



Ramsey County Regional Railroad Authority.
Records.

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John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JUNE 14, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meetings of March 22 and May 10, 1994
2. Work program for Central Corridor Project and schedule for downtown Minneapolis alignment study
3. Metropolitan Transit Education Program update
4. * Agreement to participate in funding preliminary engineering for the Central Corridor for \$200,000

* Approval is requested

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 22, 1994

The regular meeting of the Board of the Ramsey County Regional Railroad Authority had originally been scheduled to begin at 9:30 A.M. However due to conflict with other committees, Chairman Finley was unable to call this meeting to order until 10:15 A.M. in the Large Conference of Room 220, Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas

MEMBERS ABSENT: Commissioner Richard Wedell

ALSO PRESENT: Karen Tero, Robert Clarkson, Tim Mayasich, Greg Mack, Vern Wehlage, Terry Schutten, James Van Houdt, Lisa Lee, Kathryn DeSpiegelaere, Jill Goski, Frances Glendenning, David MacMillan represented the County Attorney, David Sipila

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 22, 1994.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Diane Ahrens.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of February 22, 1994, as written.

Roll Call: Ayes - 6, Nays - 0
Motion Adopted.

Chairman Finley suggested that Item 2 be considered as well as the Legislative Update Item 4.

Item 2 Update on Central Corridor
Item 4 Legislative Update

Chairman Finley said that the \$10 million statewide bonding bill for the Central Corridor passed unanimously out of Representative Jim Rice's Committee on Friday. Chairman Finley had testified on Thursday and Friday before the Committee and Peter McLaughlin testified Thursday. The bill now goes to the Capital Improvements Committee, which is the full Committee of Representative Henry Kalis. Even though all bonding bills start in the House, there was a separate bill drawn up for the Senate with both Ramsey County and Hennepin County as authors on it.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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At the federal level, Commissioners Wedell and McLaughlin testified before the Committee during the National Association of Counties (NACO) Convention. Congressman Sabo said his No. 1 priority is the request for \$10 million, and because of the availability of Intermodal Surface Transportation Efficiency Act (ISTEA) funds, he is requesting \$470 million for the actual construction of light rail transit.

During the testimony, Congressman Sabo received many compliments for his work on the budget. He requested \$200 million dollars for transit operations which were not in the President's budget. The subcommittee's transit advocates were very pleased with Sabo's action. In the State Legislature, on the House side, Representative Rice did a masterful job in making sure everyone was fully satisfied with the total bill intact.

The bill now goes to the Capital Investments Committee which takes up bonding requests.

Commissioner Ahrens asked if this bill passes both House and Senate, could the Governor line item veto?

Chairman Finley said he does not believe the Governor could do it that way. The Governor could decide not to issue the bonds, which is a safety net. The Minnesota Department of Transportation (Mn/DOT) is supporting the provision that we move forward with these funds, but the Governor may not sell the bonds for the particular projects.

Chairman Finley responded to Commissioner Hunt's question that these bonds could be sold after the first of the year.

The Regional LRT Business Partnership will take a more active role in discussing this with the Governor.

Item 5 Draft Northeast Corridor Management Plan

Ms. DeSpiegelaere said that the Rail Authority purchased the Northeast Corridor right of way (6.4 miles) from the Burlington Northern in December, 1992, and the plan is a proposed way to handle property management issues for that right of way. Ms. DeSpiegelaere said that this right of way will be a shared use of a recreational trail and as an option for light rail transit. This was based upon recommendations contained in the Ramsey County Comprehensive Plan and in the Northeast Corridor Alignment Study, which was prepared in 1991. The St. Paul Parks Department and Ramsey County prepared a master plan for the trail component and have signed a joint powers agreement for the development and operation of a corridor or trail.

Ms. DeSpiegelaere said that one of the responsibilities of the Rail Authority is the clean-up of this corridor.

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Ms. DeSpiegelaere said that during 1994, two sections of the corridor will have a trail constructed. The Rail Authority conducted an environmental audit of the corridor in 1993 and determined there were no harmful or hazardous substances on the right of way.

Ms. DeSpiegelaere said that the Northeast Management Plan was developed in cooperation with the Ramsey County Parks and Recreation Department, County Attorney's office, and the Risk Management office. The plan contains four goals: 1) to preserve the corridor for potential future use of light rail transit and concurrent recreational trail use; 2) to address unauthorized encroachment onto the right of way by requiring removal or formalization through written agreements, 3) to maintain the right of way in a manner which minimizes costs, where appropriate, and makes the corridor an asset to the communities; and 4) to establish a cooperative working relationship with the owners of properties adjacent to and near the corridor.

Mr. Sipila said that the management plan has been divided into four separate management issues: use, access, sale of the property, and related information program. Mr. Sipila showed slides of the current condition of the right of way, with various types of unauthorized encroachment onto the right of way.

Mr. Sipila gave a summarization of the recommendations of the plan with respect to the use of the property. The first guideline would be a written agreement for all use of the property. The Director of the Rail Authority would be authorized to issue permits containing standard conditions for three types of uses of Rail Authority property: (1) temporary, (2) benefiting Rail Authority property, or (3) public, not-for-profit uses. Any other use would require a negotiated agreement and be subject to the Rail Authority's approval.

The second management issue is access. Mr. Sipila showed slides of unauthorized access onto the property. The primary problem is dumping. Dumping activities are of particular concern because they present the potential for environmental contamination. Mr. Sipila indicated that the materials along the right of way will be removed prior to construction of the trail this summer.

The third management issue is the sale of property. The Rail Authority has received a request to purchase portions of the corridor. There are two areas that can be considered surplus property - Gladstone Lumber Yard building and an area that is adjacent to the Duluth and Case Recreation Center.

The fourth component of the plan is the information program. The first part is the distribution of the management plan, which has been completed, and the final part is the phone line which has already been established.

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Ms. DeSpiegelaere said that copies of the plans have been sent to many of the representatives of the community and adjacent property owners.

Commissioner Warren Schaber said he had met with Ms. DeSpiegelaere earlier and had suggested that the district community councils be notified and kept apprised of what is happening in this area. Commissioner Schaber also said that there have been a number of people using this property and are under the assumption that this is part of their land. In correcting this situation, it needs to be handled with sensitivity.

Commissioner Hal Norgard asked about the starting date of construction of the trail along the right of way.

Mr. Sipila indicated that the County's construction of the trail will begin in June and the City's trail is scheduled for sometime in the summer.

Commissioner Schaber complimented the staff on the preparation of the management plan. It is a very sensitive document and very well thought out. The work is appreciated.

Item 3 Impacts of Light Rail Transit on the Fully Developed Area

It was decided to discuss this item at another time.

Chairman Finley requested that the Rail Authority Commissioners read the report on the Impacts of Light Rail Transit on the Fully Developed Area written by the Metropolitan Council.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned.

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

MAY 10, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, May 10, 1994, at 11:00 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas (entered during item #2)
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Diane Ahrens

OTHERS PRESENT: Gerald Seck, Robert Clarkson, Lisa Lee, Eddie Maddox, Allen Lovejoy, Karen Tero, Terry Schutten, Jim Van Houdt, Terry Lindeke, Toni Baker, Mary Lou Grahek, Roberta Megard, Patrick Harris, Jill Goski, Kathryn DeSpiegelaere, and Bette Kurysh.

Chairman Finley called the meeting to order at 11:05 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 26, 1994.

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Hal Norgard.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of April 26, 1994, as written.

Roll Call: Ayes - 5, Nays - 0
Motion Adopted.

2. Legislative update. (originally scheduled as item #4)

Chairman Finley congratulated Jerry Seck, Legislative Representative for the Ramsey County Regional Railroad Authority (RCRRA), Jim Staebler, Ken Stevens, Terry Lindeke, and Kathryn DeSpiegelaere for a job well-done during the 1994 legislative session, especially with the Bonding Committee, which provided \$10 million in general obligation bonds for final engineering for the Central Corridor.

Mr. Seck congratulated the Ramsey County Regional Railroad Authority for its determination to go forward with light rail transit. Mr. Seck said that he had met with Tom Weaver, Governor Carlson's chief transportation lobbyist, who said it's unclear at this time if the Governor will line item veto certain items in the bonding bill. The next step for the State of Minnesota will be consideration of \$240 million for constructing the Central Corridor.

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Chairman Finley asked for a motion thanking Jerry Seck, Jim Staebler, Ken Stevens, Terry Lindeke, and Kathryn DeSpiegelaere.

Commissioner Dick Wedell made the following recommendation, seconded by Commissioner Ruby Hunt.

WHEREAS, Gerald Seck, Jim Staebler, Ken Stevens, Terry Lindeke, and Kathryn DeSpiegelaere, performed lobbying duties on behalf of Ramsey and Hennepin Counties during the 1994 Minnesota Legislative Session; and

WHEREAS, Gerald Seck, Jim Staebler, Ken Stevens, Terry Lindeke, and Kathryn DeSpiegelaere were instrumental in obtaining passage of legislation very favorable for light rail transit; and Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby commend Gerald Seck, Jim Staebler, Ken Stevens, Terry Lindeke, and Kathryn DeSpiegelaere on their leadership and accomplishments in obtaining \$10 million for final design of light rail transit in the Central Corridor.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

3. Access to Transit -- presentation by City of St. Paul staff (originally scheduled as item #2)

Chairman Finley introduced Allen Lovejoy from St. Paul Planning and Economic Development (PED). Chairman Finley indicated that Mr. Lovejoy will be giving a presentation on access to transit.

Mr. Lovejoy said that 2-1/2 years ago, the Regional Transit Board (RTB), Metropolitan Transit Commission (MTC), and City of St. Paul staff looked at revitalization of the bus system in St. Paul to determine if the existing transit service deployment is responsive to the travel needs of St. Paul commuters. Mr. Lovejoy also said the group met to determine what changes in transit service levels are needed to better match the demands of travel.

Mr. Lovejoy said the group looked at the travel behavior inventory (TBI) for the region. Mr. Lovejoy showed slides of travel destinations with trips originating in St. Paul, the spread of travel commute distance, and travel to adjacent suburbs.

Mr. Lovejoy said that the traditional transit corridors are the ones that will achieve the greatest growth in additional transit investments.

Chairman Finley clarified Mr. Lovejoy's statement by saying the more money spent on transit, the more people will ride it.

Mr. Lovejoy said that is correct.

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Commissioner Brenda Thomas asked about the difference between a "person trip" and a "transit trip?"

Mr. Lovejoy said that a "person trip" is all transportation trips. A "transit trip" is defined as a one-way trip between two links. For example, in Sun Ray, there are about 66,000 person transportation trips per day and of that number there are about 1,600 transit trips per day. Transit is defined as bus, car-pool, etc.

Mr. Lovejoy showed slides and gave statistics on the average amounts of bus riders per peak hour per day and non-peak hour per day. These figures were grouped by origin neighborhood with their respective destinations.

Mr. Lovejoy said that some of the key findings from the report, which was completed in 1993, were: 1) Transit service should remain focused on travel within St. Paul and should be expanded to address the highest level of transit desires between St. Paul neighborhoods and adjacent communities; and 2) Transit use to adjoining communities is not well-balanced.

Mr. Lovejoy said the group completed a specialized, sample survey, along two corridors: the North Corridor, or Route 9, which runs between downtown St. Paul and Maplewood Mall and the South Corridor, or Route 8, which runs between St. Paul and Inver Grove Heights. Five clusters were made for each corridor looking for similarities in transit and non-transit users and to look for similar characteristics in terms of destination, socioeconomic status, and transit-dependency. The findings from the low-income respondents were that they did not have far to go and that the bus is acceptable. Higher-income respondents said that buses will not get them where they want to go or when they want to go.

Mr. Lovejoy said that one of the results of survey is the need to re-tool redevelopment efforts to begin focusing some of the services that people need, such as day care centers, near major bus stops. Mr. Lovejoy also spoke about the profiles of potential transit users and showed various comparisons regarding their destinations.

Mr. Lovejoy said that an enormous problem is free parking. Free parking is the norm for 82% of all auto commuters and 40% is the norm for all auto commuters to downtown St. Paul. Most of the free parking is an employer benefit to employees.

Commissioner Thomas commented that increasing parking costs or reducing parking spaces would be an element in getting people to use transit.

Mr. Lovejoy said that this issue has been an internal debate that the City has had for many years.

Chairman Finley asked why then does the City continue to build parking ramps?

Mr. Lovejoy responded that 15 years ago the City realized that the supply of parking was scattered and difficult to find and that visitors and business people needed an area of concentrated parking in reliable facilities.

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Commissioner Thomas said that that is the Catch-22 to the parking dilemma - without available parking, the businesses would flee to the suburbs. There needs to be an incentive for businesses to locate in the city without the amenity of vast parking lots.

Mr. Lovejoy said that a basic strategy is to focus bus routes in downtown near capital investment areas.

Commissioner Wedell said he is concerned when there is talk about a St. Paul bus system. Commissioner Wedell said that only about one-third of the bus stops are marked; and other than at bus shelters, there is no available bus information at bus stops. Commissioner Wedell said that with a St. Paul bus system, there will be too many independent systems within the suburbs. There should be some sort of metro lease type of transit arrangement.

Councilmember Bobbi Megard said that St. Paul has taken steps to reduce parking, and that there is a shared parking program which better utilizes the current parking system. St. Paul is not doing economic development and using suburban standards in order to promote automobiles. A great deal more could be done by working with the businesses to help them understand the tax benefits by promoting transit ridership for its employees.

Chairman Finley said that it will have to be the cities who need to carry the ball; and in the years ahead, transportation will be a critical link in how the cities formulate their economic development policies.

4. Central Corridor update. (originally scheduled as item #3)

Chairman Finley said that two weeks ago he testified before the Congressional Appropriations Committee regarding light rail transit's request for \$10 million in federal funds to match the State funds.

Chairman Finley said that the members of the Regional LRT Partnership wanted to do everything possible to get the Central Corridor financing in the bonding bill. Several of the business people made calls to the Legislators in support of the bonding bill.

Chairman Finley said that at the Joint Powers Board, a presentation was given by the MTC on transit.

Chairman Finley said that there is information attached to the Board documentation packet regarding the community participation plan for the next phase. He asked that the Commissioners read this information as it relates to the Central Corridor downtown Minneapolis work.

5. Ratify quarterly report of payments for RCRRA January 1, 1994, through March 31, 1994.

Commissioner Ruby Hunt moved the following recommendation, seconded by Commissioner Warren Schaber.

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WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1994, through March 31, 1994, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

Roll Call: Ayes - 6, Nays - 0

Motion adopted.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY Originating Department <i>[Signature]</i> <u>6/2/94</u> Authorized Signature Date	Board Action Requested Work program for Central Corridor project and schedule for downtown Minneapolis LRT alignment study. <u>DISCUSSION ONLY</u>
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Request Justification

See attached work program and schedule

Budgeting and Accounting <i>[Signature]</i> <u>6/3/94</u> County Attorney <i>[Signature]</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
<u>June 14, 1994</u>	<i>[Signature]</i>	<u>6/8/94</u>
Board Date	Signature	Date

Downtown Minneapolis LRT Alignment Evaluation Work Program

April 4, 1994

Task 1.0 Project Administration

Description of Services:

Provide coordination of all activities outlined in this Work Program. Organize, prepare agendas and meet with JLA once every two weeks. Coordinate the work of this study effort with all other activities for the Central Corridor AA/DEIS.

Products: Correspondence
Meeting Agendas
Invoices

Key Staff: Probst, Wolsfeld, Thatcher

Task 2.0 Low Floor Vehicle Technology Review

Description of Services:

LTK will develop a compilation of studies completed and underway for North American LRT properties, including San Diego, Boston, Toronto, Portland, Chicago, Sacramento, San Jose, New Jersey (4 projects), Seattle, and other cities we may identify. Although all will be of some interest, the new starts may be most comparable to the situation in the Twin Cities, i.e., unfettered by existing cars, fixed facilities, and clearances. Alternatives considered, analytical work done, and conclusions reached will be summarized in an annotated bibliography. In addition, copies of relevant documents will be obtained and submitted to the JLA.

Based on the review of other North American studies, as well as on an updated assessment of the likely availability of suitable LFLRV's, and a review of opportunities and constraints posed by proposed Twin Cities alignments, LTK will summarize the pro's and con's of the two basic options available to provide full level boarding: full-length high platform stations with high floor LRV's, and raised curb stations with LFLRV's. One person trip to the Twin Cities will be scheduled to discuss and present the findings and recommendations resulting from the review.

Products: Compilation of Previous Studies
Copies of Other Studies
Summary Report/Recommendation

Key Staff: Schumann, Manuele

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

Task 3.0 Review/Summarize Previous Tunnel Evaluation**Description of Services:**

PBQD will review the previous work by PBQD and others on the Downtown Minneapolis Tunnel work for HCRRA as a part of the HCRRA Stage One LRT System Preliminary Engineering and affirm its constructability. In addition, resolution of an appropriate end point for a tunnel if it were the preferred alternative in Downtown Minneapolis for the Central Corridor Project as well as a conceptual cost estimate for a tunnel with such an end point will be prepared.

The effort will provide input into an objective comparison of potential surface alignments against the previously proposed tunnel solution.

One person trip to the Twin Cities is included.

Products: Summary Report
Exhibits for Meetings

Key Staff: Daly, Munfah, Roberts

Task 4.0 Review/Summarize Previous Surface Alignment Evaluation**Description of Services:**

BRW and ZGF will review and summarize the previous work on surface alternatives in Downtown Minneapolis. A Summary report and meeting exhibits will be prepared. A total of three trips for this Task, Task 5.0 and Task 7.0 is included for ZGF.

Products: Summary Report
Exhibits for Meetings

Key Staff: Probst, Rusco, Pakalns, Baldwin

Task 5.0 Develop/Evaluate Additional Surface Alignments**Description of Services:**

BRW will develop two additional surface alignment alternatives using 3rd and 4th Streets to Marquette/Second and the north side of Washington Avenue from the Metrodome Station to 3rd Avenue. Alignment, station location and an evaluation of the alternatives will be provided.

Downtown Minneapolis LRT Alignment Evaluation Work Program

April 4, 1994

Products: 3rd and 4th Streets Alignment/Station Locations Exhibits
Washington Avenue Alignment/Station Locations Exhibits
Evaluation of Alternatives

Key Staff: Probst, Rusco, Pakalns, Baldwin

Task 6.0 Exhibit Preparation

Description of Services:

This Task is identified to record the labor associated with preparation of miscellaneous meeting exhibits.

Products: Miscellaneous Exhibits
Computer Images (Budget four at \$2,500 each)

Key Staff: Rusco, Pakalns, Newlands, Wicklund, Patrick

Task 7.0 Public Involvement Program

Description of Services:

Task 7.0 is the estimate for meetings anticipated for the project effort. BRW will provide for meeting arrangements, meeting announcements, agendas and will prepare meeting summaries. The labor for meeting exhibits is included in previous Tasks. The level of effort includes meeting preparations, meeting time and anticipated follow-up.

- Products:**
- 7.1 Central Corridor Management Committee Meetings
(4 meetings included)
 - 7.2 Advisory Committee
(6 monthly meetings assumed beginning in May)
 - 7.3 Public Information Meetings
(3 meetings included)
 - 7.4 Property Owners Meetings
(Allowance for 8 meetings)
 - 7.5 Review Meetings with City Staff (Planning, Public Works, MCDA)
(6 meetings included)

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

7.6 Public Agency Review Meetings (Met Council, RTB?, MTC)
(4 meetings included)

7.7 Newsletters
(2 newsletters, production and mailing are included)

Provide meeting organization, arrangements, agendas, meeting summaries,
mailings, and summary reports.

Key Staff: Probst, Wolsfeld, Rusco, Oppenheimer, Baldwin

Work Program-Proposed Project Schedule

May 7, 1994

TASK	April	May	June	July	August	September	October	November	
Task 1 Project Administrator									
Task 2 Low Floor Vehicles									
Task 3 Previous Tunnel Evaluations									
Task 4 Previous Surface Alternatives									
Task 5 Additional Surface Alternative									
Task 6 Exhibit Report									
Task 7 City Staff Meetings									
Advisory Committee Meetings									
Public Info. Meetings									
Public Agency Meetings									
Property Owners Meetings									
CC MC Meetings									
Newsletters (2)			 #1				 #2		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. H. Spigallone
Authorized Signature

6/2/94
Date

Board Action Requested

Metropolitan Transit Education Program update.

DISCUSSION ONLY

Request Justification

Ramsey County Regional Railroad Authority approved in June, 1993, participation with other agencies in a transit education program focused on all modes of transit and on encouraging transit use. A quarterly report on progress is attached and an update of specific information developed will be presented at the Rail Authority meeting.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
June 14, 1994

Signature

Date
6/8/94

Board Date

Signature

Date



transit is the way

Metropolitan Transit Education
Committee Members:

Anoka County Regional Railroad Authority
Dakota County Regional Railroad Authority
Hennepin County Regional Railroad Authority
Metropolitan Council
Metropolitan Light Rail Transit Joint Powers Board
Metropolitan Transit Commission
Minnesota Department of Transportation
Minnesota Valley Transit Authority
Ramsey County Regional Railroad Authority
Regional Transit Board

MEMORANDUM

TO: Metropolitan Transit Education Plan Contributors

FROM: Staff

SUBJECT: Quarterly Report

DATE: March 31, 1994

The Metropolitan Transit Education Plan is funded by contributions from:

- Regional Transit Board
- Metropolitan Transit Commission
- Minnesota Department of Transportation
- Ramsey County Regional Railroad Authority
- Hennepin County Regional Railroad Authority
- Metropolitan LRT Joint Powers Board
- Metropolitan Council

The overarching goal of the plan is to increase understanding of the need for transit improvements and to generate support for those improvements among transit users and non-transit users. A secondary goal of the plan involves a call to action and focuses on increasing the actual use of transit.

This report is for the period January 1, 1994 ending March 31, 1994, and is organized as follows:

- Narrative description of the task
- Budget for the task
- Expenditures this period
- Expenditures to date
- Status

Regional Transit Board
230 East Fifth Street
St. Paul, MN 55101

(612) 292-8789
Fax (612) 229-2739
(612) 229-2715 TTY

TASK 1: Develop an umbrella theme, tag line and logo for use in transit education.

Budget:	\$ 8,000.00
Expenditures this period:	\$ 5,000.00
Expenditures to date:	\$ 5,000.00

Status: The Committee developed an umbrella theme and tag line and logo for use in the group's transit education efforts. In addition, the group will encourage others to use the logo and tag line in communicating positive messages about transit.

TASK 2: Develop traveling displays for initial use at the State Fair in 1993 and for use at employee sites, schools, shopping malls, governmental centers, libraries, and other locations.

Budget:	\$52,000.00
Expenditures this period:	-----
Expenditures to date:	\$34,970.70

Status: The State Fair traveling display was set up at the State Capitol for a week in late March. The Minnesota History Center and the Minneapolis and St. Paul public libraries will be contacted as well to see whether the display can be set up in these sites for several weeks or months.

The subcommittee is at work on the choice of a vendor for the smaller traveling displays. Part of the group has visited vendors' facilities to discuss the project and see work samples. Bids and diagrams have been received from three vendors (Vertex Exhibits, Skyline Displays Midwest and Display Management Services).

TASK 3: Develop joint display booth for the 1994 State Fair.

Budget:	\$83,000.00
Expenditures this period:	-----
Expenditures to date:	-----

Status: No work has been done to date.

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TASK 4: Develop billboards and radio advertisements.

Budget:	\$68,000.00
Expenditures this period:	-----
Expenditures to date:	-----

Status: The billboard/radio subcommittee has met over the three month period numerous times to plan, negotiate, create and exchange ideas for billboards and for our radio campaigns. The final plan was completed in late March; it will go before the Regional Transit Board for final approval in mid-April. As planned, the campaign will begin approximately mid-May and continue through the State Fair, on or about the middle of September. The campaign focuses on 12 billboards and several radio spots on WCCO-AM and 28 radio stations that are a part of the Metro Traffic Control network. Additionally, the 10 and 30-second spots will be broadcast on the Mn/DOT sponsored public station KBEM-FM.

To date no expenditures have been made. This will change rapidly beginning April and continuing through the summer and fall.

TASK 5: Develop school curriculum relating to transit.

Budget:	\$20,000.00
Expenditures this period:	-----
Expenditures to date:	-----

Status: In January, an RFP was released for the development of curriculum plan; it has been awarded to Thomas Learning Consultants. The RFP outlined four major areas of work, including a study of existing school transit programs, a study of teacher and school system preferences for transit education materials, research analysis and a final plan that includes research results, analysis and recommendations for implementing cost-effective regional school education strategies. The plan will be completed in early June.

TASK 6: Develop Media Kits and work with media to communicate messages.

Budget:	\$ 4,000.00
Expenditures this period:	-----
Expenditures to date:	-----

Page Four
MTEPC
March 31, 1994

Status: To date, the subcommittee has met twice. Subcommittee members looked over existing media kits and discussed possible contents of a transit media kit. Contents will include a list of contacts for various forms of transit, a news release on the transit-funding process at the State Legislature, transit brochures from agencies represented on the MTEC, an introductory letter and a tabbed folder.

The kit will be a general reference, with additional news releases to be sent to the media by the MTEC later in the year (radio and billboard ad campaigns, information on the new display at the 1994 State Fair, education curriculum, etc.). The audience is all news media in the Twin Cities area -- television, radio, daily newspapers, weekly papers, monthly neighborhood papers and specialized newspapers.

The media kit will be completed and distributed in April, while the Minnesota Legislature is still in session.

TASK 7: Develop video on the benefits of transit.

Budget:	\$ 6,000.00
Expenditures this period:	-----
Expenditures to date:	-----

Status: No work has been done to date.

4



transit is the way

To: Metropolitan Transit Education Plan Contributors
Fr: Staff
Date: 15 June, 1994
Re: Quarterly Report

During December, 1992, ten transit-related organizations in the Twin Cities formed the Metropolitan Transit Education Committee to promote the benefits of transit use to the general public.

The overall goal of the group is to increase understanding of the need for transit improvements and to generate support for those improvements among transit users and non-transit users. A secondary objective is to increase the actual use of transit.

This quarterly report covers 1 April through 15 June, 1994, and provides a narrative description of each task, a budget for the task, expenditures for this quarter, expenditures to date and the project status.

Task 1: Develop an umbrella theme, tag line and logo for use in transit education.

Budget	\$8,000.00
Expenditures to date	\$4932.10

Status: The theme, tag line and logo are in use in a variety of MTEC projects, including displays, brochures, billboards, radio spots, media kits and a video.

Task 2: Develop custom 1993 State Fair display and traveling displays for use at employee sites, schools, shopping malls, governmental centers, libraries and other locations.

Budget	\$91,000.00
Expenditures to date:	\$35,650.94

Status: The State Fair display is being readied for use at this year's event. Brochures and other handouts are being developed as well. The two traveling displays aimed at adults are nearing completion and should be ready by the end of the month. Displays are being developed for children which will coordinate with the school curriculum.

Task 3: Develop joint display booth for the 1994 State Fair.

Budget	\$32,400.00
Expenditures to date:	0

Status: The committee has chosen to use the display developed for the 1993 State Fair rather than expand

-more-

its space and create a new display. This year's display will feature prize drawings and new transit literature which visitors can take home, as well as the hands-on activities available last year: transit quiz questions, videotape, etc. The display will be staffed by volunteers from each of the MTEC organizations.

Task 4: Develop billboards and radio advertisements.

Budget	\$94,000.00
Expenditures to date	\$56,224.47

Status: Billboards have been posted at 12 sites around the Twin Cities and will be displayed through September. The billboards feature a jam jar filled with single-occupant vehicles and the tagline "Look what we're driving ourselves to." MTEC paid for 6 of the sites, and the remaining ones were donated.

Transit radio spots are airing on the 28 stations which are a part of Metro Traffic Control's network, as well as on KBEM-FM, the Mn/DOT sponsored public radio station. The committee is also considering buying time on WCCO-AM during the run of the fair.

Task 5: Develop school curriculum plan for transit.

