are required by NYS, they would be obtained.

**Question #15:** A transit center has the potential for problems connected with loitering and after school congregating and fighting. What are the plans for addressing this?

**Answer:** Please see the answer to number 5 above.

**Question #16:** The Mayor has often asked for an accounting of the 24 million spent by Main and Clinton, to my knowledge this has not been done.

**Answer:** The Mayor was a Director of Main & Clinton LDC. Regular detailed financial reports were provided to the Directors. The latest report was issued in February 2010. Annual audits were also performed, shared and reviewed with the Mayor.

**Question #17:** Has RGRTA ever considered another site?

**Answer:** Alternative site analysis was included in the Environmental Assessment Document issued for public comment in December 2008.

**Question #18:** Last summer the Mayor requested a copy of the FTA application. Has this request ever been honored and if not, why not?

**Answer:** No, there is not one application. It is a combination of submittals through an FTA proprietary system.

**Question #19:** Last summer the Mayor also requested that the transit center address the following concerns: a. more available parking; b. further development along the St Paul corridor; c. potential commercial development; d. improved traffic patterns.

**Answers:** a. the standalone transit center allows for more parking on lots off of Pleasant Street and Division Street; b. further development of the St. Paul corridor is outside the scope of this project; c. potential commercial development of the St. Paul corridor is outside the scope of this project; d. the standalone transit center will improve traffic patterns by providing internal bus turnarounds.

**Question #20:** Can you address the effect on the Warner Stern Building and future similar development?

**Answer:** The impact, if any, on the H.H. Warner and Michaels Stern Buildings might be addressed in an eminent domain proceeding and we cannot speculate on it at this point. The impact on future development has not been studied.

**Question #21:** What will be done with the land on the demo sites that will be awaiting development?

**Answer:** **There will be no demo sites that will be awaiting development.**

**Question #22:** What can be done with the extra money now if it is not used for demo?

**Answer:** The source of remaining funds (if any) would largely impact what alternatives it could/would be put to and, depending on the source, the decision might be under the jurisdiction of the FTA and the RGRTA Board of Commissioners.

**Question #23:** Do you feel that a transit center is large enough to be the catalyst to spur economic development?

**Answer:** That will be determined by private sector demand.