Budget	\$20,000.00
Expenditures to date	\$12,500.00

Status: Thomas Learning Consultants has completed a curriculum plan, which includes a study of existing school transit programs, a study of teacher and school system preferences for transit education materials, research analysis and a final plan that includes research results, analysis and recommendations for implementing cost-effective regional school education strategies. The next step is for the committee to hire someone to develop the final curriculum package.

The committee is researching additional funding sources for this project, including foundation support. It has been awarded \$80,000 in ISTE funds for the development of the curriculum, and the funds should be in place by the fall. In addition, MTEC is working with Hamline University's Center for Global Education to apply for grant funds which would be used to train teachers in transit issues and show them how to effectively use the new curriculum.

Task 6: Develop media kits and work with media to communicate messages.

Budget	\$2,000.00
Expenditures to date	\$ 771.06

Status: In April about 150 kits were sent to Twin Cities media outlets, including television (cable and broadcast), radio and newspapers (major dailies, weeklies, monthlies and specialty papers). The kits were designed to serve as long-term reference pieces, and provided transit information, contact names and numbers, etc. Committee members have received several calls as a result from media outlets looking for more information about transit issues.

Task 7: Develop video on the benefits of transit.

Budget	\$6,000.00
Expenditures to date	0

Status: The subcommittee has met twice, and a script has been developed for the video. File tape has been gathered from Anoka County, MTC and Mn/DOT, and shooting has begun for the remaining footage. Mn/DOT has agreed to produce the piece, which will be distributed to local cable TV outlets and may be used with the school curriculum, placed in libraries for checkout, or made available in other ways. The tape should be completed by August.

Task 8: Evaluate the effectiveness of MTEC's activities.

Status: A subcommittee has been formed to develop ways to measure how well the MTEC projects have met their goals. The group has not yet met. The program evaluation budget has been incorporated into the individual projects.



transit is the way Billboard Locations

The Metropolitan Transit Education Committee paid for six locations and received six locations free of charge.

Billboards will be posted from 5/15/94 to 9/5/94.

Highway 55 and Dunkirk
West side 35W North on 95th
Highway 280 North on County Road B
510 Jackson at 10th
I-694 West on Main
South side I-694 East on Lexington
Lyndale Avenue North and 48th
343 East Lake Street at 4th Ave. South
Broadway West on 280
Vandalia South on University
Ford Parkway West on Cleveland
Randolph and Webster

*Metro Traffic Control
10-second Spots*

Opening Billboard:

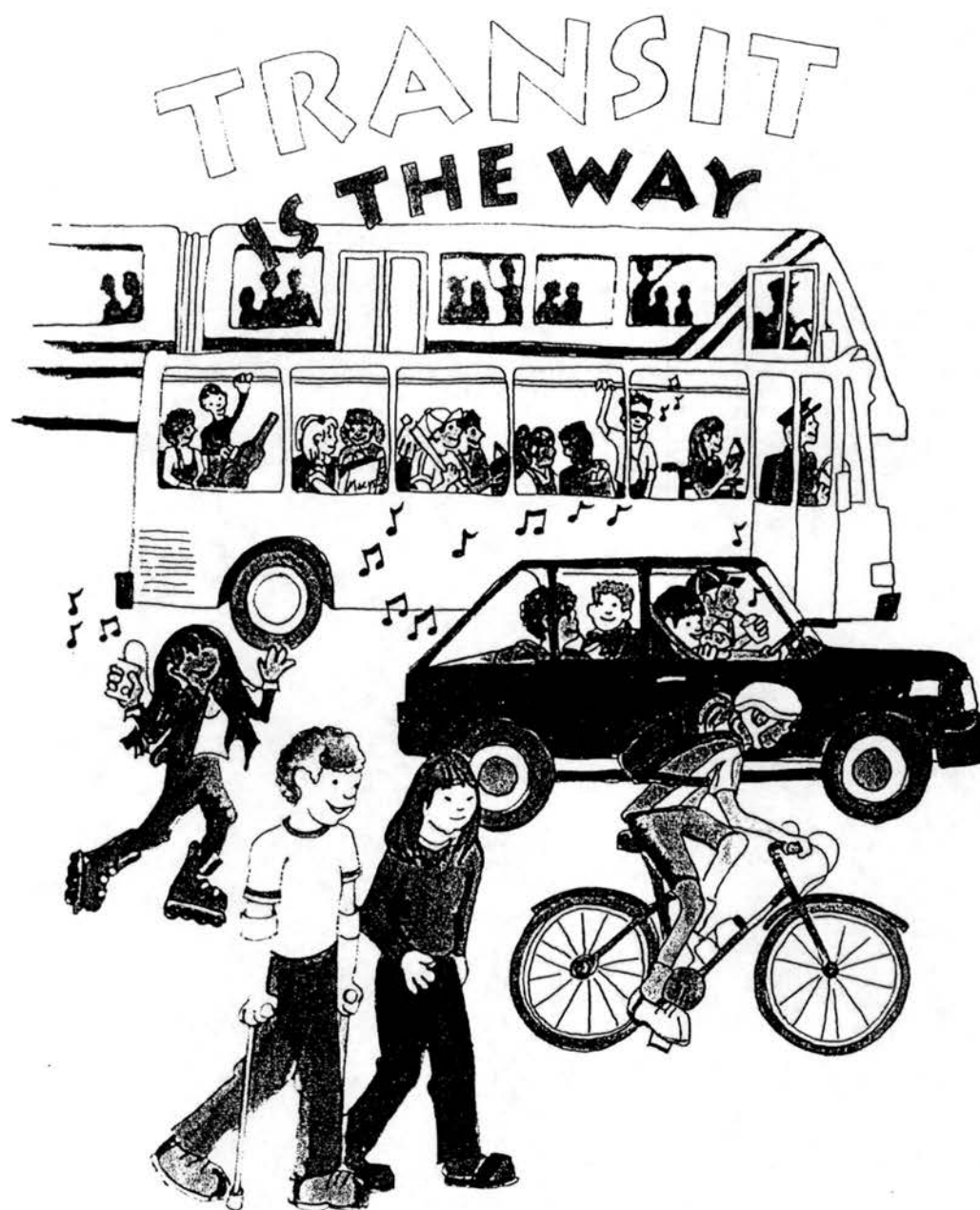
THIS METRO TRAFFIC REPORT IS BROUGHT TO YOU BY THE
METROPOLITAN TRANSIT EDUCATION COMMITTEE. TRANSIT IS THE WAY.

Closing Messages:

IF DAILY TRAFFIC HAS YOU IN A JAM, TRY TRANSIT. IT'S YOUR BEST
ALTERNATE ROUTE. NEXT TIME, CHOOSE THE SPEED AND CONVENIENCE
OF A TRANSIT COMMUTE. TRANSIT IS THE WAY.

IF DAILY TRAFFIC HAS YOU IN A JAM, TRY TRANSIT. HELP PRESERVE OUR
QUALITY OF LIFE BY ACTIVELY SUPPORTING CONTINUED TRANSIT
IMPROVEMENTS. TRANSIT IS THE WAY.

A Comprehensive Plan for Transit Curricula



Submitted to:
The Metropolitan Transit Education Committee

Prepared by:
Thomas Learning Consultants
June 15, 1994

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Executive Summary

The Need for Transit Education

Educating the public about the economic and environmental benefits of transit services in the Twin Cities metropolitan area is very important. The Metropolitan Transit Education Committee (MTEC), composed of members of the Regional Transit Board (RTB) and nine other transit-related organizations, is focusing its efforts in meeting these educational needs.

One portion of the population that MTEC is working to educate is the youth of the region. Many of these young people currently use or could use the transit system within their communities. These young people will also be the transit leaders and decision-makers of tomorrow.

It is important that they understand the role that transit plays in serving the community and protecting the environment. If young people are encouraged to use transit services while they are still young, they may develop transit riding habits that continue into adulthood. Young people need to understand the benefits of transit, why transit is important, how transit operates, the basics of how to use transit, and the opportunity for transit options in the future.

Purpose of the Curricula Plan

This Curricula Plan represents the first phase in the development of materials needed to educate youth about transit issues. This plan lays the groundwork for the next phase, which is the actual development of curriculum materials to be used in schools and informal educational settings.

The purpose of the Curricula Plan is to develop an overall framework and plan for the development of transit educational materials that insures they will be effective and useful. This Plan includes recommendations for curriculum development, field testing, teacher training, curriculum dissemination, and summative evaluation. In addition, it includes recommendations for other transit education efforts focusing on youth audiences.

Content of the Curricula Plan

The Curricula Plan was designed to address the following issues:

- Identification of the overall goals of the curriculum
- Determination of appropriate grade level (s)
- Identification of competing curriculum
- Identification of educator's and school administrator's needs
- Identification of audience characteristics
- Identification of how transit education fits with educator's needs
- Determination of appropriate learner outcomes that match Minnesota standards
- Determination of specific learner outcomes
- Determination of how to get teachers and schools involved in the development process
- Determination of the number of curricula to distribute.
- Determination of a process for implementation in schools.
- Determination of appropriate delivery methods and scope of completed curriculum.

This plan does not, and was not designed to include any of the basic implementation tools, such as actual curriculum materials or lesson plans. This curricula plan serves as a guide to the development of these materials.

How the Plan was Developed

A four-part research program was conducted to determine the contents of the plan. These four parts included:

- Conducting a study of existing transit education resources.
- Studying teacher and school system preferences for transit education.
- Studying the transit community's needs for transit education materials.
- Determining the methods for field testing, training, and dissemination.

Definitions

The term transit services when used in this report, refers to all transit modes, including regular route buses, community circulators, dial-a-rides, van pools, car pools, ridesharing, travel demand management, Metro Mobility, light rail transit, bicycling and walking.

How the Report is Organized

This report presents the key findings from the research effort, as well as, a section detailing recommendations for the Curricula Plan. More detailed summaries of the research results are available in a separately bound Appendices.

Goals of the Transit Education Program

The overall goals of the Transit Education Program for youth audiences, as determined by MTEC, were:

- To promote a positive attitude toward the personal use of public transit.
- To increase ridership on transit services when youth become adults.
- To increase youth's general awareness of metro transit services and organizations.

Secondary goals which MTEC would also like to address, include:

- To increase youth ridership on transit services now.
- To increase today's adult ridership by educating their children.

Recommendations in the Curricula Plan

The following is a summary of the recommendations outlined in the Curricula Plan:

A. Priority Audiences:

On the basis of surveys, personal interviews with educators, MN Department of Education (MDE) staff, and MTEC members, it was determined that the first priority is to address the educational needs of the following two groups:

- **All metro area students in grades 5-8**
- **All metro area students in grades 9-12, who are involved in special education, English as a second language (ESL), and work programs**

All students in grades 5-8 were selected because transit issues best fit with the existing curriculum for that age, and because these students are becoming more interested in personal freedom. They are able to travel on their own, but are not able to drive a car.

The three groups of students in grades 9-12 were selected because they represent students that currently need to use transit services in their communities, or will be the most likely riders of transit services when they finish their high school education.

These two audiences should be considered as equal priority, and educational materials should be developed for both groups as soon as time and budget allow. The focus of these efforts should be in schools, but could extend to youth organizations, as well.

B. Priority Tasks and Materials:

These two audiences have differing needs, so they require different types of educational materials.

1. Transit Education Materials for Grades 5-8

A. Key Messages or Concepts:

In order to encourage metro area students in grades 5-8 to use transit services, the message needs to be a general one focusing on the positive benefits of transit. **Friends, Fun, and Freedom** are some of the positive reasons why students at this age would want to use transit. The purpose of these materials is to increase students' general awareness of transit, and its importance to themselves and their community.

Some key concepts to be communicated include:

- Transit plays an important role in a community.
- Transit contributes to the well-being of students and society.
- There are environmental benefits in providing transit services.
- Using transit services is easy and fun.

In order to fit with existing school curriculum, the materials need to be integrated into social studies, geography, environmental education, and when possible, into math and science subject areas. They should also focus on higher-order thinking skills, such as critical thinking, problem-solving, and decision-making. Other skills that students must also develop at this age, include cooperative learning, mapping, and graphing.

B. Type of Materials:

On the basis of educator surveys and interviews, the following materials would be the most helpful in teaching grades 5-8 students about transit issues:

1. **A teacher's guide** outlining lesson plans for at least five, 30-45 minute class periods. This guide should include background information, directions for each lesson, and a guide to additional resources.
2. **A 10-minute videotape** to be used in conjunction with the lesson plans, providing a general summary of transit issues and services. This videotape is different from the videotape suggested for grades 9-12, because it provides a more general summary of all transit modes. It will not focus on specific procedures for using these transit services.
3. Materials such as planning maps, bus schedules, pollution experiment supplies, and transit service maps could also be included. The type of additional materials that are provided would depend on the lessons developed.

Packaging all these materials together in a **curriculum kit** would enhance the learning experience and limit the preparation time required by educators, thus increasing the material's use. Many organizations use the curriculum kit format, and it is very appealing to educators who usually don't have much time to try new curriculum materials.

The curriculum kit is the suggested format for this grade level, however, it is more expensive to produce. For this reason, the Curricula Plan outlines the cost of three alternatives:

1. The development of a curriculum kit (including teacher's guide, videotape, and supporting supplies)
2. A teacher's guide and videotape
3. A teacher's guide.

The type of materials developed will depend on the availability of funding.

C. Development Procedures:

These materials should be developed under the guidance of an advisory committee composed of both classroom educators and state education staff. This develops ownership among educators, and helps in the future dissemination of materials. The materials should also be field tested using between 15-30 sites, and if possible, the field testers should receive training in the use of the materials prior to the testing. Field testing the materials insures that whatever is developed is easy to use and useful to a classroom teacher.

D. Teacher Training:

MTEC should place a strong emphasis on teacher training. This phase of any curriculum project is equally as important as the development. Without adequate training (and promotion), the materials may not get used or will be used improperly.

The following steps should be taken in the area of teacher training:

1. MTEC should anticipate that 30-40 hours per week during the first year after the materials are completed, will be spent on teacher training, promotion, and distribution. During the second year, approximately 20 hours per week may be spent on these tasks.
2. If funded, MTEC should support Hamline University's Center for Global Environmental Education in conducting a two-week teacher workshop on transit issues in summer, 1995. This workshop would provide tremendous exposure for the curriculum materials, and would prepare 30-40 educators to effectively teach transit issues in their schools.
3. The majority of training sessions should be held for 1-2 hours after school at a site within a school district or an individual school. This was the preference of surveyed educators.
4. Participation in teacher training sessions should be encouraged by providing free copies of the curriculum materials or other benefits, such as continuing education credits. Educators are asked to attend many trainings for various reasons, so providing these benefits is important.

E. Promotion:

Promotion of these materials could be done inexpensively by using marketing avenues already available. These include articles in educational newsletters, and distribution of promotional flyers through current distribution channels used by MN Department of Education (MDE) staff, educational organizations, and the Minnesota Education Service. In addition, presentations and exhibits at area conferences would be good promotional tools.

F. Evaluation:

A summative evaluation should be conducted by administering a pre- and post-test to students participating in the transit education lessons. These tests should measure both knowledge and attitude changes. An evaluation card should be provided with each curriculum kit for teacher comments and suggestions. Space should be provided on the evaluation card to record pre- and post-test scores.

2. Transit Education Materials for Grades 9-12:

A. Key Concepts and Messages

For metro area students, grades 9-12, who are involved in special education, English as a second language (ESL), and work program, the need for transit education is a more practical one. Many of these students now or in the near future will need to know how to use transit services to get to work, to socialize, and to move freely in the community. Many of these students (and their parents) may also be the "life-long riders" of transit services in the metro area.

The key concepts that need to be communicated to this audience include:

- What transit services are available in their community.
- How do these services operate.
- How can they use these services safely and efficiently.
- If they need help, who can they contact.

They should focus on practical skills that prepare students to confidently and easily use transit services, whether disabled or not. The focus should be on teaching students skills they need in order to function effectively once they leave school.

B. Types of Materials:

The materials for the students in grades 9-12 do not need to be as involved as those for grades 5-8, and they do not need to integrate into existing school subject areas. The following educational materials should be developed:

1. **A teacher's guide** outlining lesson plans for at least three, 30-45 minute class periods. This guide should also include background information, directions for each lesson, and a guide to additional resources.
2. **A 10-minute videotape** to be used in conjunction with the lesson plans, providing specific information on available transit services and step-by-step directions in using those services. It is recommended that the videotape be translated into Hmong and Spanish, if funding is available.

This videotape differs from the grade 5-8 videotape in that it deals with specific procedures for using transit services, and specific questions these students may have in using transit services (i.e., the use of wheelchair lifts, etc.)

C. Development Procedures:

These materials should also be developed under the guidance of an advisory committee composed of both classroom educators and state education staff. This develops ownership among educators, and will aid in the dissemination of materials. The materials should also be field tested using between 15-30 sites. The field testers may not need training before the field test, since the materials will be more self-explanatory. A review session after the field test may be helpful, however.

D. Teacher Training:

MTEC should conduct teacher trainings with these materials. Training enhances the use of the materials, however, since the interest level is high, and the lessons are fairly self-explanatory, teacher training will not be as crucial.

The following steps should be taken in the area of teacher training:

1. The materials should be provided free of charge or at a minimal price to both teacher training participants and non-participants. This is due to the fact that the cost of producing the materials will not be as great as with the grades 5-8. The videotape could be sold or rented at an additional charge.
2. MTEC should anticipate that 20 hours per week during the first year will be spent on teacher training, promotion, and distribution of the curriculum materials. During the second year, approximately 10-20 hours per week may be spent on these tasks. Less time will need to be spent on teacher training for these materials, because there are fewer teachers to work with and not all will be participating in teacher trainings.
3. The training sessions should be 1-2 hours long and held after school at metro area schools. This was the preference of most educators.
4. Training sessions could also be conducted for interested parents of these special population students. This would alleviate the concerns they may have about their children using transit services, and may increase ridership by these parents.

E. Promotion:

Promotion of these materials could also be done inexpensively by using marketing avenues currently available. These include articles in educational newsletters, and distribution of promotional flyers through current distribution channels used by MN Department of Education (MDE) staff, educational organizations, and the Minnesota Education Service. In addition, presentations at conferences would also be a good promotional tool.

F. Evaluation:

A summative evaluation should also be conducted by administering a pre- and post- test to students participating in the transit education lessons. These tests should measure both knowledge and attitude changes. An evaluation card should be provided with the teacher's guide for teacher comments and suggestions. Space should be provided on the evaluation card to record test scores.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 6/2/94
Authorized Signature Date

Board Action Requested

Agreement to participate in funding preliminary engineering for the Central Corridor for \$200,000.

ACTION IS REQUESTED

Request Justification

See attached resolution and memorandum from K. DeSpiegelaere dated June 2, 1994.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1994

Board Date

Signature

6/8/94

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Laws of Minnesota 1993, Chapter 266, Section 2, Subdivision 3, provided \$200,000 for Minnesota Department of Transportation (Mn/DOT) matching funds for preliminary engineering for the Central Corridor Light Rail Transit project, contingent upon a local funding commitment of \$200,000 from Ramsey County Regional Railroad Authority and \$400,000 from Hennepin County Regional Railroad Authority to match \$2.8 million in federal funding; and

WHEREAS, The funding authorization expires at the end of state fiscal 1994 unless encumbered by Mn/DOT. The encumbrance would occur if the other supporting funds are acknowledged; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority confirms its intent to participate in funding preliminary engineering for the Central Corridor Light Rail Transit project to the extent provided in Laws of Minnesota 1993, Chapter 266, Section 2, Subdivision 3.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	_____	_____	_____
Diane Ahrens	_____	_____	_____
Ruby Hunt	_____	_____	_____
Hal Norgard	_____	_____	_____
Warren W. Schaber	_____	_____	_____
Brenda Thomas	_____	_____	_____
Richard Wedell	_____	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Match for Federal Funds

DATE: June 2, 1994

State and federal legislation passed in 1993 appropriated funding for preliminary engineering for the Central Corridor. The federal grant is \$2.8 million, and it was to be matched with \$800,000 -- \$200,000 from the state, \$400,000 to be supplied by Hennepin County Regional Railroad Authority and \$200,000 to be supplied by Ramsey County Regional Railroad Authority.

Preliminary engineering for the Central Corridor is anticipated to occur in 1995. In order to encumber the \$200,000 state grant beyond the end of 1994, the Minnesota Department of Transportation has asked Hennepin and Ramsey County Regional Railroad Authorities to indicate by resolution their agreement to provide their share of funding.

Funds previously expended by the two Railroad Authorities or monetary value of Railroad Authority staff time for managing the project would first be explored as a match. If those measures are not acceptable, staff would return to Ramsey County Regional Railroad Authority with a request for a budget adjustment for providing the \$200,000 that is its share of the project cost.

Hennepin County Regional Railroad Authority will be considering a similar resolution at its meeting in early June.

Recommendation:

Consider adopting the resolution attached.

KD/blk
Attachment



transit is the way

The Metropolitan Transit Education Committee is a consortium of transit-related agencies, including the Hennepin County Regional Railroad Authority, Light Rail Transit Joint Powers Board, Metropolitan Council, Metropolitan Transit Commission, Minnesota Department of Transportation, Ramsey County Regional Railroad Authority and Regional Transit Board.

transit is the way



Metropolitan Transit Education
Committee Members:

Anoka County Regional Railroad Authority
Dakota County Regional Railroad Authority
Hennepin County Regional Railroad Authority
Metropolitan Council
Metropolitan Light Rail Transit Joint Powers Board
Metropolitan Transit Commission
Minnesota Department of Transportation
Minnesota Valley Transit Authority
Ramsey County Regional Railroad Authority
Regional Transit Board

Dear Media Representative:

One of the reasons that the Twin Cities is such a great place to live is its transit system. Every day, thousands of area residents leave their cars at home and get where they're going by riding the bus, participating in a van pool, or using one of many other transit options. That means the Twin Cities has cleaner air, less traffic congestion, and less wear and tear on the roads and highways.

While there are lots of transportation choices available today, the way we commute is changing, and transit agencies are already working to prepare for the future. More and more cars are making more and more trips over our roadways, but the cost of building and maintaining a high-quality road system is too high. That's why transportation organizations around the metro area are working together now to make sure the Twin Cities will have clean, efficient, affordable ways to get around in the years to come.

In this kit, the Metropolitan Transit Education Committee has provided you with a variety of resource materials which will help to explain the transit system we have now and the way things might look in the future. We'd like to be a resource for you as you bring important information about transportation to your readers, listeners and viewers. Please feel free to call on any of the participating agencies whenever you have a question, need more information, or are wondering what the newest transit developments mean for you and those you serve.

REGIONAL TRANSIT BOARD VISION FOR TRANSIT

Light Rail Transit

MAKE THE RIDE CHOICE

ELECTRONIC FAREBOXES

PAYING YOUR FARE ... JUST GOT EASIER.

MTC introduces the new electronic farebox...

transit is the way



transit is the way

**Metropolitan Transit Education
Committee Members:**

Anoka County Regional Railroad Authority
Dakota County Regional Railroad Authority
Hennepin County Regional Railroad Authority
Metropolitan Council
Metropolitan Light Rail Transit Joint Powers Board
Metropolitan Transit Commission
Minnesota Department of Transportation
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We look forward to hearing from you!

The Metropolitan Transit Education Committee

Regional Transit Board
230 East Fifth Street
St. Paul, MN 55101

(612) 292-8789
Fax (612) 229-2739
(612) 229-2715 TTY

Twin Cities Transit Contacts

<i>Topic</i>	<i>Contact</i>	<i>Organization</i>	<i>Phone</i>
Regional Transit Planning	Suzanne Hanson	Regional Transit Board	292-8789
	Nacho Diaz	Metropolitan Council	291-6341
Minnesota Rideshare	Trish Moga	Metropolitan Transit Commission	349-7535
Metro Mobility	Suzanne Hanson	Regional Transit Board	292-8789
Team Transit	Aaron Isaacs	Metropolitan Transit Commission	349-7690
	Howard Blin	Regional Transit Board	292-8789
	Nacho Diaz	Metropolitan Council	291-6341
	Scott McBride	MN Department of Transportation	582-1399
Light Rail Transit	Kathy DeSpiegelaere	Light Rail Transit Joint Powers Board <i>Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties; Metropolitan Transit Commission; Minnesota Department of Transportation</i>	266-2762
	Bob Winter	MN Department of Transportation	582-1357
	Tom Stoltz	Anoka County Regional Railroad Authority	323-5744
	Lynn Marotzka	Dakota County Regional Railroad Authority	891-7033
	Ken Stevens	Hennepin County Regional Railroad Authority	348-9260
	Kathy DeSpiegelaere	Ramsey County Regional Railroad Authority	266-2762
	Bernadette Collins	Minnesotans for Light Rail Transit	377-9662
Intelligent Vehicle Highway Systems Applications (IVHS)	Mike Sobolewski	MN Department of Transportation	296-4935

I-394 Express Lane	Judy Rockvam	MN Department of Transportation	341-7505
Bicycling	Jim Dustrude	MN Department of Transportation	297-1838
	Greg Pates	MN Department of Transportation	296-1650
Transit Services in Greater Minnesota	Jarvis Keys	MN Department of Transportation	297-3702
Legislation	Senator Keith Langseth	Senate Transportation Committee	296-3205
	Senator Florian Chmielewski	Senate Transportation Committee	296-4182
	Representative Tom Osthoff	House Transportation Committee	296-4224
Intermodal Surface Transportation Efficiency Act (ISTEA)	Carl Ohrn	Metropolitan Council	291-6507
	Al Schenkelberg	MN Department of Transportation	296-8478
Transportation Research	Bob Johns	Center for Transportation Studies	626-1077

Transit Providers

<i>Program</i>	<i>Contact</i>	<i>Service</i>	<i>Phone</i>
Anoka County Transit	Tim Kirchoff Margo Schlosser	Dial-a-ride program serving Anoka County	422-7088
BE Line	Mike Severson Ron Bernstrom	Two-route circulator service operating in the Bloomington and Edina area	545-9417
Carver Area Rural Transit	Kathy McGraw Jim Broucek	Combined flexible fixed route and dial-a-ride service covering Carver County	361-1631 361-1800
Columbia Heights Shared Ride	Linda Magee	Community-centered transit serving Columbia Heights	782-2800
Dakota Area Referral and Transportation Service (DARTS)	Mark Hoisser	Nonprofit transit program serving Dakota County	455-1560
	Dick Graham		455-1339
	Kris Barrett		
Dakota County Volunteer Transportation Services	Diane Stang	Volunteer driver program serving Dakota County	450-2874

Hopkins Hop-A-Ride	Nancy Anderson	Dial-a-ride service covering Hopkins	935-8474
Human Services Inc. "Transporter"	Dennis Johnson	Dial-a-ride program serving Washington County	777-5222 ext. 13
Maple Grove Transit System	Sharon White	Peak period fixed route transit serving the City of Maple Grove	420-4000
Metro Mobility Service Center (ATE)	Dan Hibbert (until July 4, 1994)	Dial-a-ride service covering 7-county metro area for people with disabilities	221-1932
<i>Handicabs, Inc.</i>	Joyce Doerffler	Metro Mobility provider	332-3323
<i>Mayflower</i>	Don Ladig	Metro Mobility provider	628-0046
<i>Metro Ride, Inc.</i>	Robert Book	Metro Mobility provider	331-3061
Metropolitan Transit Commission (MTC)		Regular route transit serving the 7-county metro area	349-7510
	Bob Gibbons	MTC regular route bus service	349-7509
	Brian Lamb	MTC bus route planning	349-7766
	Scott Thompson	Bus shelters and park-and-ride lots	349-7684
Minnesota Rideshare	Trish Moga	Travel demand management services including can/van pools, park-and-ride lots, and the guaranteed ride home program	349-7535
Minnesota Valley Transit Authority	Beverly Miller	Fixed route transit serving Eagan, Rosemont, Apple Valley, Burnsville, Savage and Prior Lake	431-4311
Mound Westonka Rides	Susan Wilkens	Combined flexible fixed route and dial-a-ride transportation program serving Mound, Minnetrista, Spring Park, St. Bonifacius, Minnetonka Beach, and parts of Orono, Independence and Long Lake	472-0349
Northeast Suburban Transit	Judy Hutchinson	Dial-a-ride service covering North St. Paul, Maplewood and Oakdale	777-1872
North Suburban Lines	Mark Ryan Jim Lorenz	Regular route transit serving Anoka, Coon Rapids, Blaine, Lino Lakes, Centerville, Mounds View, Circle Pines, Lexington, Shoreview, North Oaks, Vadnais Heights, Little Canada and Roseville	784-7196
Plymouth Metro Link/Dial-A-Ride	John Sweeney	Commuter/reverse commuter and dial-a-ride services in the City of Plymouth	550-5072

Roseville Area Circulator	Paul Buharin	Fixed route transit serving Roseville, Falcon Heights, Shoreview, Lauderdale and Little Canada	645-1959
St. Louis Park Emergency Program (STEP)	Debbie Okerlund	Dial-a-ride program serving the City of St. Louis Park	925-4899
Scott County Transportation Program	Barbara Latham Chuck Dustrud	Combined flexible fixed route, dial-a-ride and volunteer driver program serving Scott County	496-8277
Senior Community Services/Delano Area Transportation Program	Kris Orluck Gail Sinkel	Dial-a-ride program serving rural western Hennepin County, including Independence, Maple Plain, Loretto, Corcoran, Rockford, Western Medina, Greenfield and Delano	1-972-3955
Senior Community Services	Ron Bloch		541-1019
Senior Community Services - Westonka	Susanne Wilkins		472-0340
Senior Transportation Program	Rosie Smith Pilgram	Dial-a-ride program serving Brooklyn Park, Champlin, Dayton and Maple Grove	323-9017
Shakopee Area Transit	Barry Stock	Dial-a-ride and commuter vanpool programs serving the City of Shakopee	445-3650
Southwest Metro Transit Commission	Diane Harberts	Fixed route and dial-a-ride transit serving Eden Prairie, Chanhassen and Chaska	949-8544
Transportation Around the City	Paul Czech	Dial-a-ride service covering Hastings	437-4127
University of Minnesota Transit Service - Route 52	Roger Huss	Regular route transit serving Crystal, Robbinsdale, Columbia Heights, New Brighton, St. Anthony, St. Louis Park, Minneapolis, St. Paul, Edina, Bloomington and Richfield	625-9000
Valley Transit	Jim Kolb	Local fixed route transit program serving Stillwater, Oak Park Heights and Bayport	433-3273
Western Suburbs Route 55	Mike Severson Ron Bernstrom	Fixed route transit serving Golden Valley, New Hope and Crystal with service to downtown Minneapolis	545-9417
White Bear Area Transit	Judy Hutchinson	Dial-a-ride service in White Bear Lake	770-1872

The Transit Way

Minnesota can't continue to build its way out of traffic congestion. In fact, building more highways encourages more people to drive, which leads to more congestion.

Minnesota needs to look at other transit options like: exclusive busway lanes that allow buses to provide more efficient service; high occupancy vehicle (HOV) lanes that promote car and van pooling during peak travel times; bicycle lanes that would make it easier for people to bicycle for shorter trips; and light rail transit (LRT) that provides a smooth, fast, quiet ride.

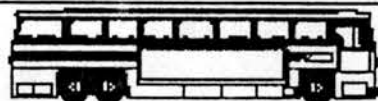
The Transit Way is brought to you by the Metropolitan Transit Education Committee, a consortium of transit-related agencies, including the Hennepin County Regional Railroad Authority, Light Rail Transit Joint Powers Board, Metropolitan Council, Metropolitan Transit Commission, Minnesota Department of Transportation, Ramsey County Regional Railroad Authority and Regional Transit Board.

LIGHT RAIL TRANSIT



- Light rail transit (LRT) consists of three elements: a rail line, a rail vehicle and a power source to move the vehicle.
- One light rail transit vehicle can carry 65 to 165 passengers. LRT vehicles can be operated individually or linked to form a train.
- Light rail transit operates in all types of weather, including snow, ice and heavy rain.
- LRT will be integrated with other elements of the regional transit system. LRT routes will be located along high-volume corridors. Bus routes will be restructured and expanded to bring people to LRT.
- LRT travels quietly on its own right-of-way at speeds up to 55 m.p.h.
- LRT runs on electricity so it would reduce air pollution in the metro area.

BUSES

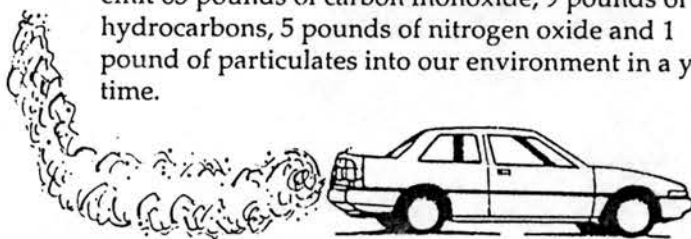


- You can save money by riding the bus. A monthly MTC bus pass in the Twin Cities can cost on average \$1.50 a day. The average cost of owning and operating a new car in Minnesota is over \$15 a day.
- Six transit hubs located throughout the Twin Cities provide climate controlled, convenient transfer opportunities for regular route and circulator service. Currently, there are hubs at Rosedale Center, Mall of America, downtown St. Paul, Plymouth Road, Louisiana Avenue, and Leamington station in downtown Minneapolis.
- You can read the morning newspaper, a magazine or a good mystery book when you ride the bus.
- It's easy to ride the bus. For metro area bus information, call 827-7733 or TDD 341-0140.

HIGH OCCUPANCY VEHICLES



- Cut commuting costs in half, share a ride.
- Minnesotans can't continue to drive alone at current highway speeds. The metropolitan area now has 80 miles of severely congested freeways. By the turn of the century—just seven years from now—Minnesota will have 125 miles of severely congested freeways.
- It's easy to car or van pool, call Minnesota Rideshare at 349-RIDE or TDD 349-7446.
- Automobiles dump millions of pounds of pollutants into our environment each year. One car alone will emit 63 pounds of carbon monoxide, 9 pounds of hydrocarbons, 5 pounds of nitrogen oxide and 1 pound of particulates into our environment in a year's time.



BICYCLES



- What is small enough to zip past gridlocked cars; offers door-to-door service; can be parked almost anywhere; doesn't require gas; and doesn't pollute? A bicycle.
- Minnesotans bicycle at nearly twice the national average. Minnesotans bicycle an estimated 138 million miles per year—and half of these bicycle miles are transportation related.
- Bicycling 12 miles in an hour burns 480 calories.
- Bicycling in Minnesota is easier than you may think. For bicycle commuting information for the Twin Cities area, call the Minnesota Extension Service Bicycle Program at 625-5737.
- It costs 1 cent per mile to bicycle and 37 cents per mile to drive a car.



LRT is a sound investment

LRT is a practical investment for Minnesota. Construction costs for an LRT line in the Twin Cities metropolitan area should average \$25 million per mile (1990 dollars) depending on construction requirements. This includes the guideway, rails, electrification, stations, vehicles and maintenance facilities. These costs compare favorably with urban freeway expansion costs.

LRT provides the high capacity needed to have a truly comprehensive regional system. And having LRT as part of the mix of services draws new riders to the entire system. Other cities have found that people who do not generally ride public transit are more likely to use light rail. As proven elsewhere in places like San Diego and Calgary, LRT enhances ridership on existing transit, thereby increasing the percentage of the regional transit system that pays for itself.

With a higher ridership capacity and less intensive use of land, LRT promotes and supports focused land use and development that can discourage urban sprawl. Its low per-passenger operating cost and the ability to attract new riders to the transit system make light rail transit a sound investment in the region.



● North American cities with LRT systems

Baltimore, Maryland
Boston, Massachusetts
Buffalo, New York
Calgary, Alberta, Canada
Cleveland, Ohio
■ Dallas, Texas
■ Denver, Colorado
Edmonton, Alberta, Canada
Los Angeles, California
Miami, Florida
New Orleans, Louisiana
Philadelphia, Pennsylvania
Portland, Oregon
Sacramento, California
■ St. Louis, Missouri
San Diego, California
San Francisco, California
San Jose, California
Toronto, Ontario, Canada

■ Systems under construction

▲ Cities planning LRT Systems

Houston, Texas Minneapolis-St. Paul, Minnesota
Kansas City, Missouri Seattle, Washington
Milwaukee, Wisconsin Salt Lake City, Utah

For more information

As the metropolitan area's transit planning and funding agency, the Regional Transit Board is involved in planning for light rail transit. For general information about planning LRT and other transit services, contact the RTB at:

Regional Transit Board
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101
Phone: 612/292-8789

Information about specific corridors can be directed to the appropriate regional railroad authority:

Hennepin County Regional Railroad Authority
A-2307 Government Center
Minneapolis, MN 55487-0273
Phone: 348-9260

Ramsey County Regional Railroad Authority
Room 316, Courthouse
15 W. Kellogg Boulevard
St. Paul, MN 55102
Phone: 266-2760

Anoka County Regional Railroad Authority
Administration Office
Anoka County Courthouse
325 E. Main Street
Anoka, MN 55303
Phone 421-4760 (Ext. 1171)

Washington County Regional Railroad Authority
Public Works Department
11660 Myron Road North
Stillwater, MN 55082-9573
Phone: 439-6058

Scott County Regional Railroad Authority
County Highway Department
600 Country Trail East
Jordan, MN 55352
Phone: 496-8346

Carver County Regional Railroad Authority
County Highway Department
600 East 4th Street
Chaska, MN 55318
Phone: 448-1207

Dakota County Regional Railroad Authority
7300 W. 147th
Suite 507
Apple Valley, MN 55124
Phone: 891-7030

On cover: *P o r t l a n d*

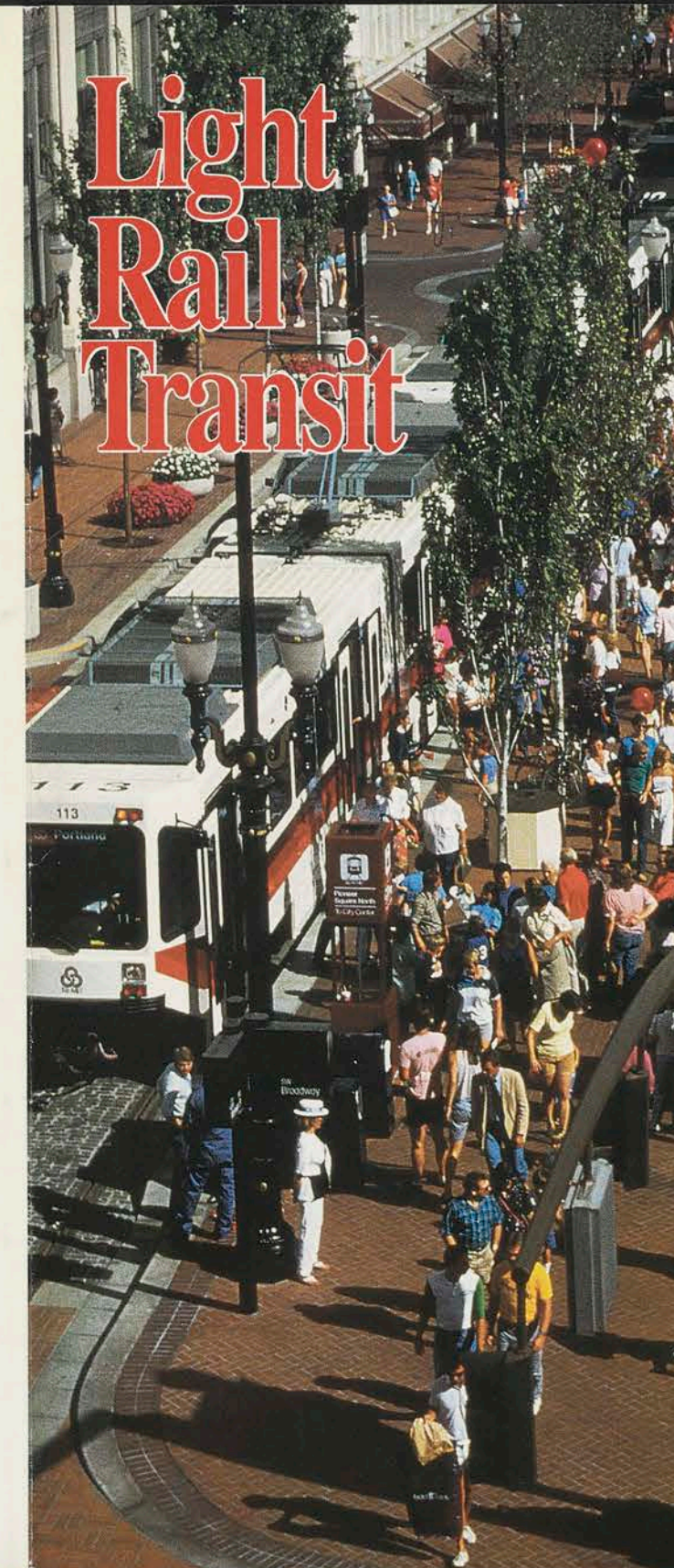


REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, MN 55101
Phone: 612/292-8789



Printed on recycled paper using environmentally safe inks.



Light Rail Transit

In many cities in the United States and throughout Europe, light rail transit (LRT) is attracting transit riders, reducing congestion, saving public money, and improving the environment.

LRT is a modern technology that has the ability to move large numbers of people in heavily traveled corridors. Light rail consists of three elements: a rail line, a rail vehicle and a power source to move the vehicle.

LRT uses electricity drawn from an overhead power line. Because LRT runs on electricity over rail lines, the ride is quiet, fast and smooth. Unlike cars and buses, electric-powered LRT vehicles produce no exhaust.

LRT travels on its own right-of-way at a maximum speed of 55 mph. And, unlike buses and cars, LRT operates well in all types of weather, including snow, ice and heavy rain.

The LRT system being planned for the Twin Cities will be completely accessible to people with disabilities since there will be no steps to climb to get on a vehicle. This level platform loading option makes LRT a more convenient transit

option for all riders. Seniors won't have to try to climb steep steps, and people traveling with small children or carrying parcels will have an easier time getting on board.

LRT vehicles can either be operated individually or linked to form a train. This gives LRT the flexibility needed to adapt to fluctuating conditions. Where ridership demands are high, more vehicles can be added to a route fairly simply. And only one operator is needed to drive an LRT train. LRT's ability to handle high capacities also eliminates the need for adding costly parking facilities on valuable downtown land.

LRT as part of a comprehensive transit system

LRT will work in conjunction with bus service in the metro area. Together, these two modes of transportation

will provide flexible transit service that meets people's travel needs.

LRT will work with and support other metro area paratransit services as well, creating a comprehensive public transportation system for the region. Community circulators, dial-a-rides, regular route buses, park-and-ride lots, bike-and-ride lots, high-occupancy vehicle lanes, car pools and light rail transit are all essential components of a comprehensive transit system.

LRT is currently being proposed for two high-capacity corridors. The top priority corridor is the Central Corridor, linking Minneapolis and St. Paul via the University of Minnesota. The second corridor extends from downtown Minneapolis south to Burnsville along I-35W. The RTB believes LRT is needed in these two corridors to meet current and future transportation needs in the most efficient manner.

Additional corridors will be considered for construction in the future based on ridership potential and available funding.

How LRT works with the bus system

LRT will be integrated with the other elements of the regional transit system. LRT routes will be located along high-volume corridors. Bus routes will be restructured or expanded to bring people to the LRT system and to reach farther out into communities and areas where more transit service is needed.

Buses that previously served LRT corridors will be available to provide enhanced crosstown and "feeder" services. Buses will bring people from their homes and neighborhoods to the nearest LRT stations. Buses that travel in and between suburbs will also feed passengers into the LRT system.

The new service mix of buses and LRT will make transit more convenient and an attractive option for many commuters. By integrating LRT routes and schedules with existing transit services, the seven-county metro area will have a truly comprehensive regional transit system.

LRT Benefits

- Provides a smooth, quiet and fast ride
- Moves people more efficiently in congested corridors
- Reduces travel time
- Reduces auto and bus congestion
- Reduces urban air pollution by running on electricity
- Produces no exhaust
- Improves suburb-to-suburb transit service through use of "feeder bus" network
- Conserves petroleum fuels
- Runs reliably under all weather conditions
- Provides accessible transportation for people with disabilities and seniors
- Carries more people with a single operator than buses
- Promotes business development near stations along routes

c o n t i n u e d o n b a c k



The floor of each LRT vehicle will be level with the station platform, making boarding convenient for everyone, including seniors and people with disabilities.
C a l g a r y



LRT vehicles can be linked to form trains, making them a flexible transportation option that can meet increasing ridership needs in high-capacity corridors.
S a c r a m e n t o



LRT provides a smooth, quiet ride and reduces auto and bus congestion in urban areas.
S a n D i e g o



LRT runs reliably under all weather conditions, including heavy rain, snow or ice.
B o s t o n

...a modern approach to reducing congestion

New Electronic Fareboxes

MTC introduces fast and easy fare payment with new electronic fareboxes. The new fareboxes will provide several exciting features to help speed your trip and make the MTC more efficient.

Passengers will be able to use dollar bills as well as coins and tokens when paying their fares. Please have the exact fare ready, neither the farebox nor the driver will make change. Each fare that is deposited is counted and displayed to the driver and the passenger. Dollars and coins are viewed by the driver through a window. A digital display on the top of the farebox shows passengers the total amount of fare deposited.

There will be no changes in the way transfers, monthly passes, and 10-ride tickets are used. Continue to use them as you do now.

Installation of the first new electronic fareboxes will start in early May. But with over 1,000 new fareboxes to install, not all buses will have the new fareboxes right away. Over the next two months you can expect to see some buses using the new fareboxes, and some buses using the old fareboxes. When the project is completed in June, MTC will have installed new fareboxes on all 1,050 of its buses.

MTC is constantly working to provide the best customer service possible. We hope you take time to read the information found in this brochure. It will help you understand how easy and convenient it can be to pay your fare using the new electronic farebox.

Fare Information

Off Peak

Off peak local no zone crossing.....	\$.85
Off peak express no zone crossing.....	\$ 1.10
Off peak local zone crossing	\$ 1.10
Off peak express zone crossing	\$ 1.35

Peak Period:

6:00-9:00 a.m. and 3:30-6:30 p.m.*

Peak local no zone crossing	\$ 1.10
Peak express no zone crossing	\$ 1.35
Peak local zone crossing	\$ 1.35
Peak express zone crossings	\$ 1.60
Downtown Zone	\$.25

Weekdays

6:00 - 9:00 a.m. and 3:30 - 6:30 p.m.
all riders pay full adult fare.

All other times:

- Senior Citizens 65 and older pay \$.25
- Persons 17 and younger pay \$.25
- Disabled persons with MTC ID pay \$.25
- Children under 5 ride free (limit 3) when accompanied by a paid fare. No restrictions apply for this reduced rate.

*Time of day and date are determined by the internal farebox clock.

NEW ELECTRONIC FAREBOXES

**PAYING YOUR FARE ...
... JUST GOT EASIER.**

**MTC introduces
the new electronic
farebox...**



How this new system will help us serve you better

1. The new farebox speeds up the counting of fares. The machine - not the driver - counts the money.
2. The farebox counts types of passengers (students, seniors, etc.) to provide statistical information for improving service.
3. The farebox accepts all U.S. coins, tokens and dollar bills making paying more convenient. Exact fare still required.

Telephone Numbers

Transit Information Center 827-7733
(341-0140 TDD deaf and hard of hearing)

MTC Customer Relations 349-7415
(349-7439 TDD deaf and hard of hearing)

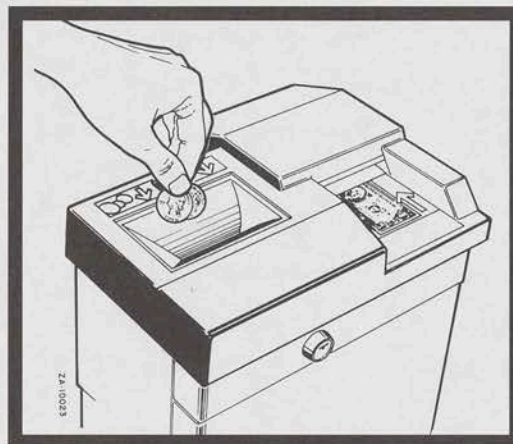
Remember . . .

- Exact Fare is still required
- You may use coins as well as dollar bills. Neither the driver nor the farebox can make change. For example, if your fare is \$1.10 you may use a dollar bill and a dime to pay the fare. If your fare is \$.85, you can pay with a dollar bill, but will not receive change.
- To help speed everyone's trip and keep the bus on schedule, be ready to pay your fare when you get on the bus.
- Insert all cash fares in the Farebox
- Drivers don't handle cash fares. Insert coins and tokens in the coin slot. Insert dollar bills flat, without folding into the bill slot - either side up.
- Continue to use Transfers, Monthly Passes and 10-Ride Tickets as you do now.

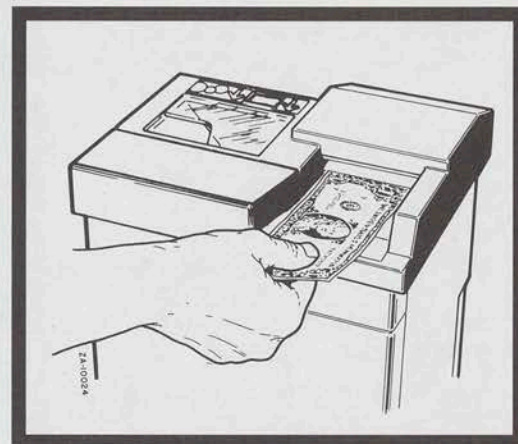
How To Pay Your Fare

1. Have your exact fare ready before you board the bus. Neither the driver nor the farebox makes change or gives refunds.

Coins and Tokens



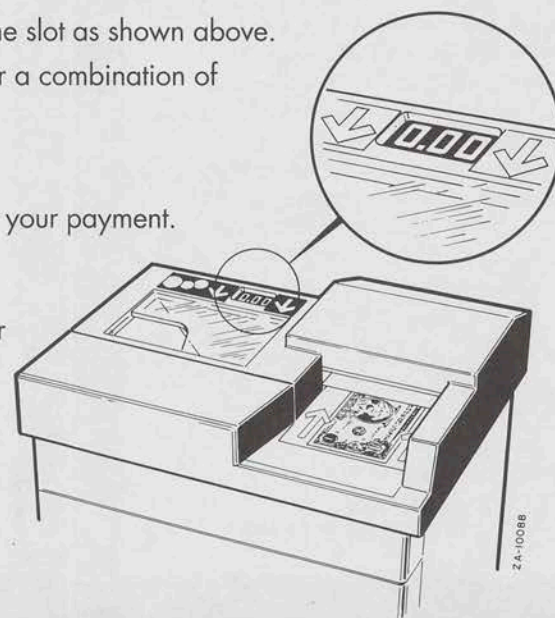
Bills and Coupons



2. Deposit the proper fare amount in the slot as shown above. You can use one fare payment method or a combination of methods.

3. View the farebox display to confirm your payment.

4. Listen for the beep. This means your fare has been accepted. If there is no beep, the correct fare has not been deposited.





MAKE THE RIDE CHOICE

Minnesota Rideshare
Metropolitan Transit Commission
349-RIDE
TDD: 349-SIGN
560 6th Avenue North
Minneapolis, Minnesota 55411-4398

The Metropolitan Transit Commission (MTC) provides the Minnesota Rideshare program in the metropolitan area. The program is funded by the Regional Transit Board with state and federal funds.

MINNESOTA RIDESHARE

*Looking for a way
to reduce the cost
and stress of your
daily commute?
Minnesota
Rideshare is here
to help. Just fill out
the attached
application to
receive a free list of
potential carpool
and vanpool
partners. You can
use that information
to set up your
own pool and
immediately start
saving money and
time.*

BUSINESS REPLY MAIL

FIRST CLASS PERMIT #14022 MINNEAPOLIS, MN

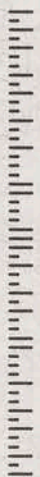
Postage Will Be Paid By Addressee

MINNESOTA RIDESHARE

Metropolitan Transit Commission
560 6th Avenue North
Minneapolis, Minnesota, 55411-9900



NO POSTAGE
NECESSARY IF
MAILED IN
THE UNITED
STATES



HOW TO DRIVE A BARGAIN

When you consider mileage, maintenance, parking fees and gas receipts, driving your car to work can add up to a considerable expense. But you can cut that figure in half by adding a passenger to your car. And the more room you make, the more money you save. For help in calculating your own commuting costs and potential savings, contact Minnesota Rideshare for an easy-to-use worksheet.

POOLING MAKES CENTS

Poolers have privileges:

- ◆ Shared cost of gas, parking and even insurance
- ◆ Express lanes on major highways designated for poolers
- ◆ Special highway access ramps
- ◆ Free or reduced-cost parking in downtown Minneapolis and St. Paul
- ◆ Preferential parking by many employers

- ◆ Park & Ride lots where you can meet your pool partners or catch a convenient bus

GETTING IN THE POOL

Setting up or joining a carpool or vanpool is easy. Here's how to get started:

- ◆ Call Minnesota Rideshare at 349-RIDE — TDD: 349-SIGN (7446) — or fill out the attached application. We'll compile a free list of interested commuters whose schedules and travel routes match yours. Pooling is flexible, so don't worry if you work part time or can't pool every day.
- ◆ When you receive your list, you can contact one or more people who look like good pooling partners. You can decide together whether one person will drive every day or whether you'll alternate. Depending on the size of the group, you might even consider vanpooling.
- ◆ Minnesota Rideshare also can give you information on free and reduced-rate downtown parking and the location of Park & Ride lots.

The carpool you organize helps everyone. By sharing your commute you'll be reducing traffic congestion, parking shortages and air and noise pollution.

RIDESHARE APPLICATION

(Please print clearly)

Home Address (If you are moving and want a list for your new address, please list your new address)

Last Name	First Name	M. Initial
Street Address		Apt.#
City	State	Zip
Home Phone		

Mailing Address (leave blank if same as home address)

Street Address		Apt.#
City	State	Zip

I currently commute to work by: (Check one)
Drive alone ☐ Bus ☐ Walk or Bike ☐
Carpool ☐ Vanpool ☐ Other ☐

I currently work or go to school at:

Work or School Name		
Street Address		Suite #
City	State	Zip
Work Phone		

I would like my home address listed on other lists: Yes ☐ No ☐

I would like my phone number(s) listed for other potential poolers to contact me.

Work ☐ Home ☐ Both ☐

I start work/school at:
(specify AM/PM) ____:

I finish work/school at:
(specify AM/PM) ____:

My hours are flexible by more than 30 minutes on the start and end times.
Yes ☐ No ☐

Smoking preference:
Smoker ☐ Non-Smoker ☐ None ☐

I have a vehicle available:
Yes ☐ No ☐

I am interested in receiving information for: Carpooling ☐ Vanpooling ☐
Bus ☐ Park & Ride ☐

I heard about Minnesota Rideshare from: _____

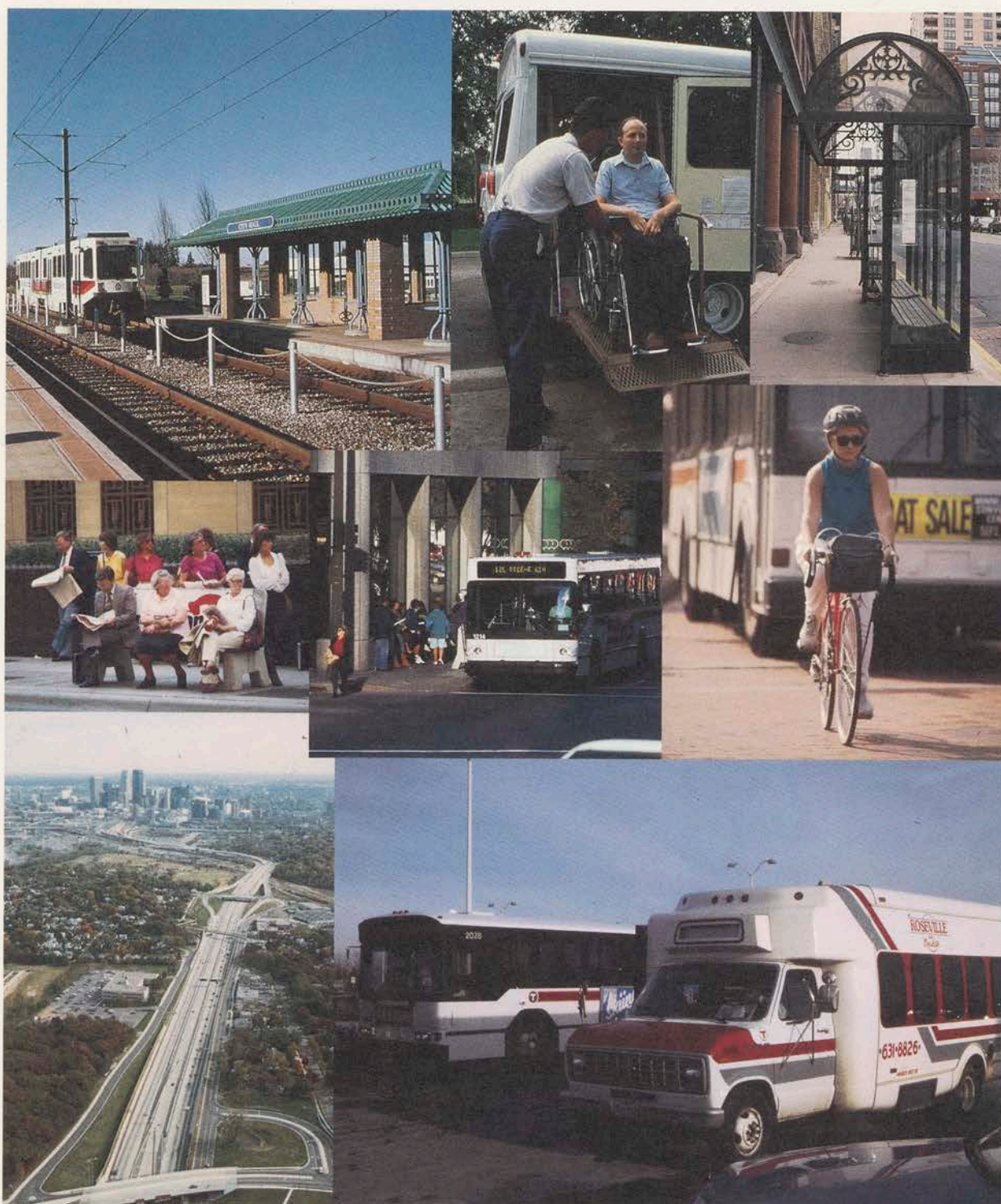
Minnesota Rideshare
560 6th Avenue North
Minneapolis, MN 55411-4398

"Tennessee Warning"

1. The information provided by you on this form will be used solely and exclusively for providing you and like applicants with rideshare service.
2. Participation in the Minnesota Rideshare Program is strictly voluntary, and you are not required by law to furnish any of the information requested on this form.
3. Information on this form will be used by Minnesota Rideshare Program personnel to provide you with the requested rideshare service(s); and in connection therewith, match lists containing your name, address, employer, telephone number(s) of your choice, working hours and rideshare preference may be sent to other matched rideshare applicants. The only consequences of not furnishing all of the information on this form are: 1) The rideshare program will be denied data to be used for statistical evaluation, and 2) The rideshare program's ability to supply you with the requested services may be restricted.
4. The Minnesota Department of Transportation considers all of the information requested on this form to be private data with the exception of your name, city-state-zip code of residence, name and address of employer, and work phone number, and said private data will be accessible only to you, Minnesota Rideshare Program personnel and other appropriate rideshare applicants.

Tear off application at perforation and tape shut before mailing.

REGIONAL TRANSIT BOARD **VISION FOR TRANSIT**



Capital and Service Improvements 1992-1996

INTRODUCTION

The Regional Transit Board is presenting its *Vision for Transit — Capital and Service Improvements for 1992-1996* to highlight the role transit can and will play in this region. Following the national trend of the past 10 years, transit ridership has significantly decreased on this region's transit system. Regional travel pattern changes have not been reflected in the system at a rate necessary to maintain or increase ridership.

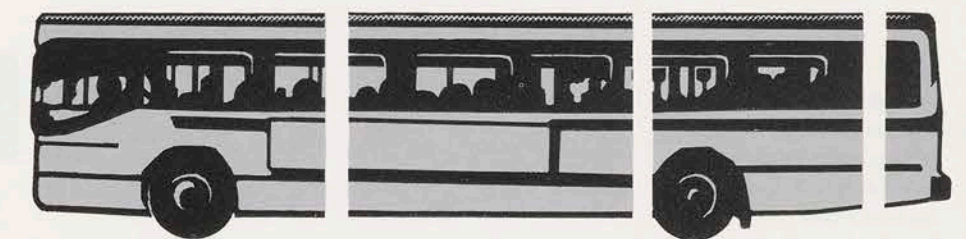
The RTB's Vision for Transit addresses change while at the same time recognizes the difficulties there are to providing services with declining financial resources. Recently, there has been a growing momentum to make significant improvements to the local transit system. The RTB's vision has been a key factor in gaining support for improving the regional transit system.

The Metropolitan Council's Regional Facilities Plan and the Metropolitan Transit Commission's Team Transit have also played a role in bringing transit to the top of the public's agenda.

The vision also has the potential to increase ridership. Studies show that the majority of riders who have left the system will ride again if transit would go where they need to go and when they need to go. By offering more options, the RTB is positioned to recapture riders who left because their lifestyle changed and transit no longer met their needs.

This report presents plans and a detailed five-year implementation program for restructuring transit and paratransit services and making transit facility improvements within the metropolitan area.

In a recent survey, former bus riders were asked how likely they would be to start riding the bus again. They said:



34% Very likely
33% Somewhat likely
25% Unlikely
8% Depends

Source: 1991 Marketing Study, Ilium Associates.

THE EXISTING TRANSIT SYSTEM



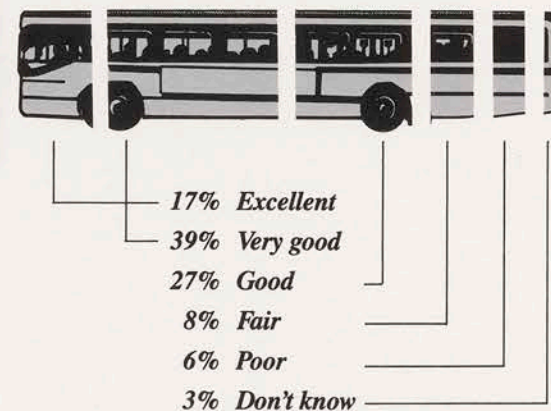
ABOVE
MTC is the largest provider of regular route service in the region.

Several types of transit service make up the Twin Cities' transit system, including: regular route, replacement, county, community-based, paratransit and rideshare.

Regular Route

Regular route service is the backbone of the regional transit system, operating on fixed routes and schedules for local and express service. There are 145 routes running 903 peak and 277 midday buses. The regular route system is structured in a radial orientation focused predominantly on the two downtown areas of Minneapolis and St. Paul. Regular route bus service provided 65,394,000 rides in 1991. The MTC provides the majority of the region's regular route bus service.

When asked to rate current service, bus riders said:



Source: 1991 Marketing Study, Ilium Associates.

Replacement (Opt-out)

There are five replacement, or opt-out, programs in the Twin Cities. Opt-out programs were created by 1980 legislation that allowed communities to replace their existing MTC service with one more adaptable to local needs. The Legislature sunset this provision in 1988. Opt-out programs play a key role in providing service to suburban areas.

County

Anoka, Carver, Dakota, Scott and Washington counties have special transit services that focus on the needs of seniors and persons with disabilities. County programs serve people living in urban or rural parts of the counties who do not have another transportation alternative available to them. County programs receive state funds for up to 65 percent of their operating budget through the RTB. County dial-a-ride programs provide transportation to medical, shopping and senior centers and use full-time and volunteer drivers to provide service.

Community-based

Community-based or small urban programs are dial-a-rides that operate within communities in the region. Dial-a-rides typically use smaller vehicles and provide curb-to-curb service. These programs are funded cooperatively by the RTB and local communities to serve residents who may have special needs but do not qualify for other special transit services. Community-based services are designed to meet transit needs in lower density suburban and rural areas where regular route cannot be provided cost-effectively. Community-based services are coordinated with regular route service whenever possible.

Accessibility/Metro Mobility

The RTB is building accessibility into all transit options. By adding lift-equipped buses to more routes, regular route service is slowly evolving, with a goal of becoming completely accessible by the year 2002. Other services, including the Anoka County Traveler, the BE Line and Metro Mobility, complement lift-equipped buses by providing accessible service to people not served by accessible regular route service. Persons with disabilities and senior citizens with mobility limitations are the primary patrons of paratransit. Metro Mobility is the largest accessible program in this region.

Travel Demand Management (TDM)

Travel demand management (TDM) strategies aim to reduce the number of people who drive alone. For example, car and van pooling are transit options for people who live and work in close proximity to one another. Other examples include use of flexible work hours, preferential parking for car poolers, freeway ramp metering, or transit use. TDM strategies reduce traffic congestion without significant capital investments.



TOP
Northeast Suburban Transit is a community-based service that runs in Maplewood, North St. Paul and Oakdale.

MIDDLE
Southwest Metro is one of five opt-out services in the region. It provides service to Chanhassen, Chaska and Eden Prairie.

BOTTOM
Metro Mobility is a door-through-door paratransit service for persons with disabilities.

VISION FOR TRANSIT

What is the vision?

The RTB's Vision for Transit program outlines the future development of the Twin Cities area's public transit system. The system will continue to focus on a multi-modal approach to meeting the diverse needs of residents in this region. Community circulators, dial-a-rides, regular route buses and connectors, transit hubs, park-and-ride lots, bike-and-ride lots, high occupancy vehicle lanes, light rail transit, and car and van pools all play a role in implementing the vision.

Transit hubs will be established at suburban shopping centers, allowing people to transfer easily between different types of transit services. Express bus service will run between the hubs and downtowns, acting as spokes that give people improved access to both downtown and suburban

locations and faster travel times. Eventually, the spoke concept will be expanded to include express bus service between the transit hubs.

The RTB is currently funding efforts to restructure existing transit and paratransit services and to make a number of facility improvements. A multi-year improvement program, including annual service and facility improvements, is included in this report.

LEGEND

●

 = Transit Hubs

■

 = Core Service Area

■

 = Suburban Service Areas

—

 = Express Service

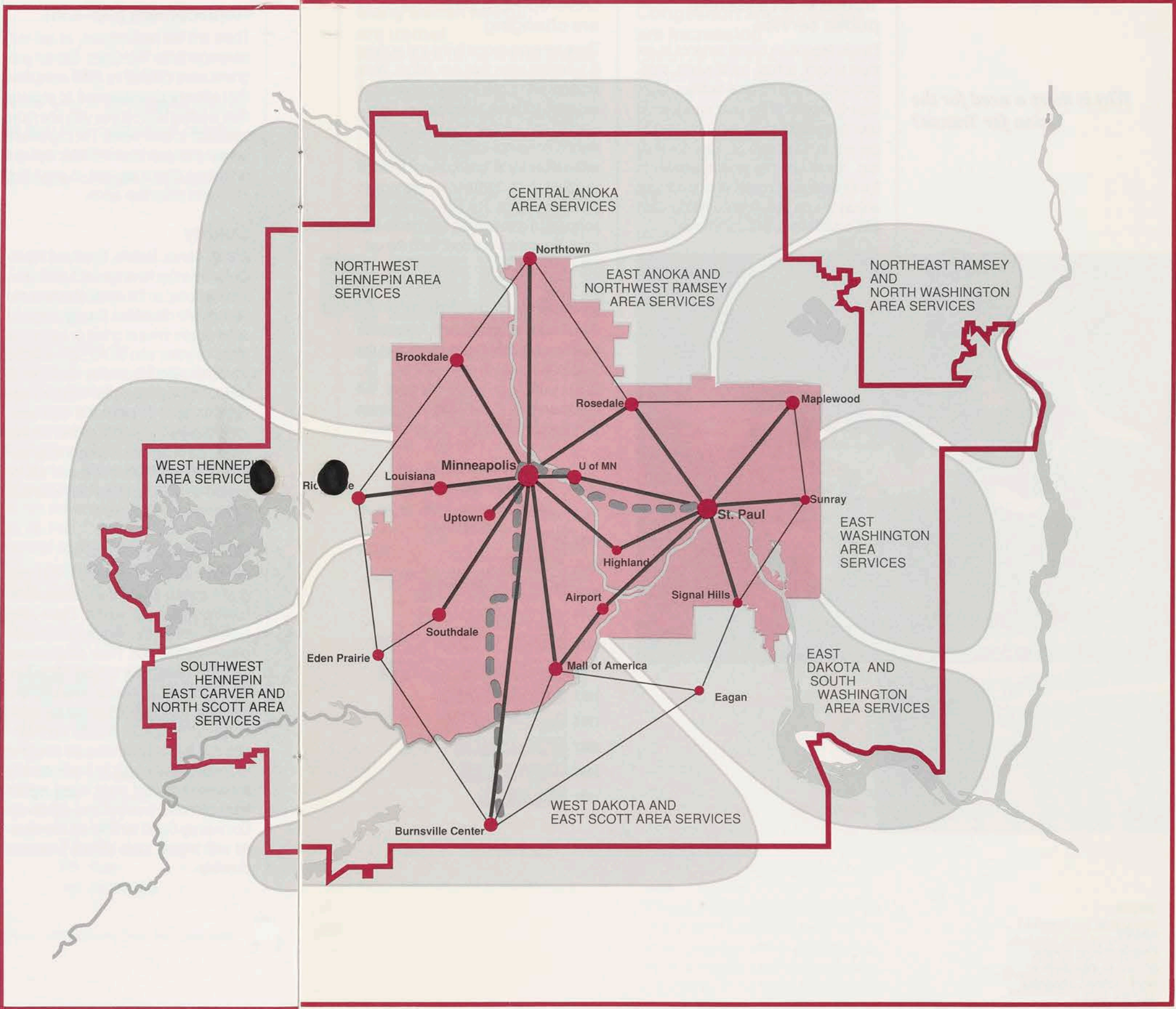
—

 = Hub Connector Service

—

 = Transit Taxing District

 = Proposed Light Rail Transit Corridors



Why is there a need for the Vision for Transit?

Transit is an essential public service

People depend on transit services to get them to work, school, social events, shopping centers and medical facilities. More than 40 percent of the daily work force in downtown Minneapolis and more than 30 percent in downtown St. Paul come by bus. Transit services provide mobility to transit dependent people who do not have access to a car and allow them to function and contribute to this community.



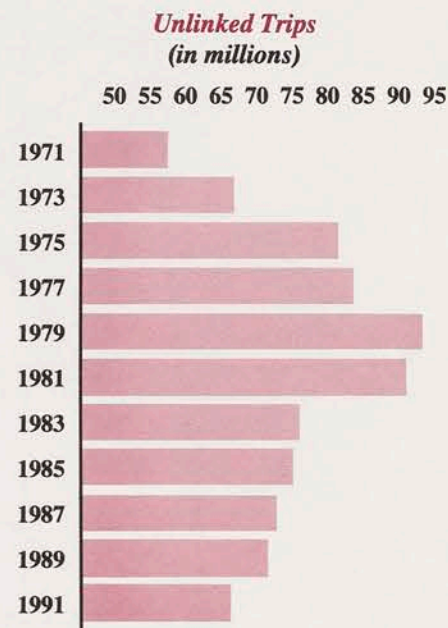
ABOVE
People rely on transit service to take them to work, school, shopping and the doctor.

Development patterns are changing

There are more people living and working in suburban areas than ever before. Work locations with ample free parking are more and more attractive to businesses. Demographic and lifestyle changes, environmental concerns and urban dynamics within cities are all forcing transit systems to adapt their traditional methods in providing service. The Twin Cities has experienced a growth cycle with trends that move like ripples in a pool from the central city outward.

Ridership is declining

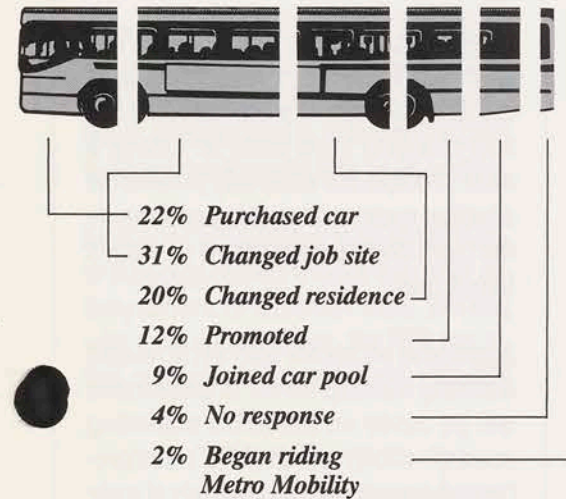
Transit systems across North America are experiencing ridership declines and the Twin Cities' system is no different. The RTB is working to reverse this trend, but improvements are needed to compete with the convenience of the automobile.



Many transit needs are unmet

With the resources the RTB has available, it has had to prioritize its needs. As a result, many needs are unmet. Suburban services are lacking and the provision of services for persons with disabilities is an ongoing challenge.

When asked why they stopped riding the bus, former riders said:



Source: 1991 Marketing Study, Ilium Associates.

Congestion and pollution are increasing

Cars on the road are now making more trips than ever. The Metropolitan Council estimates that local roadway travel is increasing between two and four percent annually. A convenient, comprehensive transit system can help reduce the number of trips made in private vehicles. Fewer trips means fewer cars are on the road creating congestion and emitting pollution.



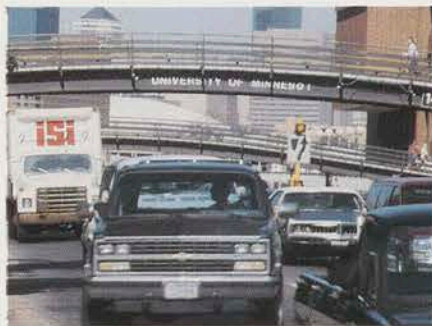
ABOVE
University of Minnesota students, faculty and staff rely on the University Transit Service to get them to class and work quickly and efficiently.

Key elements of the Vision for Transit.

The vision employs a variety of service and facility improvements that together make transit a more attractive travel option.

Develop Travel Demand Management and Rideshare

Travel Demand Management (TDM) is the application of strategies to discourage solo driving while increasing transit and rideshare use. The vision promotes the continued use of these strategies as they have been used successfully by Minneapolis, Bloomington, Plymouth, the University of Minnesota and other communities in the region.



ABOVE LEFT
A TDM program is working to combat traffic congestion at the U of M.

ABOVE RIGHT
The BE Line is a fully accessible, regular route circulator that connects to MTC routes and the Southwest Metro dial-a-ride at the Southdale Transit Hub.

Expand Suburban Circulator Services

A number of small-bus, community-based transit services currently operate throughout the region. These programs provide dial-a-ride or fixed-route circulator service in low density areas where regular route buses do not operate effectively. While most programs focus on serving elderly and disabled passengers, a growing number are designed to meet a broader range of suburban transit needs. Services such as the Anoka Traveler or the Roseville Circulator have successfully expanded transit service to suburban and developing areas of the region.

Circulator services are most effective when connected to transit hubs. Trips are then provided to suburban activity centers, permitting transfers to the regional regular route system.



The RTB recently started a service in Bloomington and Edina called the BE Line to serve suburban areas on a regular route schedule. The BE Line is lift-equipped and stops at popular shopping, recreation, employment, medical and education centers. It currently connects to MTC and Southwest Metro service at the Southdale Transit Hub. Planning is underway to extend BE Line service to the Mall of America when it opens in 1992.

The vision includes increasing the number of circulator services. New programs would be implemented in areas currently unserved or existing programs for the elderly and disabled would be expanded to serve a broader transit market.

Restructure and Improve Local Service

Local regular route service in the region's fully developed area forms the core of the transit system. Today, nearly 90 percent of all transit trips are taken on local routes, primarily within Minneapolis and St. Paul.

Ridership on local service, however, has been declining in recent years. One reason is that service delivery has not kept pace with changing travel patterns. Clearly, a route structure that essentially parallels old streetcar routes will not adequately serve the more diverse destinations of today's transit user.

Aggressive efforts are planned to reverse declining ridership trends. Improvements will be based on the RTB's marketing research efforts and the MTC's comprehensive operational analysis study of route effectiveness. Areas to be addressed include: marketing, security improvements, service design, frequency, service hours, and bus stop spacing.

Another significant improvement now underway is the expansion of lift-equipped service on major routes. By 1996, all local service will be fully accessible during midday hours, greatly increasing the travel options for persons with disabilities.

Develop Transit Hubs

In addition to the major transit hubs that exist in the two downtowns, the RTB will continue its program of developing additional hubs throughout the region. Located primarily at the edge of the core service area, these hubs provide a focal point for suburban services and link these services to the rest of the regional transit system. Passengers will be able to ride community circulators to the hubs and conveniently transfer to local and express routes.

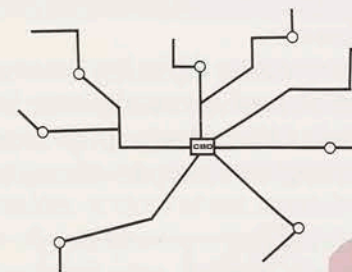
Transit hub facilities consist of a bus staging area, a heated passenger facility, park-and-ride lots, and bike-and-ride spaces. Buses are scheduled to pulse into the hubs to allow transfers with little or no waiting.

Most hubs will continue to be sited at larger shopping centers that are the major activity centers for suburban areas. Working with local communities, the RTB has relied on cost-sharing arrangements with

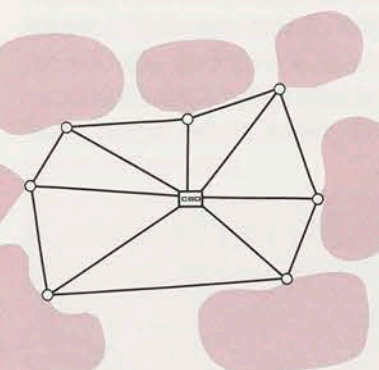
the shopping centers to finance hub construction and maintenance. The RTB is also investigating the possibility of establishing daycare centers at the hubs. Having daycare facilities conveniently located at transit hubs would give commuting parents more transportation choices and would make transit more convenient for them to use.



The RTB will be flexible to meet changing needs when developing sites for transit hubs. Facilities are prioritized by assessing the service available, local needs and budgets.



Existing Radial Route Service
In this region, the current service pattern is radial. Routes extend from the central business districts like branches on a tree.
○ = Activity Center



Transit Hub Concept
The transit hub concept that the vision is modeled after allows more connections between hubs and services. The shaded areas represent circulator services, which filter into the transit hubs. The hubs have timed-transfers between services giving people the options of riding an express bus downtown or to another hub or riding circulator service within the community.
○ = Transit Hub

Implement Light Rail Transit

Light rail transit is a key component to the RTB's overall vision. It has the potential to improve travel times and capacities along high volume travel corridors. The RTB's plan calls for two initial lines. One is the Central Corridor linking Minneapolis and St. Paul via the University of Minnesota and the state capitol grounds. The other line runs from Minneapolis south along I-35W. Other lines may be added as determined by transit capacity needs on a corridor-by-corridor basis.



ABOVE LEFT
The RTB worked with several Ramsey County suburbs to plan and implement the Roseville Area Circulator, the region's first circulator service.

ABOVE
Cities like Portland, Oregon, are expanding their light rail transit systems.

Enhance Accessible Service

The concepts being promoted as part of the Vision for Transit will result in substantial benefits for persons with disabilities. Additional accessible service options will also provide more cost-effective alternatives to Metro Mobility. Suburban paratransit services will be expanded and enhanced. Regular route transit service, which will be fully lift-equipped by the year

2002, will provide more direct service and increased frequency of service to locations outside of the two downtowns. Transit hubs will provide a convenient means by which transit riders can connect to accessible regular route, Metro Mobility or other paratransit services.

The Americans with Disabilities Act (ADA) that passed in 1990 has significant effects on how transit organizations provide service to persons with disabilities. The Metro Mobility program is the regional demand-responsive, door-through-door service for persons who cannot use regular route transit because of a disability. This program will also be changed to reflect the vision concept of coordinated accessible services. Metro Mobility will remain as the complementary paratransit service. This means that Metro Mobility will be provided in the same geographic area, during the same service hours, and available at comparable fares as regular route service. Under the ADA, a core area must be served by paratransit service. Generally, the core area represents that part of the Twin Cities within 3/4 mile of all-day regular route service.

Outside the mandated ADA core area, a variety of other services, such as the

Anoka County Traveler, will be made available to the general public as well as persons with disabilities. It is anticipated that local circulator systems with accessible vehicles would be available in suburban areas and connect with Metro Mobility and accessible regular route services within the ADA core area. A phased approach will be used to implement this system, which promises to improve regional service productivity and efficiency.

phase 1:

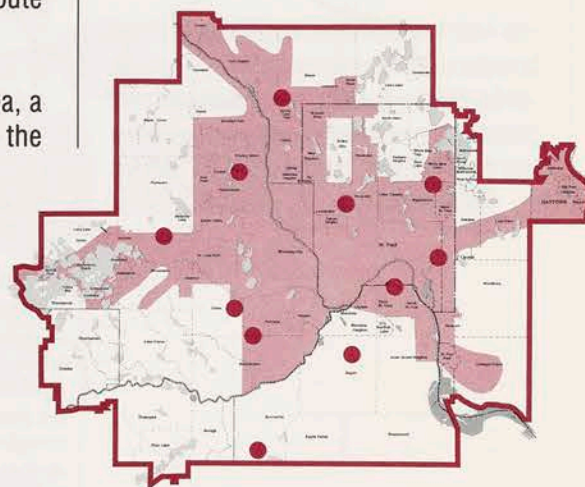
Metro Mobility serves both ADA core and suburban service area until suburban needs are assessed.

phase 2:

Service needs are systematically analyzed in suburban service areas for new service options.

phase 3:

Metro Mobility is gradually removed from suburban service areas as needs assessments are completed and new accessible services are developed. (See map below.)



- ADA Mandated Core Area
- Suburban Service Area
- Suburban Service Area Boundary
- Transit Hubs

Expand Express Service

To enhance the network of commuter express routes operating during the rush hours, the vision calls for additional express routes that operate throughout the day. These routes are designed to provide high-speed service between transit hubs and the downtowns, and eventually between hubs.



By offering fast and reliable service all day long with greater frequency, these routes can make transit use more attractive. Commuters who may have to return home in the midday, or those whose schedules require off-peak travel, are more likely to consider transit when service is offered throughout the day. Additionally, express links between the central cities and suburban transit hubs greatly enhance reverse commute opportunities. Reverse commute routes allow people living in the central cities to easily commute via express routes to suburban employment sites.

Along high volume travel corridors, express services can be upgraded to operate on exclusive bus lanes or busways, or ultimately be converted to light rail transit lines.

Make Infrastructure Improvements

In addition to transit hub facilities, a number of infrastructure improvements are needed to enhance the quality and reliability of the regional transit system. These include passenger amenities such as shelters, park-and-ride lots, signage and roadway improvements that give preference to transit vehicles. The MTC's Team Transit is aggressively looking for ways to speed buses through bottlenecks on the metropolitan highway system.

A new effort is also underway to establish larger suburban park-and-ride lots. As the park-and-ride concept becomes more popular, current lots cannot always accommodate the demand for spaces. Creating large-capacity lots in suburban areas would help attract many new riders to transit.

The RTB is working with the Minnesota Department of Transportation and the Metropolitan Council to solve current transit problems with Intelligent Vehicle Highway Systems (IVHS) technological solutions. IVHS improvements range from communication improvements along I-394 for timed-transfer service, automatic vehicle locator capabilities, and electronic fare cards.



Conduct Alternative Fuels Research

To ensure that transit operations do not harm the environment, the region is looking at clean burning fuels for transit vehicles. In 1992, the MTC will begin one of the nation's largest demonstrations of alternatively fueled vehicles. This study will help evaluate fuel technologies for non-polluting transit operations.

In addition, the RTB is funding University of Minnesota Center for Transportation Studies research into additional transit applications for alternative fuels.

ABOVE
There were more than 19,000 certified Metro Mobility riders in 1991.

ABOVE LEFT
Articulated buses move more riders along highly travelled routes very cost-effectively. Most run on express routes.

LEFT
The "Express Lane" on I-394 gives car poolers and bus riders a preferential right-of-way, which shortens travel time.

How the Vision for Transit changes today's system.

The vision means continually improving the accessibility of the region's public transit system. People in the suburbs will have more options for travel to either of the downtowns or another suburb. People in the central cities will be able to travel to the suburbs, reverse commute, or from one suburb to another. A comprehensive system of transit will be in place where people can move easily within the system by using local circulators and high-speed alternatives.

The vision, combined with aggressive marketing strategies, will increase ridership. Studies show that the majority of riders who have left the system will ride again if transit would go where they need to go when they need to go. By offering more options, the RTB is positioned to recapture riders who left because their lives changed and transit no longer met their needs.



ABOVE
Park-and-ride lots offer convenient access to bus riders who may not live within walking distance of a bus line.

RIGHT
Riders on the Roseville Area Circulator have the option of biking and using transit to complete their trip.



IMPACT OF IMPLEMENTING THE VISION

THE RTB's Vision for Transit will bring significant benefits to this region. The vision helps the RTB meet many of the complex challenges facing the Twin Cities transit system.

The consequences of not implementing the vision will be severe. Transit ridership will continue to fall and set off a downward cycle of declining revenues, resources and

riders. Without a viable transit system, this metro area faces increasing congestion and pollution. We will be less able to compete with other areas that are making investments in transit. Making an investment now in the Vision for Transit makes sense for the economic, social and environmental well-being Twin Citians have come to expect.



ABOVE
Traffic congestion along I-35W is growing every year. TDM strategies are currently used to get more people into fewer vehicles.

**Implementing the RTB's
Vision for Transit will:**



ABOVE LEFT
Southwest Metro dial-a-ride provides demand responsive service.

ABOVE RIGHT
The fareboxes on the BE Line accept dollar bills and change, allowing riders more payment options.

RIGHT
The park-and-ride at Shady Oak Road gives Southwest Metro riders easy access to downtown Minneapolis.



**Meet people's
transportation needs**

More direct routes between suburbs, cities and neighborhoods will make travel times faster. Community circulators and dial-a-rides bolster the RTB's ability to provide service that meets the needs of the Twin Cities' changing population.

**Provide accessible service
to persons with disabilities**

The RTB is currently working to make the entire system accessible as mandated by the Americans with Disabilities Act (ADA). The RTB views accessibility as a priority and is working with transit providers, cities, counties and the state to ensure that services and facilities meet the needs of people with disabilities. The RTB is developing ways to provide lower cost transit alternatives for these consumers.

Attract new riders

With reliable, easy-to-understand service going where people want to go, transit ridership will increase. The RTB understands that travel to and between the suburbs is one of this area's greatest market potentials. Smaller vehicles that circulate in the suburbs and link up to similar services open many new travel potentials to people who could never before use transit.

Meet employer needs

True parking costs are escalating in both major cities and suburbs. Employers are being forced to examine growth issues and the costs of using valuable land as parking lots. The RTB expects to form partnerships with local employers and businesses to assess their transit needs and see how they can participate in the vision.

Manage congestion

Traffic congestion is growing and is expected to increase by 22 percent from 1988 to 2010. Implementing flexible services makes transit an attractive alternative to inching along in traffic. A network of express buses, park-and-ride lots, bus and car pools, community circulators and transit hubs will help alleviate congestion.

Manage special events

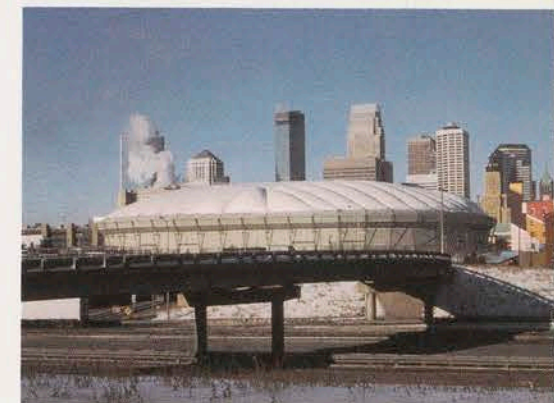
The Twin Cities metro area has been a magnet for significant special events, such as the International Special Olympics, the Super Bowl and the Final Four basketball tournament. Transit services that easily link up to popular destinations from all over the region serve to help these events run smoothly.

Preserve the quality of life

Minnesotans expect to breathe clean air and travel easily from one point to another. When people use transit instead of driving alone in their cars, there are fewer greenhouse gases polluting the environment. An easy-to-use and well-run transit system is necessary for this region's well-being.

**Curtail road and
freeway construction
and repair costs**

Freeway construction causes years of delays and costs millions of dollars. Once completed, freeways and roads quickly reach their capacity limits and must undergo costly and seemingly constant repair. Building more roads is not a long-term solution to meeting transportation needs.



TOP
Parking lots are costly uses of valuable land.

BOTTOM
Transit services help manage special events in areas throughout the region, including events held at the Hubert Humphrey Metrodome.

THE VISION ENJOYS BROAD-BASED SUPPORT

The Vision for Transit enhances and supports the policies and activities of other transportation organizations. The proposed plan and associated projects implement the policy direction provided by the

Metropolitan Council and incorporate the planned activities underway by the Metropolitan Transit Commission, other providers, and the Minnesota Department of Transportation.



Regional Transit Facilities Plan

The Metropolitan Council completed its Regional Transit Facilities Plan in December 1991. The plan recognizes the RTB's vision as the underpinning for this plan. The facilities plan presents an overall strategy for the Twin Cities metropolitan area for the next several decades. It also serves as a guide for making the best choice of transit improvements and highway facilities that favor vehicles carrying more people than a single occupant automobile.

The Regional Transit Facilities Plan includes recommendations for service improvements as well as low cost and major capital improvements. The primary focus of the plan's recommendations is to suggest actions that will reduce traffic congestion in major corridors throughout the region. It also provides an overall strategy for making improvements.

The RTB's Vision for Transit is the essential service concept underlying the Regional Transit Facilities Plan and serves as the means by which to implement the strategies and projects identified in the council's plan.

The RTB's Vision for Transit also supports and implements the Metropolitan Council's other policy directions established in its Transportation Policy Plan. It identifies needs and recommendations for additional transit improvements for community programs and accessibility for disabled persons. These improvements complement and enhance the Regional Transit Facilities Plan. The Vision for Transit, furthermore, presents a specific implementation schedule for making transit improvements.

Team Transit

The Team Transit program, recently initiated by the Metropolitan Transit Commission (MTC), is an effort to implement highway construction projects that can provide travel time advantages and improve reliability for transit services. Team Transit projects are expected to be adopted by Mn/DOT as part of the ongoing management of the metropolitan highway system. MTC will also implement similar projects in cooperation with local units of government on the minor arterial street systems, where buses are also in need of preferential treatment.

Team Transit projects will complement the Vision for Transit, particularly if implemented simultaneously with service improvements and new transit facilities.



Community Efforts and Planning Process

The Vision for Transit supports local community planning and development efforts. Communities play a key role in supporting the RTB's Vision for Transit. Developing a solid regional network means working in partnership with local communities to ensure their needs are being met. The RTB has identified transit liaisons and transit planning districts in more than 80 local communities and continues to work with them to improve their service. A local perspective is needed to enhance service delivery on a regional level.

The RTB will continue to work with other transportation agencies, communities,

transit providers and members of the general public in its efforts to plan and program the proposed Vision for Transit improvements. The RTB analyzes transit needs and services in response to changing conditions in specific areas or market segments. Needs assessments are initiated by the RTB and at the request of communities, jurisdictions and providers. These analyses are based on key transit indicators (population, employment, travel desires, congestion, available transit and attitudes toward transit), both as they exist and as they are anticipated to change. Suburban needs assessments are currently underway for a number of communities. The vision proposes to implement ongoing needs assessments to keep pace with the changing metro area.



ACCOMPLISHING THE VISION



ABOVE
The Mall of America will have a transit hub, making it convenient for employees and shoppers to use transit and leave their car at home.

Five-year Improvement Program

The following program of service expansion and facility development will implement the RTB's Vision for Transit. Together with improvements to existing transit delivery, these new services will lead to a regional transit system that is more responsive to changing travel patterns.

Proposed annual service and facility improvements for the next five years are shown on the following page. Costs shown are in addition to base-level operating and capital costs for existing service.

Service Improvements

Facility Improvements

Other System Improvements

1992

- Mall of America all-day express and local service
 - I-394 peak-period express
- Operating Cost**
\$1.5 million

- Open Rosedale Transit Hub
 - Open Mall of America Transit Hub
 - Open Minneapolis Leamington Transit Hub
 - Open Louisiana Avenue Transit Hub
 - Open Ridgedale Transit Hub
 - Build two new transit hubs
 - Team Transit projects
- Capital Cost**
\$1.2 million

- IVHS automatic vehicle location demonstration
- Capital Cost**
\$1.7 million

1993

- Local regular route improvements
 - I-394 Corridor all-day and peak-period express
 - Minneapolis Northeast Corridor all-day express
 - I-35W/TH 36 Corridor all-day express
 - St. Paul East Corridor peak-period express
 - St. Paul Northeast Corridor peak-period express
 - Minneapolis Northwest Corridor peak-period express
 - Western Dakota County community circulator service
 - Minneapolis Northwest community circulator service
 - Continue 1992 service improvements
- Operating Cost**
\$7.9 million

- Build 2 transit hubs
 - Build 2 park-and-ride lots
 - Team Transit projects
- Capital Cost**
\$4.0 million

- Additional IVHS demonstrations
- Capital Cost**
\$1.0 million

1994

- Additional Central Corridor all-day express
 - Additional I-35W (South) Corridor all-day express
 - St. Paul South peak-period express
 - Minneapolis Southwest Corridor peak-period express
 - I-394 community circulator service
 - Continue 1992-1993 service improvements
- Operating Cost**
\$14.2 million

- Build 2 transit hubs
 - Build 2 park-and-ride lots
 - Team Transit projects
- Capital Cost**
\$4.0 million

1995

- Continue 1992-1994 service improvements
- Operating Cost**
\$14.9 million

- Build 3 transit hubs
 - Build 2 park-and-ride lots
 - Team Transit projects
- Capital Cost**
\$4.6 million

1996

- Continue 1992-1995 service improvements
- Operating Cost**
\$15.7 million

- Build 3 transit hubs
 - Build 3 park-and-ride lots
 - Team Transit projects
- Capital Cost**
\$6.0 million



ABOVE
The high occupancy vehicle lane on I-394 shows that transit can be integrated into highway planning.

Funding the Vision

Currently, programs administered by the RTB receive funding from four sources: local property tax revenues, federal and state appropriations and fares. To sustain current services and build on existing services, the RTB needs greater financial resources.

Property taxes represent the lion's share of the RTB's funding. Recently, as a result of the national and regional economy, the growth of property tax has not kept pace with inflation. It is an erratic funding source that cannot be relied on for maintaining a comprehensive and reliable transit system. Property tax is at its limit as a funding source.

State and federal funding for operations has declined in the past and is not expected to increase in the future.

In 1991, the RTB increased fares on regular route transit and Metro Mobility, resulting in additional revenues of \$6.5 million. It is projected that another fare increase will be implemented in early 1993 simply in order to maintain the current level of service.

Funding for transit has not always been consistent. In recent years, there have been significant cutbacks in federal and state funding, which have resulted in the reduction of transit services, rather than service improvements or enhancements. The new federal Surface Transportation Act promises to yield significant, additional amounts of capital funding for transit projects, but funds for operating purposes will increase little.

To fend off large annual fare increases and the resultant ridership decline, an en-

hanced, stable funding source is essential. It will ensure continuation of existing service and implementation of service and facility improvements. A dedicated transit fund would ensure continuity of funding for existing, well-performing services. It would also provide the ability to make transit investments to modify and enhance the transit system to better meet changing metropolitan transit needs. Implementing the full program of service improvements will require an increase of approximately 11 percent in funding per year.

The region annually makes a capital investment of \$10 to \$15 million to support transit operations. The majority of capital funding is used for the ongoing purchase of MTC buses. Construction of additional transit hubs, park-and-ride lots, passenger shelters and investments in improved transit signage and IVHS demonstrations would require an additional cost of \$4 to \$5 million annually.

Transit Operating Cost and Subsidy Requirements

	1992	1993	1994	1995	1996
Base Level Transit System Operating Costs	\$135	\$142	\$149	\$156	\$165
Base Level Subsidy	\$ 92	\$ 96	\$101	\$106	\$111
Additional Costs for Vision for Transit	\$ 0	\$ 7.9	\$14.2	\$14.9	\$15.7
Additional Subsidy for Vision for Transit	\$ 0	\$ 6.3	\$11.0	\$11.5	\$12.0
Percent Subsidy Increase	0	7%	11%	11%	11%

(DOLLARS IN MILLIONS)



RIGHT
The 7th Street Garage in Minneapolis serves as a parking ramp for car poolers and a transit station for bus riders.

Additional regional capital funding will be necessary over the next five years as the MTC returns to a more regular fleet replacement schedule. Ongoing capital costs for routine projects, such as MTC and paratransit fleet replacement and MTC facilities, are shown at right.

Capital Cost Summary — 1992 - 1996

	1992	1993	1994	1995	1996
Base Level (MTC vehicles, facilities and equipment)	\$ 11.9	\$ 7.6	\$ 26.5	\$ 45.1	\$ 31.3
Vision for Transit (Transit hubs, park-and-ride lots, IVHS projects)	\$ 3.2	\$ 5.3	\$ 4.3	\$ 4.9	\$ 6.3
TOTAL	\$15.1	\$12.9	\$30.8	\$50.0	\$37.6
Federal Funding	\$ 7.0	\$ 7.0	\$ 7.0	\$ 7.0	\$ 7.0
Regional Funding	\$ 8.1	\$ 5.9	\$ 23.8	\$ 43.0	\$ 30.6

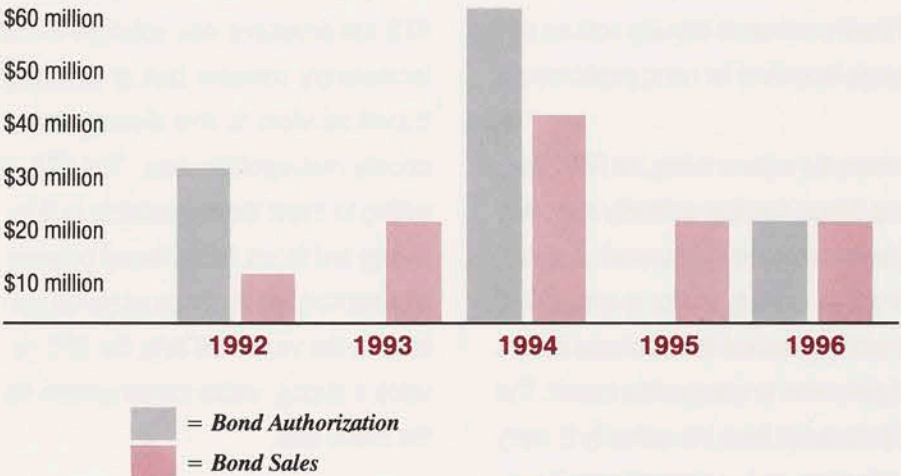
(DOLLARS IN MILLIONS)



ABOVE
The Rosedale Transit Hub is a heated station where MTC and Roseville Area Circulator routes intersect.

To support these ongoing projects and to add facilities called for in the Vision for Transit, the RTB will require additional bonding authorization in future years.

Bonding Needs



Without additional appropriations and the establishment of a dedicated transit funding mechanism, the RTB will not be able to continue to provide the existing levels of transit service throughout the metropolitan area. Instead, service reductions and higher fare increases will need to be imposed. It will not be possible to fund the service and facility improvements essential to achieving the Vision for Transit.



LEFT
Riders wait at this "deluxe" bus shelter in downtown Minneapolis.

CONCLUSION

The RTB's Vision for Transit is clear. The RTB is challenged to meet the transit needs of metro area residents. The future of transit will be a comprehensive mix of services anchored by a series of transit hubs. People will move easily between cities, suburbs and neighborhoods. The RTB will continue to develop policies that provide incentives for using public transit.

To make the vision a reality, the RTB needs three things: funding, authority and policy decisions that provide support. A stable, enhanced funding source is essential to prevent large annual fare increases that are a disincentive to using public transit. The RTB must also have the authority to carry out its plans and implement transit serv-

ices. Finally, the RTB needs support from private and public organizations for progressive policy decisions.

In the final analysis, the transit system will only be as successful as our community's willingness to invest in that system. The RTB has developed new solutions to the increasingly complex task of providing transit services to this diverse seven-county metropolitan area. The RTB is willing to make the investments in time, energy and funds. Broad-based community backing for the improvements outlined in the vision will help the RTB develop a strong, viable transit system for the metro area.



ABOVE

This series of photos shows the amount of road space car drivers use compared to how little is required to carry the same number of people on a 40-foot bus.

Courtesy of The Toronto Transit Commission.

The Role of the Regional Transit Board

The Regional Transit Board plans, makes policy for and administers transit service for the seven-county region. The RTB coordinates the planning and financing of new and existing services so the metropolitan area's 2.3 million residents have accessible and reliable public transportation. The RTB has an 11-member board including three gubernatorial appointees and eight Metropolitan Council appointees.



REGIONAL TRANSIT BOARD

Mears Park Centre
230 E. Fifth St.
St. Paul, MN 55101

612/292-8789



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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 14, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, June 14, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Suzanne Hanson, Robert Clarkson, Hugh Faville, Eddie Maddox, Karen Tero, Terry Schutten, Jim Van Houdt, Terry Lindeke, Jim Theurer, Fran Sontag, Toni Baker, Jill Goski, Kathryn DeSpiegelaere, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:30 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meetings of March 22 and May 10, 1994.

Commissioner Diane Ahrens moved the following recommendation, seconded by Commissioner Warren Schaber.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meetings of March 22 and May 10, 1994, as written.

Roll Call: Ayes - 7, Nays - 0
Motion Adopted.

2. Work program for Central Corridor Project and schedule for downtown Minneapolis alignment study.

Ms. Kathryn DeSpiegelaere said that there are three elements for the Central Corridor project: (1) to study the alignment for downtown Minneapolis and compare surface to tunnel alignments; (2) research of low floor vehicles; and (3) develop further the connection between land use and economic development and its impact on the Central Corridor.

There will be a public forum July 11, 7 PM, at the Minneapolis Convention Center to discuss the initial stages of the downtown Minneapolis alignment.

Chairman Finley said that the application for the federally funded construction of light rail transit includes an amount that could be used to fund the tunnel at 100%. The local effort would remain 50% of the \$474 million.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 14, 1994

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Chairman Finley said that the Joint Lead Agencies felt that a review of low floor vehicles would be beneficial in the downtown surface areas of St. Paul and Minneapolis. This type of platform is accessible to physically challenged people and more compatible with urban design.

Commissioner Warren Schaber inquired about the capacity of the low floor vehicles for the physically challenged.

Ms. DeSpiegelaere said that it would accommodate several wheelchairs. Ms. DeSpiegelaere suggested a presentation at the next meeting to show the various types of LRT vehicles.

3. Agreement to participate in funding preliminary engineering for the Central Corridor for \$200,000. (originally scheduled as item #4)

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Ruby Hunt.

WHEREAS, Laws of Minnesota 1993, Chapter 266, Section 2, Subdivision 3, provided \$200,000 for Minnesota Department of Transportation (Mn/DOT) matching funds for preliminary engineering for the Central Corridor Light Rail Transit project, contingent upon a local funding commitment of \$200,000 from Ramsey County Regional Railroad Authority and \$400,000 from Hennepin County Regional Railroad Authority to match \$2.8 million in federal funding; and

WHEREAS, The funding authorization expires at the end of state fiscal 1994 unless encumbered by Mn/DOT. The encumbrance would occur if the other supporting funds are acknowledged; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority confirms its intent to participate in funding preliminary engineering for the Central Corridor Light Rail Transit project to the extent provided in Laws of Minnesota 1993, Chapter 266, Section 2, Subdivision 3.

Roll Call: Ayes - 7, Nays - 0
Motion Adopted.

4. Metropolitan Transit Education Program update.

Chairman Finley introduced Suzanne Hanson from the Regional Transit Board.

Ms. Hanson began the Metropolitan Transit Education Program update by showing a series of public service announcements produced by the Regional Transit Board regarding light rail transit. Ms. Hanson also distributed a packet of information entitled, "Transit is the way."

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Ms. Hanson said that the general goal of the Metropolitan Transit Education Program is to produce public education materials on transit. The first goal is to educate people about the benefits of transit and support of transit improvements. The second goal is to improve transit ridership.

Ms. Hanson said that there are a number of tactics that are being employed to encourage transit. This plan was developed by the staffs of Anoka County, Dakota County, Hennepin County, Ramsey County Regional Railroad Authorities, Metropolitan Council, Metropolitan LRT Joint Powers Board, Metropolitan Transit Commission, Minnesota Department of Transportation, Minnesota Valley Transit Authority, and the Regional Transit Board.

Ms. Hanson discussed the quarterly report: the budget for each task, expenditures for the quarter, and project status. The first task was to develop an umbrella theme, a tag line, and logo for use on all educational materials with the anticipation of encouraging transit agencies to use this tag line on all transit products. The next item was to develop a custom display for the 1993 State Fair where staff participated. Ms. Hanson said that traveling displays are also being created: two for adults and two for children.

Task 3 is to develop a joint display for the 1994 State Fair, which will feature "give aways" which visitors can take home. The displays will again be in the Education Building this year.

Task 4 developed a radio and billboard campaign. Use was made of the Metro Traffic Control's network for airing of transit radio spots. The billboards were displayed beginning in mid-May and will be up through the State Fair.

Task 5 developed a school curriculum plan for transit. The committee and the consultant on the project determined that students in grades 5 through 8 are a priority audience and a target area to hit with a solid curriculum because the kids are interested in their own mobility, their own personal freedom, and they are also learning about community in school. The consultant found that the teachers for grades 9 through 12 (students that are in special education classes, English as a second language, and students with work programs) were anxious to receive transit information. Teachers wanted hands-on information: how to read a bus schedule, knowledge of services that come near school or within their community, or how to effect a bus transfer. Ms. Hanson said that Intermodal Surface Transportation Efficiency Act (ISTEA) funds of \$80,000 has been requested for the school curriculum project.

Commissioner Hunt asked how broad an area of schools is the committee trying to reach?

Ms. Hanson said the seven county area, but more interest will come from teachers in the transit taxing district.

Task 6 - media kits. Ms. Hanson said the media kits were produced a few months ago in time for the Legislative session. As part of the kit, there is a contact list for those seeking various types of transit information.

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Ms. Hanson said that task 7 is the production of a 10-minute video of the benefits and various modes of transit.

The final task is evaluating the effectiveness of the Metropolitan Transit Education Program's activities.

Commissioner Hunt asked if there is a reference to Metro Mobility in this material?

Ms. Hanson said that accessibility is one piece that involves Metro Mobility.

Chairman Finley thanked Ms. Hanson for the information.

CHAIRMAN'S COMMENTS:

Chairman Finley spoke about the Regional LRT Business Partnership meeting. He said that Senator Flynn attended the meeting. Senator Flynn pointed out at the meeting that the load of the Ramsey County Legislators is getting too heavy for the rest of the area to be carrying, and it was suggested that a different rail line be looked at. It was suggested that other transit projects may be more productive than the Central Corridor. Senator Flynn said that there is little support from the Ramsey County Legislators.

Commissioner Thomas asked if this meant that the Central Corridor line is in jeopardy and if all the work done over the years and funds allocated for the project would go to Hennepin County and Dakota County?

Chairman Finley said yes even though Ramsey County has been carrying the ball for many years to ensure that the East Metropolitan area is part of the improved transit system with light rail being a part of it.

Commissioner Hunt asked if a report would be submitted to the St. Paul Chamber of Commerce. Commissioner Hunt also suggested arranging small groups of meetings with the Ramsey County Legislators.

Commissioner Schaber commented that help is also needed from the St. Paul City Council.

Chairman Finley said that Ramsey County is out of light rail once final design is completed and final engineering is taken over by Mn/DOT. It's up to the City to develop and reap the benefits of economic development.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

6/15/94
Date

Board Action Requested

Economic development and light rail transit

DISCUSSION ONLY

Request Justification

See attached:

- (1) Memorandum from K. DeSpiegelaere
- (2) Report from Metropolitan Council, Keeping the Twin Cities Vital, Impact of Light Rail Transit on the Fully Developed Area

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

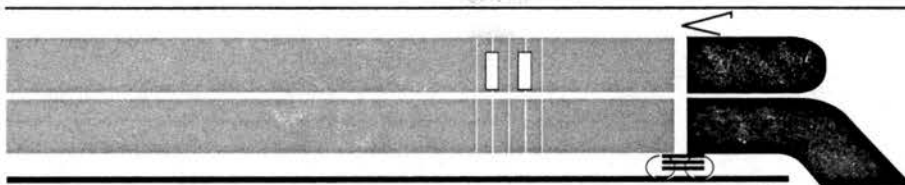
June 28, 1994

Bette Kurysh
Signature

6/23/94

Board Date

Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Economic Development and Light Rail Transit

DATE: June 15, 1994

One of the elements of work occurring for the Central Corridor light rail transit project is a quantification of economic development opportunities associated with light rail transit.

Attachment 1 is a map of the Central Corridor, showing station areas.

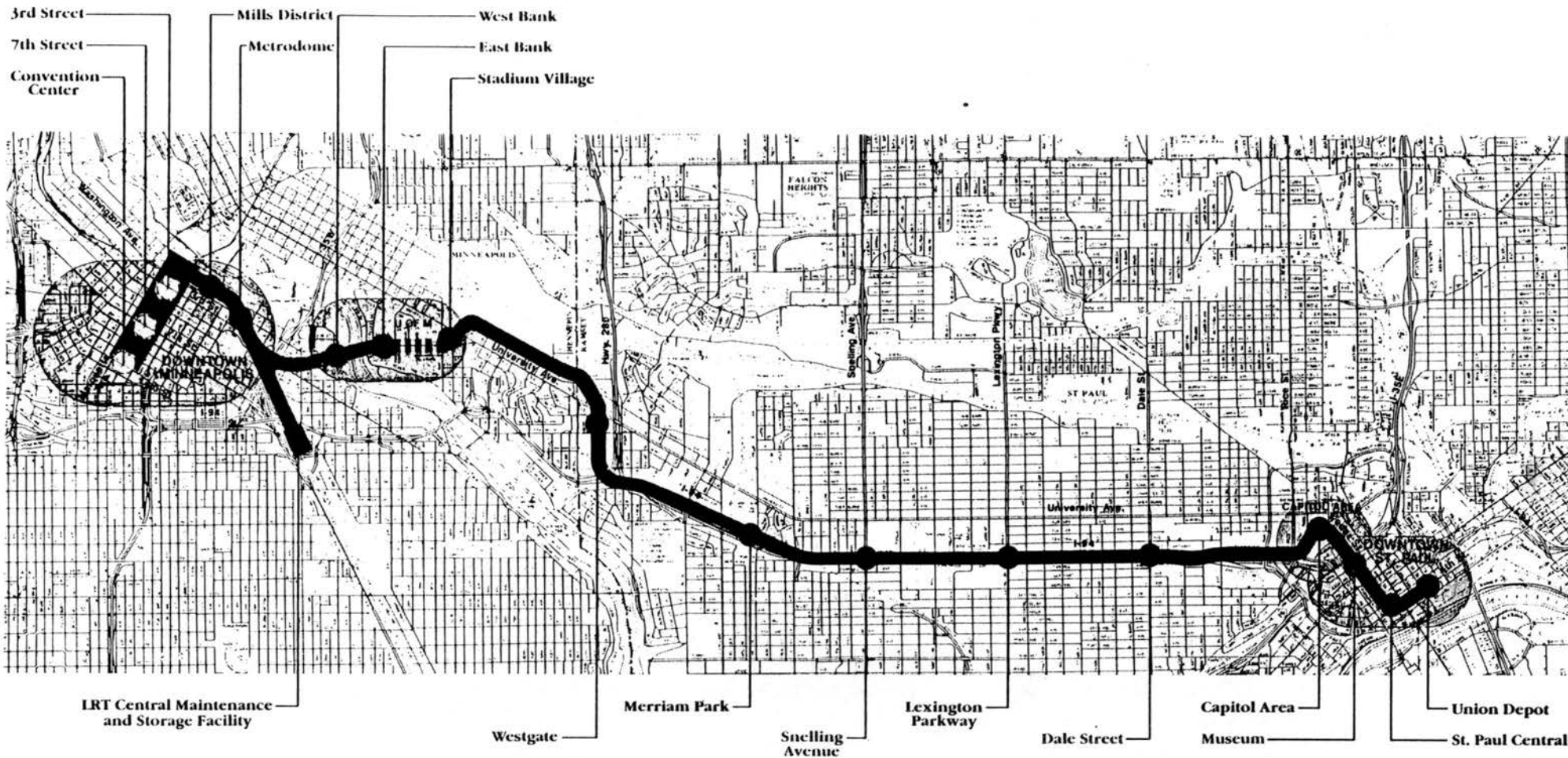
A report (Attachment 2) completed by Metropolitan Council staff outlines impacts, including anticipated economic development benefits, of light rail transit for the Central Corridor.

Staff of the Metropolitan Council, St. Paul, Minneapolis, Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority are developing a work program for quantifying economic development benefits and for encouraging transit-friendly land uses within a half mile radius around light rail transit station areas. Some of the areas particularly noteworthy in this regard along the alignment within St. Paul are: Westgate, MTC bus garage site at Snelling and I-94 and other development occurring in the vicinity of the Snelling station, housing proximity to alignment along I-94, Capitol area, three downtown stations.

The Metropolitan Council has policies to encourage investments in redevelopment of the center cities. Light rail transit is an important element of the Council's blueprint for the region.

At the June 28 Regional Railroad Authority meeting, Nacho Diaz of the Metropolitan Council will discuss the work in progress.

KD/blk
Attachments



CENTRAL CORRIDOR TRANSIT ALIGNMENT

Legend:

- Proposed Alignment
- Alignment Study Area
- Tunnel
- Proposed Station
- Station Location Study Areas
- Major Transit Generators

10/5/92

0 1500 2000



DRW

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101
612 291-6359 TDD 612 291-0904

Keeping the Twin Cities Vital

IMPACTS OF LIGHT RAIL TRANSIT (LRT) ON THE FULLY DEVELOPED AREA

Appendix Two

February 1994

Prepared by Karen Lyons, Transportation Planner

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EXECUTIVE SUMMARY

Light rail transit (LRT) is currently being evaluated in two corridors as one part of an overall transit system in the Twin Cities metropolitan area. The fully developed area study legislation called for the Council to examine the potential effects of light rail transit on the fully developed area. This report is a study of the anticipated impacts of LRT, and the potential benefits as a development tool that may be achieved if LRT is constructed in the region.

Light rail transit (LRT) services can have a positive impact on the fully developed area of the Twin Cities metropolitan area, both as transportation and a land-use strategy. If properly planned and designed, LRT can improve transit services available to fully developed area residents. LRT can help assure continued long-term access to the region's primary economic activity centers. It can also be used as a tool to guide a portion of the region's future development growth along those corridors where LRT is implemented. These potential positive impacts, however, cannot happen without aggressive planning and implementation efforts put in place during all LRT development. An essential condition for a successful LRT system is the careful design and coordination of the new LRT service with feeder bus routes which complement it, and with the remainder of the transit system. Another critical factor for success is the inclusion of strong land use and urban design components in all stages of LRT planning, engineering, final design and construction.

LRT AS A LAND-USE STRATEGY

LRT and other major transit capital investments can serve as a long-term development tool to channel a portion of new regional growth along specific transportation corridors. New development would occur over time, primarily around stations. The full development potential would only be realized probably after 10 to 20 years of LRT operation, and would occur *only if there is available land and an overall regional demand for economic development, and only with aggressive proactive city involvement in attracting development.*

Construction of one or two LRT lines would not revolutionize the existing urban structure or profoundly change the current suburban development trends. Only a 40- to 50-year regional commitment to a fully integrated land-use/transportation strategy predicated on a strong transit system, including multiple LRT lines, could bring about significant cumulative changes in land-use clustering, improved regional accessibility, and travel behavior change. However, individual corridor-application of LRT would have a positive impact on the communities it traverses, especially around stations.

Rail transit improvements can also be used as catalysts to preserving healthy communities and revitalizing socially and economically declining communities. The areas one-half mile around stations can be redesigned as people-oriented places, creating more livable communities, by addressing area aesthetics, pedestrian/bicycle safety, security and movement, parks and open space needs, landscape and streetscape, traffic and parking controls, and building linkages.

Positive development benefits of LRT can be realized only with early, aggressive, proactive city action, to include detailed urban development and design planning, redevelopment/revitalization incentives and investment, joint development initiatives, and effective land-use controls. Cities must aggressively pursue the types of development and urban design improvements that would be mutually beneficial to their communities and to the regional transit system. All of these activities need to closely involve neighborhood residents and businesses in order to create the kinds of communities that neighborhoods desire.

LRT and multiple other factors affecting land use need to be addressed together in a coordinated manner in order to achieve positive land-use impacts. These multiple factors include land/site availability, land clearance and assembly, decontamination of polluted sites, attractive social and economic conditions, community support, infrastructure provision, and appropriate zoning and mixed land uses. Affected municipalities should be

required to prepare detailed station area land use plans as LRT implementation progresses through engineering, design and construction stages.

LRT AS A TRANSPORTATION STRATEGY

LRT is one of the multioccupant vehicle strategies that can strengthen the Twin Cities metropolitan area's regional transit system and reduce its dependence upon the single occupant automobile. Implementation of LRT offers an opportunity to enhance the regional commitment to transit not only because of the magnitude of the initial capital investment but also for other reasons as well. An LRT line represents a very visible and permanent commitment to transit. As a transit system on a separated right-of-way, it can provide faster, more reliable service. LRT can become the catalyst for major transit improvements in a given corridor, both in terms of service frequency and geographic coverage. Similar benefits can also be achieved with other major transit capital investments such as high occupancy vehicle (HOV) lanes. In either case, however, these service improvements are likely to require increases in transit operating funds.

Currently two LRT corridors are under consideration for implementation. These are the Central Corridor, running between downtown St. Paul and downtown Minneapolis, and the I-35W Corridor from downtown Minneapolis to 96th Street in Bloomington. The two proposed LRT alignments traverse two well-established, well-utilized, highly transit-dependent corridors. Both are entirely contained within the Fully Developed Area. The two LRT lines would encompass the two central business districts and the University of Minnesota, providing access to and linking the largest employment, education and population concentrations in the region.

Transit system service can be expanded through LRT and an extensive feeder transit system, enhancing regional mobility by offering more connections between different parts of the region. LRT lines with bus and circulator connections can permit more reverse-commute, suburb-to suburb, and central city linkages, offering both suburban and central city residents economic and social linkages to jobs, school, shopping, business and recreational activities.

LRT can enhance the comfort and attractiveness of the transit system, and improve speed, service frequency and ease of access to many more areas of the region. Greater operating efficiencies can be achieved, particularly in heavily traveled corridors where a single driver can operate several LRT vehicles.

LRT can also ease the increasing threat of traffic congestion in heavily traveled corridors such as the I-35W and Central Corridors, especially during peak periods, ensuring continued access to the region's primary activity centers. LRT can offer an attractive alternative to automobile use over the long-term in these corridors.

LRT can improve transportation especially for persons who are dependent on transit to meet their travel needs—those with economic, physical or age-related limitations. It would be fully accessible to persons with disabilities. The entire regional transit system, including regular-route buses, community-based systems, and paratransit services would experience increased ridership as LRT and other service improvements are implemented.

RELATIONSHIP OF LRT WITH THE REGIONAL BLUEPRINT

Many of the concepts embodied in this report are proposed in the new Regional Blueprint, the Metropolitan Council's action plan for economic growth and development in the region. The Blueprint proposes that the Council promote higher-density, mixed-use development along selected transportation corridors, including LRT corridors, and guide a portion of the region's future growth to such corridors. Regional transportation improvements would be closely coordinated with local land-use strategies to encourage more direct links between housing, jobs and transportation. The Council would work with local communities in these efforts,

encouraging more effective land-use policies, urban design and zoning controls to support higher density mixed-use development that is transit- and pedestrian-oriented.

The Metropolitan Council would require that municipalities traversed by an LRT line, such as Minneapolis, St. Paul, Richfield and Bloomington, prepare detailed station area land-use plans when LRT studies move into the final design and engineering stage. These plans should consider ways that cities can create higher density, transit- and pedestrian-friendly mixed-use nodes around stations. The Council would provide assistance in these efforts.



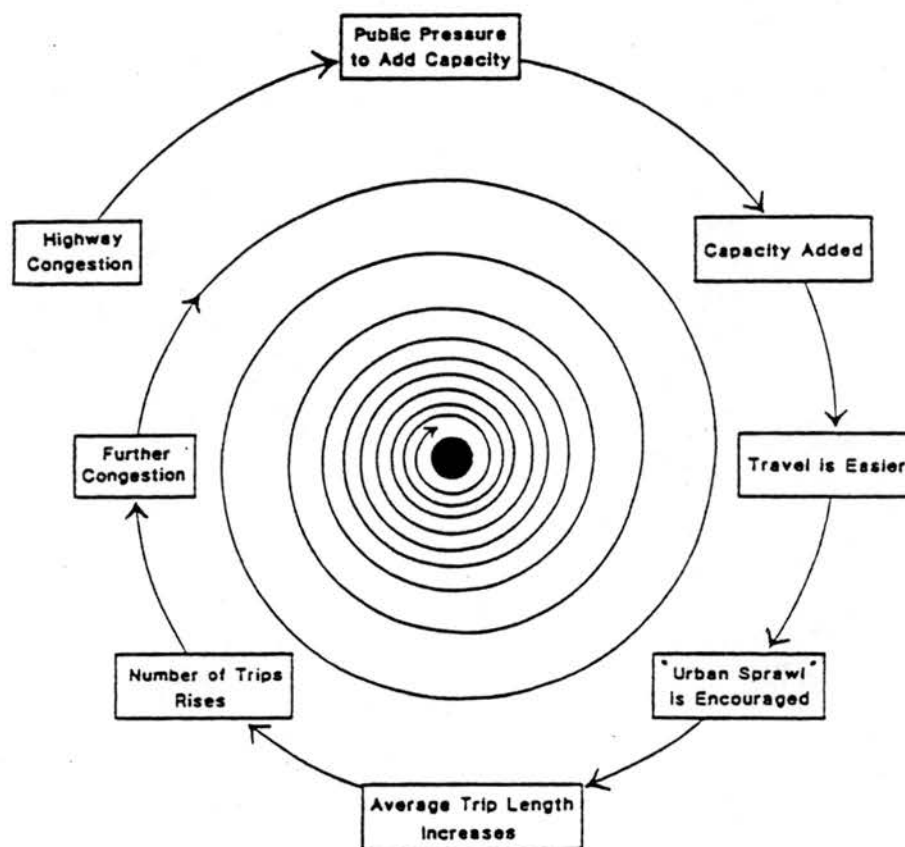
I. INTRODUCTION AND BACKGROUND

This report has been prepared as a part of the Fully Developed Area Study required by 1991 Minnesota Laws Ch. 183, requiring that the Metropolitan Council examine the anticipated effects of a light rail transit (LRT) system on the economic and social condition of the fully developed area.

REGIONAL TRANSPORTATION POLICY CONTEXT

The Metropolitan Council recognizes that the Twin Cities region needs a long-term transportation solution that goes beyond providing a major infusion of capital investments for additional highway capacity. The region cannot build its way out of congestion because of well documented financial, environmental and social constraints. Additional general purpose highway lane capacity provides short-term congestion relief, but in the long-term it encourages greater automobile use, promotes more development decentralization, and ultimately generates increased congestion (see Figure 1). Declining transit and car-occupancy levels need to be reversed. Transportation and land use/development strategies need to be better integrated.

FIGURE 1: THE BLACK-HOLE THEORY OF HIGHWAY INVESTMENT



Source: David A. Plane. "Urban Transportation: Policy Alternatives." The Geography of Urban Transportation. The Guilford Press, New York. Susan Hanson, Clark University, 1986.

Four major concepts constitute the long-term transportation solution formulated by the Council:

Strong Transportation Management: Careful management of transportation supply and demand makes the existing system work more efficiently. This involves both roadway management and workplace-based management, and includes, among others, trip reduction strategies, ridesharing promotion, parking policies and traffic congestion management.

Incentives for High-Occupancy Vehicle Use: Strategies giving priority to multioccupant vehicles, such as special queue bypasses and lanes for carpoolers and bus users, and parking location and pricing incentives for those who share rides.

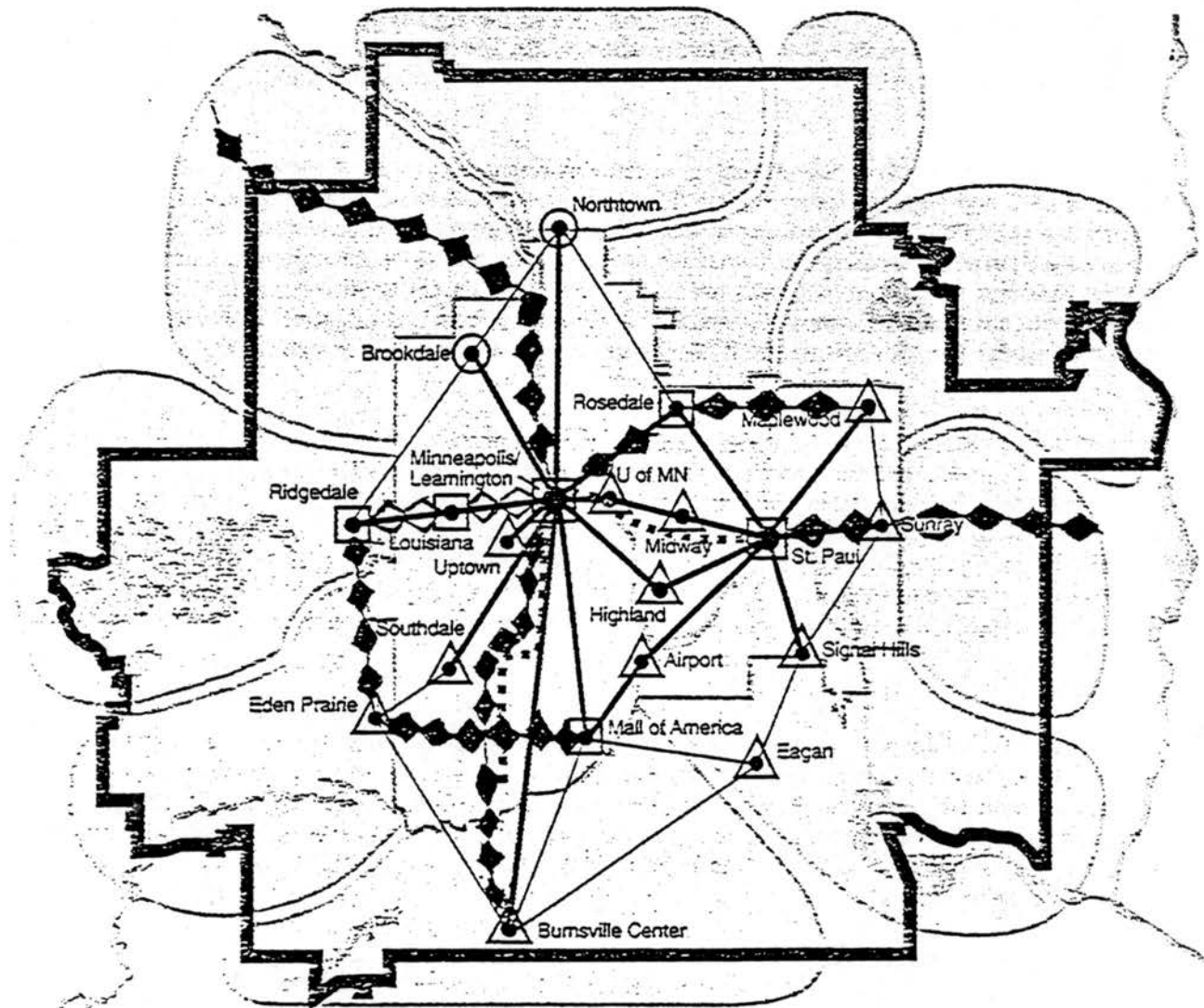
Strengthened Transit Services: This includes improved and reorganized transit operations to better meet changing needs and demands, low-capital improvements such as transit hubs and park-ride lots and major capital investments such as High-Occupancy Vehicle (HOV) lanes (I-35W, I-494, I-94 North and I-94 East, and possibly T.H. 36) and Light Rail Transit (LRT) lines (Central Corridor and I-35W South).

More Efficient, Transit- and Pedestrian-Friendly Land Uses: This involves guiding a portion of the region's development growth along major transit corridors, where transit- and pedestrian/bicycle-oriented environments are encouraged through regional and local investments. Local land use policies and urban design practices should reinforce such environments through higher densities, mixed land use zoning, and pedestrian design.

This multioccupant vehicle system is depicted in Figure 2. The two proposed LRT corridors that are the focus of this report are only a part of the Metropolitan Council's overall multioccupant vehicle system planned for the Twin Cities Metropolitan area over the next 20 years.

Figure 2

REGIONAL MULTI-OCCUPANT VEHICLE SYSTEM



LEGEND

- = 1992 Transit Hub Opening
- = 1993 Transit Hub Opening
- △ = 1994 and Beyond Transit Hub Opening

- = Core Service Area
- = Suburban Service Area
- = Express Service

- = Hub Connector Service
- = Transit Taxing District
- = Light Rail Transit
- ◆◆ = High Occupant Vehicle Lane Conversions or Additions

PROPOSED REGIONAL LRT LINES

Status

The Central and I-35W corridors were recommended as the region's highest priority LRT corridors by the Regional Transit Board (RTB) in 1992. These two lines showed the highest performance characteristics of all nine LRT lines previously proposed for implementation. The Metropolitan Council concurred with the RTB recommendation and included the I-35W and Central LRT corridors in its 1992 Regional Transit Facilities Plan.

The I-35W Corridor is currently in the process of a final Environmental Impact Statement (EIS) study. A combination of LRT and high occupancy vehicle (HOV) lanes were selected by the Minnesota Department of Transportation (MN/DOT) Commissioner as the preferred alternative at the end of the draft EIS in early 1993. No funds are currently identified to finance the project. Construction would begin no sooner than 1998 and segments would be completed in phases over a period of possibly ten to fifteen years. The LRT line would extend from Downtown Minneapolis to about 95th or 96th Street in Bloomington. The exact alignment and station options for the LRT line north of 28th Street into Downtown Minneapolis needs to be further analyzed.

The Central Corridor LRT, which would connect Downtown Minneapolis and Downtown St. Paul, is presently undergoing an Alternatives Analysis/Draft EIS to be completed in early 1994. LRT is one of four options being considered along with no build, busway, and transportation system management (TSM) alternatives. (The TSM alternative is basically an enhanced bus service alternative.) The Ramsey County Regional Rail Authority, Hennepin County Regional Rail Authority and Mn/DOT will, in early 1994, select a preferred transit alternative. Any reconstruction of I-94 and LRT would begin no sooner than 1996 pending funding availability, after a final EIS is prepared. Construction of the line could be completed within three years.

LRT Description

Both of the proposed LRT alignments, the I-35W Corridor, and the Central Corridor, shown in Figures 3 and 4, lie entirely within the fully developed area. They encompass two central business districts, the University of Minnesota, and link the largest employment and education concentrations in the region. These two LRT alignments are located in corridors that encompass about ten percent of the region's population, almost 250,000 people, and about one quarter of the region's jobs, or about 333,000 jobs, in addition to 41,000 University of Minnesota students.

The Central Corridor alignment extends approximately eleven miles from the Lowertown area of Downtown St. Paul to the Convention Center in Downtown Minneapolis. The Central Corridor contains nearly 150,000 residents, one quarter of the central cities' population. Approximately 137,000 jobs are located in Downtown Minneapolis, 50,000 in Downtown St. Paul and another 80,000 spread throughout the Central Corridor. The University enrolls 41,000 students and employs 18,000 persons.

The I-35W LRT Corridor is proposed to extend from the Convention Center in Downtown Minneapolis to 95th St. in Bloomington. Extension of the LRT to Burnsville would occur if ridership projections warrant such an extension. The I-35W Corridor has approximately 135,000 residents living within about 1/2 mile of the LRT alignment. About 137,000 jobs, to grow to 167,000 by 2010, are located in Downtown Minneapolis, and another 48,000 are located along the corridor south of downtown.

The two corridors are well-established, well-utilized transit corridors with a large existing transit ridership and a large number of people who are dependent upon transit. Both corridors have long had high transit usage

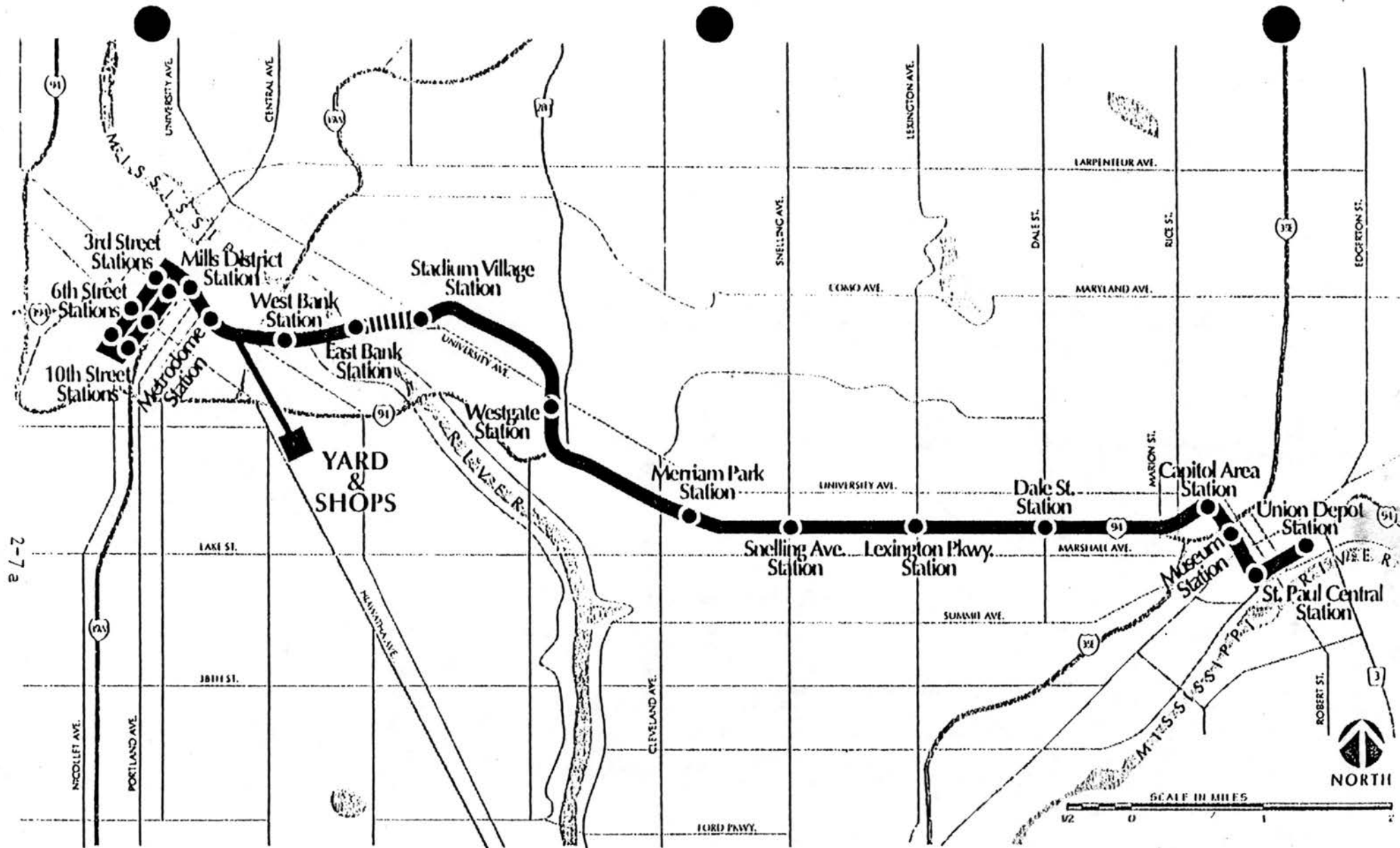


Figure 3 **Central LRT Corridor**

Source:
Central Corridor Alternatives Analysis/
Environmental Impact Statement

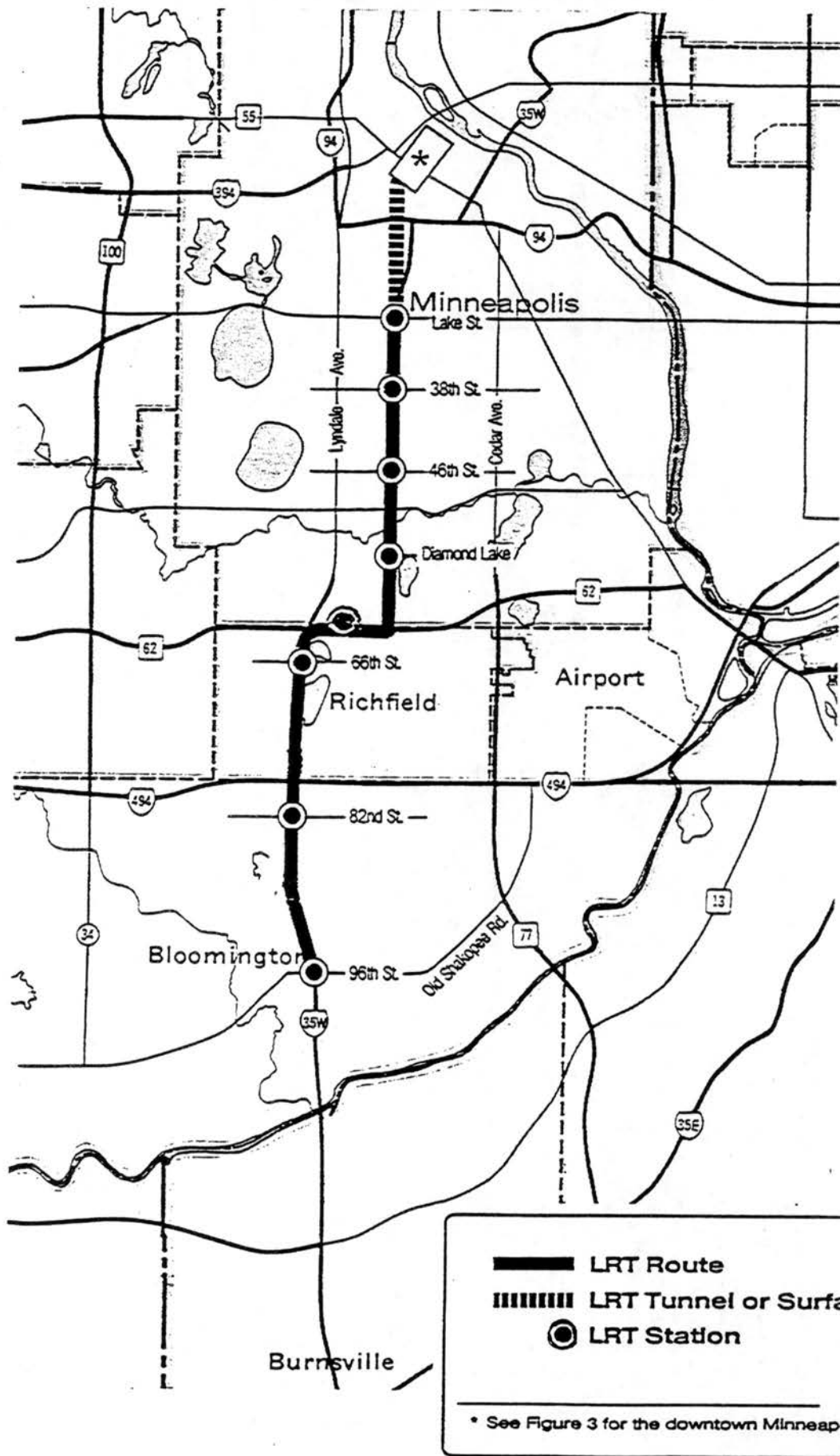
- LRT Route**
- ▨ LRT Tunnel or Surface Street**
- LRT Station**

* See Figure 3 for the downtown Minneapolis LRT Corridor

1" = 2 Miles



Figure 4 **I-35W LRT Corridor**



rates. The I-35W and Central Corridor LRT lines combined are expected to carry approximately 65,000 riders in the year 2010, 25 percent of the total daily regional transit ridership. Between 80 and 90 percent of the riders would originate in fully developed area communities. The remainder, primarily from communities in Dakota and Scott counties, would access LRT stations located in the fully developed area either by feeder bus or private automobile (park/ride).

LRT would function as a higher-speed, line-haul, trunk-line transit service operating every 5 to 10 minutes. Some of its riders would be able to walk to the LRT stations but others would access the LRT line through extensive feeder bus route services and a system of park/ride sites. Some existing bus service in these two corridors would be consolidated and replaced with LRT, including express bus routes serving 12,000 express bus passengers on I-35W and 6000 express riders from I-94. Certain local routes would be restructured with improved service levels and others would be added to feed into the LRT lines. Other bus routes would be maintained where they would provide faster trips for passengers than the LRT line.

In summary, the consolidated and restructured bus service and added new service would result in a much better level of transit service in the corridors where LRT lines would be built.

Both the I-35W and Central corridors would use downtown street, local street and freeway median or side-slope. The Central Corridor LRT would also use railroad right-of-way, and the existing exclusive busway (U of M Transitway) alignment. Both LRT alignments resemble the types seen in Portland, Santa Clara County (San Jose) and Calgary, where LRT uses portions of freeway, arterial and local street and rail rights-of-way.

Appendix A shows different design concepts for freeway median, surface street, and rail right-of-way application.

Stations located in the freeway center medians (possible designs shown in Appendix B) would be located under the bridges that carry the major streets over the freeway. LRT passengers would arrive at the bridge stations as a pedestrian, bicyclist, auto passenger, or feeder or local shuttle bus rider, and take an elevator, escalator or stairs down to a loading platform in the center median of the freeway. Stations located on surface streets and railroad rights-of-way would be accessed more directly.

Some LRT stations would be heavily destination-oriented for access to jobs, school, shopping, business and recreational opportunities; some would serve as major transit hubs for other regional corridors where bus passengers can transfer to the higher-speed LRT from other routes connecting at the stations; and other stations would serve residential neighborhood, mixed-use nodes.



II. LAND USE AND ECONOMIC IMPACTS OF LRT

Most of the research over the last ten to fifteen years regarding the effects of LRT and other rail transit systems on urban form, land use and development reaches the same major conclusions: **land use and neighborhood benefits can be achieved with LRT, but any direct beneficial effects of LRT investment would emerge primarily ten to twenty years or more after construction, mainly in nodes around LRT stations, and only when there is proactive city involvement.** This involvement would address the myriad of social, economic and physical issues associated with comprehensive land use planning and development in the vicinity of stations.

LRT appears to have a favorable public image in cities where it has been implemented. **Generally LRT is perceived as bringing cities an enhanced quality of life, improved civic image and an aid to marketing and promotion of the city and its resources.** Most of the research regarding property owner response to LRT once it is in full operation reports that property owners see the LRT as a generally non-intrusive public service that offers positive benefit to both businesses and residents.

HIGHWAY AND RAIL IMPACT ON URBAN DEVELOPMENT

Questions often arise regarding the degree to which transportation investments impact urban development, particularly whether additional lane capacity, or even LRT, would encourage increased dispersion of suburban residential and employment development. Certainly, without transportation infrastructure, development is impossible. The form, location and size of urban settlements have been strongly influenced, throughout history, by changes in transportation technology. The vast highway network built over the past 40 to 50 years has significantly influenced metropolitan development patterns and locational decisions, and provided high levels of regional accessibility and mobility. This network provides enormous flexibility to locate almost anywhere in the metropolitan area. By the 1970's and 1980's, ".....transportation considerations had become relatively less important in land use decisions....." (Giuliano, 1986).

The existence of a well developed transportation infrastructure is a necessary but not sufficient condition to ensure that land development would occur. Suburban development and decentralization of economic activity (urban sprawl) has taken place in metropolitan areas, such as Phoenix and many Canadian cities, even in the absence of a well developed freeway system. In addition, studies by Boarnet and Giuliano show that **once a major freeway facility is in place, and there is a well-developed network of freeways and roadways serving an entire multi-centered region, addition of new lane capacity, or a new commuter rail facility, on that major freeway would have only a negligible effect on land use patterns, both residential and business land uses.** For instance, the eastern portion of the Twin Cities Metropolitan Area has seen very little development in spite of being very well served for many years by the freeway system, while other parts of the region with less accessibility experienced significant development.

Even construction of a completely new highway or rail line would have little effect on the accessibility of the overall transportation network, and little effect on employment or population growth, whether redistributive or aggregate. No individual transportation project, no matter how large its dollar value, would have a significant impact on the overall metropolitan development structure.

However, individual projects can undoubtedly have an important impact on local development; for instance, **new freeway interchanges or transit stations can provide new development opportunities to specific parcels of land.** Individual transit projects can have a broader development impact over 40 to 50 years or more if they become part of a very long-term coordinated, more cost-efficient transportation/development strategy that

guides future growth along major transit corridors. Eventually such a strategy built around multiple fixed transit lines would bring about positive, cumulative changes in intensity of land uses, regional accessibility and travel behavior.

Since the 1970's, other factors than transportation accessibility can better explain business and residential location. Once a basic level of regional accessibility is fulfilled, no longer is transportation access a primary consideration for firms or workers in terms of location. In fact choice of location depends on other factors if locations are equally acceptable from a transportation standpoint. These factors are shown in Appendix C.

Probably the strongest determinants of locational decisions are the economic factors, coupled with vacant, available, developable land, the quality of an area's characteristics, and local political and community support. Many of the major determinants of housing and business location appear to be locally (city) controlled. This points to the need, again, for strong, proactive community-based initiatives to achieve any potential benefits that the LRT lines would provide. Such community-based initiatives could be supported by regional agencies through financial assistance, infrastructure targeting, and other means.

LRT AS A DEVELOPMENT TOOL

New rail transit lines in recent history have not had major effects on overall regional urban form. Nor is there any evidence that any rail investments have led to net new regional economic or population growth. In a strong economy, rail transit can help channel growth to certain corridors, but on its own, it won't create a new urban pattern or remake a region. Future regional economic growth may be attracted to the LRT corridor, and some existing development may shift from other parts of the region to the LRT corridor, either with or without economic incentives to do so. Clustering of higher intensity development has occurred around rail transit stations, but as an overall impact on the region, suburban development patterns would likely still continue despite the presence of LRT. LRT by itself cannot remake a region.

Urban development can be focused and intensified around the stable framework provided by the LRT system. Where such land use impacts have occurred with rail transit, such as Toronto, Montreal, San Francisco, Boston, Portland and Philadelphia, they involved increases in intensity of land uses within a few blocks of each station. LRT tends to encourage commercial and residential development in areas around LRT stations. However, in virtually every city with rail transit, even in Toronto, where intense residential and mixed use development has occurred around the rail stations, the amount of new development induced to concentrate around stations has been only a very small fraction of all new regional development.

Even if only ten percent of any region's projected growth over a twenty year period were to locate around rail transit stations, it could have a significant impact on development patterns. For the Twin Cities area, achieving such growth levels would mean that 30,000 jobs and 23,000 households would be channeled around LRT stations.

LRT AS A REDEVELOPMENT/REVITALIZATION TOOL

LRT can be an effective tool for preserving the vitality of the region's core, especially for Downtown Minneapolis and Downtown St. Paul, and around LRT stations, all proposed to be located within the fully developed area.

LRT can be used as a redevelopment tool, a means to revitalize socially and economically declining communities. Researchers have repeatedly shown that rail transit investments offer opportunity for development and community revitalization but are not sufficient in and of themselves. Rail transit investments can be coupled with urban revitalization and community investment funds to create or re-establish pedestrian-

oriented neighborhoods that are safe, livable, walkable communities. Revitalization programs may include housing rehabilitation, historic preservation, social service redesign, neighborhood security programs, job development, education and training programs, and streetscape, lighting and landscaping improvements. Existing businesses and residences can be upgraded to stabilize an existing community.

FACTORS INFLUENCING LRT-RELATED DEVELOPMENT

Positive new development and revitalization around I-35W and Central Corridor LRT station areas would not take place overnight, nor would it occur merely because of the existence of LRT. LRT should be seen as one element of a coordinated package of efforts designed to revitalize a declining community economy and social order, but should not be viewed as the sole or primary tool to achieve that goal. A recent study by the University of Wisconsin, Milwaukee, found that rail transit investments can and have had a significant economic impact on urban and suburban communities, but only if that investment is coordinated with a comprehensive planning effort that takes into account other factors. An earlier study (Knight and Trigg, 1977) likewise found that rail transit improvements appeared to have been important catalysts to intensified development near downtown stations and around outlying stations, although only when supported by other favorable forces. Successful cases of positive land use impacts have been those in which rail transit and a variety of other complementary factors were present and/or planned for together.

The degree of LRT's economic development effect is dependent upon:

- **Regional economic development trends** during construction and operation of LRT. Knight and Trigg found the primary factor behind intensification of land use around rail stations was a strong economic market for new office, retail and higher density residential development. In period of prosperous real estate market activity, LRT can have a significant influence on concentrating new residential and commercial development adjacent to and surrounding stations. During periods of recession, LRT has little ability to influence the real estate market.
- **LRT station area economic, physical and social environment.** Social conditions in the LRT station areas need to attract and retain residential and commercial development markets. Community characteristics are important, including condition of existing land uses, school quality, safety, and other factors. The cost of development or redevelopment, including land clean-up, cannot outweigh the benefits of development.
- **Public sector support.** Proactive, aggressive, local (city) policy and initiatives are the key to achieving the directed development/redevelopment goals identified for LRT station areas by municipalities and affected neighborhood's residents and businesses. A comprehensive economic development plan would work with LRT as its centerpiece if coupled with land use planning, financial incentives to attract investment, provision of necessary infrastructure, land clean-up and land assembly, community involvement, zoning and other regulatory controls.

Land use controls and incentives have much more power than the rail transit itself to help generate desired development. The most favorable development impacts are created with joint development initiatives. Early land use planning is also critical; in most cases where no discernable land use impacts have been achieved in conjunction with fixed route transit improvements, there appeared to be an absence of consideration of potential land use impacts in original planning efforts.

- **Community attitudes** regarding neighborhood change and the degree to which neighborhoods

are involved in the formation of the station area development and design plans, and see the potential positive impacts on the existing community.

- Sufficient developable land or buildings suitable for redevelopment.
- Lending institution and investor support for development/redevelopment projects.

Figure 5 shows the complexity of factors influencing the land use impacts achievable with LRT.

BARRIERS TO COMPATIBLE STATION AREA DEVELOPMENT IN THE TWIN CITIES

The majority of the proposed LRT stations in the I-35W and Central Corridors are located within communities within the Fully Developed Area, where ridership potential is high, and in areas where development and redevelopment may be needed. However, there are a number of challenges and barriers to achieving development and redevelopment around proposed stations (identified by Knight & Trigg, 1977, and Center for Urban and Regional Affairs, 1993), especially of the type that would most benefit a LRT investment.

1) Right-of-way and sufficient quantities of land suitable for development/redevelopment is not always available around stations in the fully developed communities.

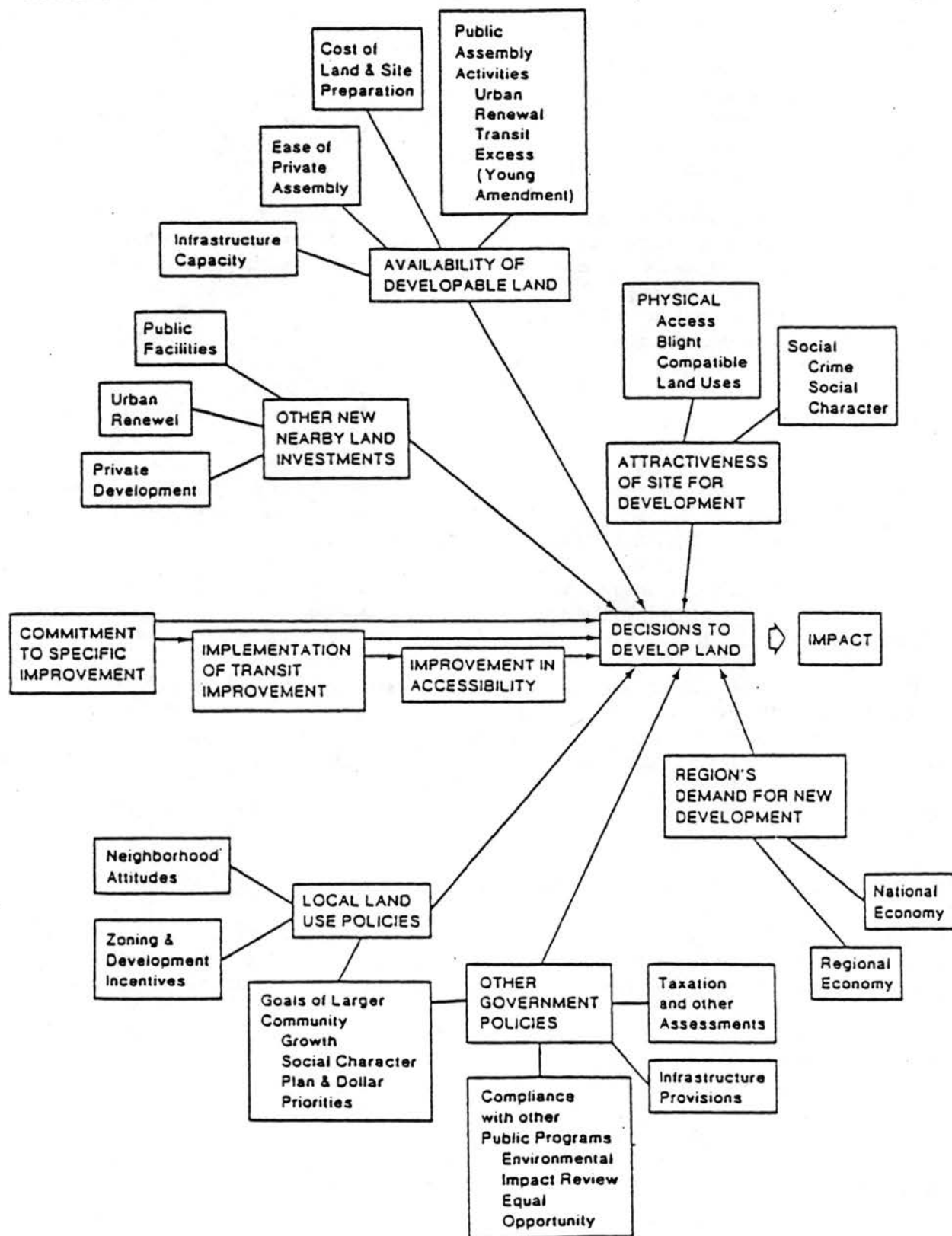
2) Existing building structures may be obsolete, no longer physically functional or suitable for renovation and reuse. However, it may be appropriate to acquire and replace such obsolete structures with more suitable, marketable development.

3) Redevelopment within fully developed communities is oftentimes expensive and complicated solutions are needed to resolve issues that surface in the redevelopment process. These include poor soil, flooding, groundwater contamination, and dilapidated structures. Land clearance is often needed. Reclamation of contaminated sites, many of which are in the Fully Developed Area, is very costly, and lending institutions often avoid such sites because of long-term liability to owners and lenders. Public subsidies to finance development, redevelopment and associated infrastructure favor less developed communities over Fully Developed Area cities; existing financing tools are frequently inadequate to cover such costs.

4) Economic, social conditions and community amenities in the inner part of the region may not be as attractive to the development market, customers, and financiers as those sites on the fringe.

5) The hunger for development oftentimes serves as a barrier to sensible development. Cities very often are desperate for and effectively compete for development and redevelopment projects by lifting or minimizing restrictions or regulations on that development, allowing types of land uses and/or intensities that are not transit-supportive. The economic development arms of cities often fear that developers would be scared off and all hope of developing a site would be lost if there are too many regulations and mandates imposed upon a developer. And in a poor economy, most communities believe that almost any development is preferable to no development. Furthermore, there is often pressure by the land owners to develop something because undeveloped land carries a high property tax for which there is no economic return. Requirements that are there are oftentimes negotiated, ignored or overlooked to make it as easy as possible for developers.

FIGURE 5: FACTORS INFLUENCING LAND USE IMPACTS (KNIGHT AND TRIGG, 1977)



6) Another barrier to compatible development is that economic development efforts are often passive efforts. The city may wait for land speculators or developers to show interest in available property, rather than aggressively promote certain types and intensities of development. Oftentimes cities have not adequately examined desired urban development objectives for proposed LRT station areas. Premature land acquisition and speculation may occur. Regulatory controls may not restrict development that is incompatible with the long-term plan for the station area. Most city regulations are vague guidelines, not specific or strong enough to achieve desired development schemes. Without adequate land use controls, premature land speculation and acquisition can occur that can result in types and intensities of development that are inappropriate or incompatible with the desired transit-compatible land uses planned for the area.²

7) Neighborhood opposition to proposed rezoning has made transit-oriented redevelopment difficult and time-consuming. When rail transit stations have been placed within or near established residential neighborhoods, fear of new development has often resulted in opposition to intensification of development and even downzoning. Businesses and residents undoubtedly have very personal concerns about the impacts of construction, long-term presence of rail transit near their property and the impacts resulting from development. These concerns include loss of property value and reimbursement for any short- or long-term loss, locational displacement and fair return for buyout, potential increases in crime, and development deemed to be inappropriate for the area. City efforts to redevelop and intensify around station areas should include proactive participation by neighborhood residents and businesses in creating the kind of community the neighborhood desires.

8) Another barrier to achieving supportive development is that the kind of pedestrian-friendly environment needed in the vicinity of LRT stations is difficult to achieve. Developers are typically encouraged to accommodate automobiles to a maximum degree. City policies usually place the mobility emphasis on vehicle movement and parking accommodation as opposed to pedestrian movement. Financial lending institutions assess feasibility of a project at least partially on the degree of highway/automobile access and adequacy of parking. Traffic and pedestrian conflicts are the toughest to resolve in developed communities, and construction and reorientation of travel networks are often difficult, disruptive and expensive.

9) Furthermore, the independent decision-making of various community departments and authorities that are responsible for different areas related to development planning and implementation makes it a complex process for a developer to deal with. Even within one city, independent decisions often work to the detriment of each other, and can hinder a coordinated, multi-disciplined approach to LRT station area development.

Any of the above barriers that exist in the cities where LRT is to be constructed need to be addressed in order to maximize the land use benefits that LRT can offer.

ANTICIPATED ECONOMIC IMPACTS OF REGIONAL LRT

LRT can benefit cities by creating a good opportunity for land use changes, especially intensification of residential and mixed use development around stations, that could, in turn, also benefit regional transit ridership. Cities can create incentives to intensify land uses within 1/4 to 1/2 mile of the stations, especially

²For example, smaller-scale retail and service land uses, serving walk-up customers, are appropriate for LRT station areas; yet the scale of retail and service development has increased greatly over the past several years, dependent upon automobile access. Controls need to be applied that limit large-scale retail and service uses in certain station areas, and instead favor pedestrian- and transit-oriented mixed use residential development.

residential and mixed use development. This intensification does not mean extremely intense density levels. In fact, the types of land use densities that would be encouraged would be a minimum of 7, up to possibly 15-40, residential units per residential acre. The scale of development that would be encouraged is shown in Appendix D.

Other Cities' Experiences with Rail-Related Economic Development

Housing Development: Residential development, coupled with mixed uses, has greater transit ridership benefits than does commercial development alone in stations outside of major business concentrations such as the downtowns. Studies of transit useage rates for different types of development in close proximity to non-downtown rail stations show that commute-trip transit use is higher for residential development than for commercial office development (30 to 40 percent for residential vs. 10 percent for office). There is a growing preference, therefore, toward construction of transit-based housing around stations.

Eleven new three- to four-story residential complexes (totalling 4573 units, at an average of 37 units per acre), some mixed with shops, have been built in the Bay Area within the last five years 1/4 mile from a rail station, in lots around what had formerly been low-density residential and scattered commercial uses or that were used as large rail park/ride facilities (see Appendix D).

Within about one year, the units have been 98 percent occupied. The majority of the residents living in these housing units have automobiles, but use them mainly outside of commuting: Those housing projects accommodating seniors report that use of rail by seniors is especially high; 71 percent of the seniors in one development say they use the rail system regularly, as opposed to 50 percent of all other residents. Seven additional higher density residential mixed use developments are awaiting funding and construction. Most of these residential developments are market-rate housing as opposed to subsidized housing, but some subsidized units have been built into mixed-income projects. Several projects are categorized as luxury. Almost half of the projects planned or constructed are owner-occupied housing. What these residential developments have yet to improve upon is their pedestrian-orientation, vibrant community activity, and a "sense of place". Plans are under way in some of these California areas to create "transit villages" which address those features.

Portland's LRT has also attracted nine new market-rate apartment complexes since 1987 along an arterial street section of their LRT line. These complexes are two- and three-story buildings that average 25 units an acre and have high occupancy rates. One subsidized complex houses seniors. Portland is planning to develop a 181-unit (400 units per acre), high-rise subsidized housing project in conjunction with the construction of the new west side LRT which will begin service in 1997.

Business Development: While many factors are found to influence commercial firms' location decisions, including access to parking, price of property, ability to expand, length of lease, and prestige of location, public transportation has been found to be a deciding factor in commercial firms' decisions to local in rail corridors.

New development of convenience goods and service establishments focusing on impulse-buying, are likely around LRT stations. These may include food and beverage, retail, pharmacies, liquor stores, dry cleaners and other goods and services outlets. Higher priced goods establishments, such as furniture, appliance and auto sales, are not expected to be generated around LRT stations; these more auto-oriented retail activities are likely to be located between the stations. Office-related uses and support retail are the businesses most positively influenced by LRT. In cities with rail transit, light industrial and manufacturing use impacts have been less than on retail, office and residential uses. However, where universities and medical facilities are located near the rail corridor, research and high-tech industries have been developed. Hotel development often occurs at station locations in downtown areas, and also near convention centers, office parks, universities and hospitals served by rail transit. Where rail transit serves university settings, the role a university plays in encouraging joint development greatly impacts the amount and type of development that occurs on university property. In Calgary, limited support for joint development around the university resulted in low levels of

development, whereas in Boston, significant office and commercial development occurred around university settings in response to proactive joint development efforts.

In Buffalo and Calgary, LRT has stimulated a moderate level of retail redevelopment and supported new office and hotel development. In Cleveland and Buffalo, LRT was used as an economic development tool in terms of revitalizing the central business districts and retaining businesses, despite a soft economy. In Buffalo, \$200 million in development commitments were attributed to LRT during the first year of construction.

Portland, Toronto and Sacramento cite LRT as an excellent site-specific development and redevelopment tool, specifically around stations. Success in those cities has been proportional to general economic market conditions at the time of LRT implementation and supportive public policies present to encourage joint development. In Toronto, Sacramento and Portland, the vast majority of all new commercial development has occurred in rail corridors.

In Toronto, rail transit has been coordinated with other public investments and strong community support in the form of zoning and tax incentives. Toronto's economic and social structure also complemented such development. It must be kept in mind that Toronto's development took about 20 years to occur.

Portland, in a strong economic market, has had 69 development/redevelopment projects worth over \$1 billion immediately adjacent to the LRT since 1987. These include 60 new office and retail developments (40 in or near downtown) and nine new apartment complexes. While not all of this development can be directly attributed to LRT, it certainly strengthened Portland's downtown as the region's economic hub. Portland has also used the LRT as a centerpiece of their long-term transit/development strategy, aiming to channel a large portion of their future regional growth within major transit corridors.

Atlanta conducted detailed transit station area development studies around its heavy rail stations and created Special Public Interest Districts around certain stations to expedite zoning ordinance changes to allow higher-intensity nodal development. The transit authority in Atlanta leased air rights to corporations and private developers at certain stations, and the city invested in public infrastructure around the stations. As in other areas, the rail investment has strengthened downtown revitalization efforts, but it does not appear that Atlanta was able to use the rail system to revive inner area neighborhoods.

Federal transit urban initiatives money was targeted to Baltimore's distressed neighborhoods to pay for land acquisition and joint development in conjunction with a rail project, but little inner city redevelopment took place. Most of the development occurred in the downtown and may be attributed more to the economic boom experienced in the downtown during the 1980's. Baltimore had designated urban renewal areas around stations, planned land acquisition, studied development possibilities, and made some infrastructure improvements to encourage development. What appeared to be missing was sufficient additional economic development resources. While some urban renewal activity was targeted in these areas, most of the financing was targeted to downtown. Neighborhood revitalization in weak market areas appears to require aggressive efforts and massive reinvestment.

Property Value Impacts

Several studies have shown that construction of LRT stations in a neighborhood brings land speculation, escalation of demand for and changes in land ownership around stations, and modest increases in land and property values, and higher lease rates, even before construction commences. A location adjacent to or physically connected with an LRT station can be very appealing to potential homeowners or renters, as well as to certain types of commercial development because of the attractiveness of a permanent, fixed station site for enhanced regional access long into the future. The area around LRT stations may experience increased marketability especially for housing, (even luxury housing), particularly if coupled with efforts to enhance neighborhood livability, schools, and housing conditions. The value of access to transit becomes more and

more attractive as traffic congestion increases, and as the regional transit system expands.

These property impacts generally occur in several stages, including station site selection, land acquisition, construction, early operation and mature operation. But whether individual property values would be enhanced or depressed, or whether property would sell, would be highly site-specific and depend on a number of factors, including lot size, ongoing nuisance factors (precondition traffic/rail noise, etc.), the value or detriment of being near an LRT station or alignment, the distance from the LRT station and alignment and other amenities in the vicinity such as schools, shopping, etc. Current residents and prospective buyers may be uncertain and nervous as to the possible effect of LRT (changes in privacy, desirability, etc.) prior to or during construction.

Residential property value increases between five and ten percent have been documented within close walking distances of rail stations after rail service was initiated. Values of single-family homes near new station areas in Philadelphia, Boston and Washington where rail transit was extended increased 1 to 2 percent more annually than homes in locations not served by transit. Housing prices in Philadelphia neighborhoods with rail service were estimated in 1980 to be about 6.4 percent higher than housing prices in those neighborhoods without service (holding constant such factors as housing quality and highway accessibility). Residential property values around Portland's LRT stations are higher than the regional average. Between 1980 and 1991 property values have increased in the vicinity of Portland's LRT stations an average of 67.5 percent greater than county-wide increases in property values.

Commercial developments' and rental residential property leasability and lease rates would also increase because of the enhanced marketability that an LRT station can provide. Proximity to LRT stations is anticipated to increase commercial/industrial land values to the degree that LRT stations contribute toward customer or workforce access. Businesses that exist near stations, especially those in the office and retail markets, may offer competitive advantages over other parts of the region not served by rail because of the enhanced accessibility LRT would provide. Cultural and entertainment, sports, and restaurants would also likely benefit from this increased accessibility. Higher lease rates can be anticipated because of proximity to stations and the enhanced regional linkages provided with higher speed, higher capacity, fixed, visible transportation access. Lease rates of commercial buildings near station areas can be expected to increase up to 25 percent. Commercial land values increased \$2 per square foot directly adjacent to Washington, D.C.'s Metro stations and \$1 per sq. ft. one block from stations. Lease rates have increased \$1 to \$3 per square foot for office buildings in Toronto and Montreal within three blocks of the rail stations. LRT reportedly brought Downtown San Diego lease value increases of \$10 per square foot. Similar increases in lease rates have been reported in Portland and Sacramento.

The largest positive property value and lease impacts are most likely to occur mainly around stations, where the stations are physically closer to existing development, and to available, developable land. The greatest property value impacts would occur near surface street and rail right-of-way, and least around freeway median stations which are more physically removed (between 200 and 300 feet) from any developable land or existing commercial and residential properties.

Impacts on Retail Sales and Service Activity

Convenience goods and service establishments (especially those serving the impulse-buying, convenience retail goods and services markets) would likewise benefit from increased business because of the level of traffic at LRT stations. Portland reports increased retail activity and sales after LRT implementation.

Job Creation as a Result of LRT

The number of new long-term employment opportunities created in LRT corridors is impossible to estimate

but would be directly related to the new development that results from cities' proactive economic development endeavors. However, no significant level of net new employment is anticipated in the region because of LRT, nor in these LRT corridors, beyond what has been forecasted, unless cities are extremely aggressive in channeling new job growth around stations.

Convenience and service employment might increase somewhat around stations in these two corridors.

A University of Wisconsin Milwaukee study estimated the number of jobs likely to be created during four- to five-year construction of a proposed 18-mile LRT system in Milwaukee to be approximately 6000 temporary new jobs. This would involve construction jobs and related employment, and employment occurring as a result of a ripple-effect of initial construction expenditures. It would create a net increase in local wages. This study also anticipated that an additional 100 permanent new jobs would be created in transit operations as a result of LRT.

The Central Corridor Alternatives Analysis estimated that 530 annual construction jobs would be created for building LRT in the Central Corridor, plus another 530 to 796 directly related to the construction industry. Another 100 to 140 permanent employment opportunities will be created to operate LRT.

Economic Development Opportunities in Central and I-35W LRT Corridors

The longer-term economic development impacts anticipated in the I-35W and Central Corridors would be directly related to the degree of public policy initiatives, development incentives and economic support. A higher level of long-term economic development impacts would occur if public policy was aggressive in utilizing the LRT as a redevelopment tool. Aggressive means would include establishing special development corporations and advance land acquisition programs to proactively encourage transit-related development, creating special tax incentives and capital development improvement programs, such as design amenities and public facilities as incentives to lure development, and establishing value-capture, tax-increment financing, and benefit assessment programs. All of these types of programs are considered "joint development" initiatives.

The Central Corridor, almost in its entirety, is a mix of land uses, single family and higher density residential, community services, government, retail, office, office/warehouse, university, medical, hospitality, entertainment and industrial uses. These land uses would likely remain with the implementation of LRT, and intensities may be increased slightly around LRT stations. The I-35W LRT Corridor south of Downtown Minneapolis is a mix of multi-family and single-family housing, community facilities, convenience retail, and industrial in Minneapolis and Richfield, and in the I-494 area is primarily commercial.

Existing businesses in the downtowns and University areas, particularly office and retail activities, are expected to benefit the most, in terms of higher office and lease rates, from proximity to LRT stations as a result of the enhanced regional linkages provided with higher speed, higher capacity transportation access. The downtowns would have a greater level of transportation capacity provided with LRT, which would allow a greater level of development expansion.

Because of the speed of connection between Downtown Minneapolis and Downtown St. Paul LRT is expected to have small but positive economic benefits on the large number of office activities in both downtowns, and along the Central Corridor. There has been a softening in office market absorption rates for about the last five years, and LRT in the Central and I-35W Corridors may offer a competitive advantage over other parts of the region because of the enhanced accessibility provided with LRT.

Cultural, entertainment, and sports facilities around the I-35W and Central Corridor LRT lines and stations would likely benefit from the increased accessibility provided by the bus and LRT system. These benefactors would include the Metrodome, Civic Center, the Ordway, Minneapolis Institute of Arts, Convention Center,

Minnesota History Center, the Minnesota Orchestra, and many others. Restaurant and retail businesses would also be strengthened.

The Capitol area would have enhanced linkages to both downtowns, and small but still significant development opportunity exists through the creation of additional station area development sites around the Capitol. The State Department of Administration identified a building area of 4.8 million square feet of potential development around Capitol Complex sites. The transit system and downtown St. Paul and the capitol area could benefit if future development, particularly government entities, were induced to locate in the Capitol Complex and downtown area.

The best potential for redevelopment in the Central Corridor is in the Westgate and Stadium Village station areas. The Central Corridor area east of the University would likely be prime for higher-density residential redevelopment because of its proximity and access to both downtowns and to the University. Office development emerging in the western end of the Central Corridor would be encouraged and reinforced by the enhanced linkage to the two downtowns. There has been a trend toward office/warehouse and special research and development uses in this area, which is likely to be strengthened with LRT in the corridor. The Merriam Park station area may have some opportunity for small-scale redevelopment/reuse of buildings. Regional-oriented commercial development in the middle portion of the corridor would be enhanced by the increased access provided by LRT. The Snelling Avenue station area, mainly a residential, small-scale auto-oriented business and small office area, may have some revitalization opportunities, mainly with reuse of the MTC bus garage site and Montgomery Wards sites. The Lexington Avenue station area has only limited small-scale development/redevelopment potential; existing uses in this area include a high school, playground, apartments, church, small commercial and a gasoline station. Only minor development opportunities are thought to exist in the Dale Street station area, surrounded by apartments, the Control Data facility now owned by the school district, single family and apartment residential, and oil change facility and minor commercial uses. The Metrodome, Industry Square and Tech Corridor areas in Minneapolis should experience moderate development impacts from the presence of LRT. Land currently acquired for parking could be turned into new office or residential development in these areas. The Riverfront area also may be an area where new residential development may be feasible.

The best potential for redevelopment in the I-35W Corridor is the Crosstown area of Minneapolis at the northwest quadrant of I-35W and Crosstown Highway, in the area known as the Windom neighborhood. If a surface alignment is selected north of 28th Street along the freeway or on an adjacent local arterial, both the Phillips and Whittier neighborhoods in Minneapolis would benefit from redevelopment efforts. There are also good development opportunities in the I-494 area, especially in the northeast quadrant of I-494 and I-35W in Richfield, where redevelopment efforts are already taking place.

III. POTENTIAL TRANSPORTATION IMPACTS OF LRT

LRT'S IMPACT ON TRANSIT

Impacts on Service: LRT represents a strong regional commitment to transit, and therefore offers an opportunity to enhance the regional transit system by providing a fixed system in a separated right-of-way, coupled with an overall transit system expansion. Regional access via the transit system can be enhanced with this system expansion. New services would be created, and bus services would be reoriented to feed into LRT stations. Some routes that provide faster, more direct trips would be maintained. LRT stations would be linked with multiple, convenient timed-transfer feeder bus connections.

In most instances, the effectiveness of the transit system would be improved by providing faster, more reliable express services between stops. Transit travel times generally would be improved in the two LRT corridors over the existing bus system. Travel times via LRT would be more and more competitive with the automobile as traffic congestion increases on parallel freeways and arterials.

More connections within the LRT corridors would be offered with the LRT lines and associated timed-transfer feeder routes and community circulators. Existing transit services can be reorganized into feeder bus routes focusing on the LRT stations where bus riders can either transfer to the LRT line or to another bus line. In other words, the feeder bus service also becomes a local circulation network that enhances the connectivity between different areas within the LRT corridor. A system of park/ride sites at LRT stations also facilitates automobile access. Park-ride would be discouraged in the Central Corridor.

Attitudinal research shows that LRT is more attractive to prospective users than buses, and may be able to achieve a higher shift from automobile to transit use. This preference for rail may be associated with the reliability of and easy-to-remember fixed facility and stations, weather-protected stops, fast service, high levels of all-day service, increased comfort and attractiveness of the vehicles, and proximity and ease of access to major activity centers within a convenient walk of a rail station or with one transfer onto the feeder bus system.

Impacts on Transit Ridership: The two proposed LRT corridors have a large existing ridership base upon which to draw future LRT ridership. This is essential to ensure success of the initial system's lines in terms of cost-effective operation. Between 13 to 14 percent of 1989 work trips in these two corridors were made on the bus, three times the regional average (see Appendix E).

Of the 65,000 daily LRT passengers forecasted for the year 2010 in the two proposed LRT corridors, up to 15,500 would be new riders who would not otherwise have used a non-improved bus system. LRT would replace existing bus services for 12,000 existing weekday express bus riders on I-35W, and 6,000 existing express riders in the Central Corridor. The remainder of the LRT passengers would be former local bus route patrons.

LRT ridership in the I-35W Corridor is expected to reach 31,000 daily passengers by the year 2010, and the Central Corridor LRT is anticipated to serve 34,000 passengers daily. If cities create incentives to intensify land uses within 1/4 to 1/2 mile of stations, a greater level of walk-in passengers can be anticipated beyond what the LRT ridership forecasts show.

Because of the service expansion that LRT and its supporting bus service would represent, overall regional transit ridership would rise significantly. The Twin Cities area would experience about a 20 percent regional ridership increase over existing ridership levels as a result of the service enhancements implemented in

conjunction with LRT construction in the I-35W and Central Corridors.

Impacts on Transit Users: Regional transit users, and nonusers as well, would benefit from the regional transit system expansion created with LRT implementation and the associated bus service improvements.

Service frequencies would be improved and points of access by transit would be expanded. The LRT lines, with their feeder bus and circulator connections to both downtowns, the University of Minnesota, the I-494 corridor and other parts of the region, would provide more convenient, faster more reverse-commute and suburb-to-suburb transit movement, and would provide both central city and suburban residents an alternative to the automobile, providing economic and social linkages to jobs, school, shopping, business, and recreational activities. In addition to serving the region's residents, visitors to the Twin Cities area would be well served by the location of the I-35W and Central Corridor LRT lines.

South Minneapolis residents and St. Paul residents between the two downtowns, those living within 1/2 mile of the alignments, would benefit the most from LRT. About 90 percent of the 34,000 Central Corridor year 2010 daily passengers would originate in the fully developed area. In fact 79 percent of these daily passengers would have origins or destinations in Minneapolis or St. Paul (54 percent in St. Paul).

It is estimated that 85 to 90 percent of the I-35W LRT's 31,000 daily passengers in 2010 would originate in the fully developed area communities. Most of the passengers in the I-35W corridor (70 percent) would use Minneapolis stations, about 30 percent stations in Richfield and Bloomington. The majority of the users of the I-35W LRT (57 percent) would reside (or originate) in Minneapolis. Only about 10 percent of the I-35W LRT users would live in communities south of the river.

The Central Corridor would have 65 percent of its ridership accessing stations by walking, 35 percent by feeder bus. Half of the I-35W Corridor LRT ridership would arrive at LRT stations by walking; 35 percent would arrive by feeder transit; and 15 percent by park/ride and auto drop-off.

Impacts on Transit-Dependent People: High concentrations of persons who must rely on transit to meet travel needs reside in tracts that are within 1/2 mile of the proposed LRT stations in the I-35W and Central Corridors. Providing a greater degree of access to all parts of the region for transit dependent persons is essential. LRT in the I-35W and Central Corridors would better serve the needs of persons who are dependent upon transit not only for trips directly in these two corridors, but with the enhanced connections to the rest of the region that LRT and feeder services would provide. One out of three LRT users are likely to be persons who are transit dependent.

Enhancing the transit system with LRT by providing additional regional linkages would especially benefit persons with economic limitations. Persons in low income households and households without access to automobiles are shown in Appendix F. Thirty percent of the Central Corridor's households are without access to an automobile, and 41 percent of the population in this corridor lives in low income households (defined as 200 percent of the poverty level). Approximately 27 percent of the households in the I-35W LRT Corridor are without access to an automobile, and 35 percent of the people in this corridor live in low income households.

LRT passenger fares would be the equivalent of bus fares, and transferring from feeder routes would be no-charge. Therefore, LRT fare levels would not negatively impact persons with economic limitations.

Persons with disabilities would benefit from ease of access provided by LRT's level boarding, smooth ride, expanded service connections, and superior station access.

Financial Impacts: LRT requires a major capital investment. The total capital costs for the I-35W Central Corridor LRT lines, including the regional LRT yards, shops and maintenance facilities, would be an estimated \$794 million (1993 dollars). Because of the massive system expansion that is recommended to accompany LRT implementation, an additional \$54 million in annual operational funds would be required to improve the overall regional transit system, which includes a substantial feeder transit network. To achieve the equivalent level of service with an all-bus system would exceed that cost because LRT can provide operating efficiencies, particularly in heavily traveled corridors where several LRT vehicles can be operated by a single individual.

The initial capital investment in a cost-effective LRT facility has to be justified not only based upon those operating efficiencies, but also because of the user benefits and the role of the infrastructure improvement in helping to achieve other social, economic and environmental goals.

Capital funding for the construction of LRT would likely involve a combination of federal funds, state funding, and possibly regional and local sources. Possible capital funding sources may include a regional sales tax, a regional property tax, a gasoline tax, or others. The initial LRT line could qualify for up to 50 to 80 percent federal funding. LRT users are expected to pay for approximately 65 percent of the operating costs of the system, with taxpayers funding operating subsidies.

LRT'S IMPACT ON TRAFFIC

Traffic Congestion Impact: Because LRT lines in the I-35W and Central corridors would only have a small impact on regional land use patterns, their impacts on overall regional travel patterns is also likely to be small. However, LRT can help relieve traffic congestion in individual corridors, offering an attractive alternative to automobile use over the long-term.

Traffic congestion reduction attributed directly to LRT is related to the number of people in each corridor attracted to LRT from their cars. Up to 15, 500 of the 65,000 forecasted daily passengers for the Central and I-35W LRT lines would be former automobile users. While this number represents a small percentage of the total daily auto travel in those two transportation corridors (I-35W at 31st St. carried 191,000 vehicles daily in 1990, I-94 140,000 vehicles between Snelling and TH 280 in 1990), a reduction of about 11,500 vehicles can have a significant impact in these severely congested and constrained corridors, especially if this diversion occurs primarily during peak periods.

Some questions have been asked concerning the ability of the LRT to absorb existing and future traffic demand to the extent that would prevent the need for reconstruction or expansion of lane capacity in the I-35W and I-94 corridors. The reconstruction of I-94 was proposed by MnDOT because the freeway would reach the end of its useful life within the next ten years, needing total rebuilding, having been built in the mid-1960's. The project was envisioned primarily as a pavement and bridge replacement project that would not widen the roadway. Because of severe impacts that lane additions would have near the two downtowns and west of TH 280, no additional lanes would have been added. LRT is a viable way to add significant new capacity to the corridor. Any new travel demand in the Central Corridor beyond the 34,000 daily passengers forecasted for 2010 could be accommodated on the LRT. LRT in the Central Corridor would improve mobility in the corridor for the long-term, easing the increasing threat of traffic congestion and ensuring continued access to the region's primary activity centers. The corridor would be very well served by all-day frequently operating transit, linked with connecting bus service, so that travelers to the activity centers within the corridor would not need to use an auto to access their destinations. Transit would become a very attractive alternative.

In the case of the I-35W corridor, it is clear that increases in both transit service and in highway lane capacity are needed to support the level of travel demand created by economic development and population growth that is occurring in the downtown and suburban cities. According to the I-35W Draft EIS, building

LRT by itself, without any increases in lane capacity on the freeway, would result in estimated traffic increases of 20 to 130 percent on different parallel local streets and highways. For example, it is estimated that 2000 southbound trips during the p.m. peak would be diverted to local streets parallel to I-35W at Lake Street. These trips would not fit on the freeway in 2010 as it exists today, nor would these 2000 trips be destined for places to which the LRT would have access. These 2000 trips would have to fit onto parallel local streets, three of which (Lyndale, Blaisdell and Nicollet) are presently highly or at least moderately congested during p.m. peak, enough that they may need capacity improvements in the immediate future. Throughout the I-35W corridor from downtown to the river, segments of seven different parallel local streets would need significant geometric improvements by 2010, even with the addition of one regular lane in each direction south of 46th Street as well as the LRT. If that additional lane is not built, and assuming you could convince more people to use LRT and increase ridership on the LRT by 50 percent over what is forecasted, possibly 50,000 additional trips per day would still need to be accommodated on local streets. While local streets may have some capacity to absorb additional traffic created by constraining highway capacity, this may have a detrimental impact on local neighborhoods, especially along those seven streets where property acquisition may be needed for roadway geometric improvements.

LRT's Impact on Circulation Patterns: LRT station areas and the two downtowns would experience changes to local pedestrian, automobile and transit circulation, access and parking as a result of transit and pedestrian re-orientation in these areas, as well as due to any new development/redevelopment. New transit stations may increase vehicle traffic levels, particularly directly adjacent to stations. Pedestrian traffic would certainly increase around each station. These circulation changes could actually improve the livable quality of these areas, however, over what exists today, especially if emphasis is placed upon people and pedestrians over the automobile. Some areas would actually experience increased accessibility and activity, especially by pedestrians, due to the LRT. If these circulation changes are handled well, the improvements in regional access and pedestrian orientation around LRT lines and stations would offset any changes to the local access.

LRT'S IMPACT ON PARKING

LRT has the potential to reduce parking needs in higher density areas, where use of an automobile may no longer be required for many people. Typically, cities with LRT place limitations on parking supply, resulting in higher transit use, minimizing growth in auto traffic, shifting greater demand for travel onto transit. Portland, San Francisco, Seattle, Calgary, Toronto and Vancouver have all enacted zoning ordinances that establish maximum allowable parking spaces. Side benefits occur, including improving the desirability and quality of downtown and station environments by permitting more productive land uses, minimizing auto demand, and saving subsidies typically spent on parking structures or lots costing anywhere from \$3,000 to \$15,000 per stall. Parking pricing controls typically recognize the economic benefit of short-term parking needed by commercial and retail businesses, but minimize use of spaces for long-term parking and instead encouraging use of transit. Large public subsidies spent on long-term auto parking diminishes the effectiveness of the transit system. Elimination of parking facilities also would allow more productive uses of scarce downtown land.

Because up to 15,500 new riders would be attracted to LRT, the need for large new parking garages in Downtown Minneapolis and Downtown St. Paul could be eliminated. In addition, elimination of parking facilities would allow more productive uses of scarce downtown land.

Park-and-ride lots would be encouraged only in LRT station areas in the I-35W corridor south of Diamond Lake Road. Parking management strategies would be applied at inner area LRT stations to discourage inappropriate parking. In certain locations, on-street or other parking may be restricted, such as in LRT station areas and along surface street alignments. Alternative parking, critical to residents and certain businesses, would need to be explored in more detailed future studies.

LRT'S NOISE, VIBRATION & VISUAL IMPACTS

According to LRT systems in other parts of the country, noise, vibration and visual environmental changes brought with LRT operation are not major issues. Where there would be negative impacts, mitigation measures would be applied to eliminate such impacts. More detail on these impacts and mitigation measures are found in the Central Corridor Alternatives Analysis and I-35W Environmental Impact Statement.

Noise: LRT runs quietly on straight track. Even on curves the new wheel technology and lubrication devices stifle the noise almost entirely, so that LRT now can operate at 10 percent of the noise that the old steel wheel technology exhibits. Although there would still be some noise impacts from LRT, these noise impacts would be negligible relative to background noise levels already present. Especially in the downtowns the existing urban environment and its pre-existing noise would minimize additional noise impacts.

The stations are the noisiest places where LRT runs, but this noise is attributed mainly to auto traffic noise at these locations. Noise increases related to pick-up and drop-off traffic would be anticipated, however, only if auto traffic volumes increase by double, which is not forecasted at any of the stations. The majority of Portland's LRT noise complaints are due to the bells at the LRT crossing gates, that are designed to warn people of a LRT train approaching, as it is "too quiet".

Most of the noise in the freeway portions of the I-35W and I-94 LRT Corridors would be generated, as it is today, by automobile traffic. The additional impact of LRT on noise in the freeway corridor would be minor. Short-term passby noise would be generated by LRT vehicles, but the most efficient, quiet LRT hardware designed to minimize noise would be used. In the areas where LRT would run on surface streets or on rail right-of-way, noise mitigation measures would be applied. Noise can be mitigated by plantings, noise walls, if appropriate, changes in land use adjacent to the track and stations, reducing LRT speed and in some cases elevation differentials between the LRT and the adjacent land use.

Vibration: Vibration from LRT vehicle pass-by would generally be imperceptible, since the LRT would typically run more than 50 feet from existing establishments.

Visual Environment: LRT construction would alter existing views to adjacent properties in many areas. LRT requires overhead power and therefore new structures and overhead wires would be erected that change the visual environment. High platform stations would also change the visual environment. Noise walls, landscaping and bridges could in some places alter or block existing views. Removal of buildings and trees could also alter views. Most visual impacts can be mitigated by tree screenings and other types of mitigation measures (see Appendix G).

In the freeway sections of the Central Corridor and I-35W Corridor, there would be more retaining walls and less grassy embankments, but because the freeway alignments are presently not visually appealing, no additional negative impacts would be created due to LRT.

LRT construction can be used as an opportunity to enhance the visual amenities of each affected neighborhood. Such opportunities can be pursued through the development of a design concept document that can guide the physical and aesthetic design of the LRT stations and highway reconstruction. This document would address aesthetic treatment of structures, materials, railings, street furniture, lighting, landscaping, and noise barriers, as well as treatments specific to particular areas. Neighborhood participation in the design concept would be encouraged.

LRT'S IMPACT ON AIR QUALITY AND ENERGY SAVINGS

LRT would have a positive impact on energy and air quality. Generally, electrically powered LRT is more

energy efficient and less polluting than petroleum-fueled automobiles and buses. Air pollution reduction and energy savings can be achieved with LRT, the levels directly related to the number of people attracted to LRT from their cars.

Each LRT corridor would see an overall reduction of about 3 percent corridor-wide in automobile-generated carbon monoxide on a daily basis, with potentially greater improvements in air quality at intersections where carbon monoxide is currently a problem. There would also be reductions in hydrocarbons and nitrogen. Special mitigation would be applied in both LRT corridors to ensure that air pollution does not become a problem where auto traffic conflicts might increase as a result of LRT operation, or where there have already been problems with carbon monoxide air pollution (such as at Snelling and Lexington Avenues' intersection with University Avenue).

LRT would consume about 85 percent of the energy per passenger vehicle or car mile than a bus. LRT is also expected to reduce additional direct energy consumed by automobiles because of the auto diversions to LRT. There also may be indirect energy savings if traffic congestion improves on the freeways and local parallel arterials, easing traffic flow, reducing delays and decreasing overall travel times. However, the difference would probably be less than a 5 to 10 percent reduction in energy.

IV. IMPLEMENTATION OF LRT & SUPPORTIVE DEVELOPMENT

LRT CONSTRUCTION

The construction of LRT in association with the reconstruction of I-94 and I-35W would last approximately ten years in the case of I-35W, and three to five years for the Central Corridor. Construction activities would be phased in segments. Therefore, each particular segment under construction can probably expect a small degree of temporary, localized impacts, primarily confined to a six to 18 month time frame. Where there are more complex construction issues to deal with, such as in the downtowns, the university area or at common sections of freeways, the primary negative impacts may occur over a longer time frame, possibly 36 months.

The reconstruction of both I-35W and I-94 have been anticipated by Mn/DOT for the last several years. Because the LRT is planned for construction in the freeway rights-of-way for most of their lengths (from Western to Fairview in St. Paul for the Central Corridor and from 98th Street to 28th Street in the I-35W Corridor), the additional construction period negative impacts of LRT would be only marginal directly adjacent to the freeway right-of-way. Such impacts would occur from the freeway reconstruction even if LRT is not built in these corridors. The incremental construction impacts of LRT would be relatively minimal. Modest additional delays and impacts may take place because of the LRT requirements at the freeway's intersections.

Where LRT is to be constructed on the University of Minnesota Transitway and in the rail right-of-way in the Central Corridor (west of Fairview), negative construction-period impacts would be minimal.

The impacts of LRT construction on the portions of the alignments on surface streets are expected to be slightly greater than that of construction in the freeway medians, University transitway and rail rights-of-way. The impacts of surface street construction of LRT in the downtowns, Capitol, Westgate and University areas are likely to be of the most concern.

The impacts include direct construction impacts, transportation impacts, property acquisition and relocation, and construction-period economic impacts. The extent and location of these impacts and mitigation measures are described in the Alternatives Analysis for the Central Corridor and the I-35W Environmental Impact Statement.

Direct Construction Impacts: Direct construction impacts include truck and construction equipment noise, vibration from such equipment as pavement breakers, and air quality impacts from truck and construction equipment emissions and fugitive dust from construction sites. Such impacts would be confined to distinct time periods and tied to construction phasing. The most impacts would occur during alignment grading and site preparation, and should not last for more than a few weeks at any location. Mitigation measures would include equipment noise and vibration control features, physical barriers at the edges of construction zones, phasing and time of day of construction, and spraying of water or other dust suppressants.

Construction Period Transportation Impacts: The impacts of construction would involve traffic diversions to alternate streets and intersections, traffic congestion on adjacent roadways, loss of on-street parking, lane or total street closures and closure of intersections/overpasses. Parking impacts due to LRT construction may include restrictions on street parking, and rerouting of vehicles to alternative parking spaces. A comprehensive traffic management plan would be prepared for each corridor to determine overall construction phasing,

information dissemination and temporary circulation needs. Motorists, transit operators and users, businesses and residents would be advised of changes well in advance of construction of the extent and duration of changes and would be advised of recommended alternative routes or transit options.

Property Acquisition, Displacements and Relocation: Property acquisition and associated relocation of businesses and residents with the construction of LRT in any corridor are highly dependent upon the final specific alignments selected and the exact placement of the LRT guideways, stations, support facilities and other structures in conjunction with available roadway or other right-of-way. These would be defined in future engineering studies. Preliminary estimates of portions of properties or entire properties needed for acquisition and relocation are found in the Alternatives Analysis/DEIS for the Central Corridor and the I-35W Environmental Impact Statement

A limited amount of privately owned commercial and residential properties would be needed for LRT in both corridors where the alignment is outside of the freeway and transitway right-of-way. Most of the acquisitions necessary in the freeway portion of the I-35W Corridor would be required because of the proposed highway improvements, not because of the addition of LRT.

Acquisitions generally would begin three years prior to construction. Hardship acquisitions (low income households) would take place first. Mn/DOT's relocation advisors and local community services assist in relocation. Residents whose properties are to be acquired would be encouraged to relocate within the same neighborhood, but the choice is the resident's. Property acquisition and relocation for transportation improvements would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Construction Period Economic Impacts: The impacts of LRT construction activity are of the most immediate and important concern to businesses and residents in the I-35W and Central Corridors. There are some commercial and residential property owners who would experience greater construction period impacts than others.

Economic impacts on residences and businesses during the construction period mainly revolve around transportation access. Where there are construction-period resident and business impacts, these impacts can be minimized or eased to a great degree by maintaining access through various mitigation measures, such as construction staging, re-routing traffic to major arterials, convenient auto and pedestrian crossings in construction zones, easy alternative parking and loading access, alternative bus routes, late-night construction (away from residential areas, however), providing good direction on alternative access through a well defined, coordinated marketing and promotion program, as well as other methods, and through coordination with other transportation and development projects. Normal traffic patterns would be somewhat changed around the freeway interchanges, and along streets that are along or intersect the LRT alignments. Parking may be removed from streets. Both LRT corridors would have access provided through parallel major arterials. The freeway portions of the two corridors would have connecting bridges that have either one lane open or traffic re-routed to adjacent bridges. The economic health of individual businesses, households and neighborhoods would, therefore, be maintained during the reconstruction through such mitigation methods.

In general, negative construction-period business impacts would be confined to a distinct time period tied to construction phasing, and to particular business types. No business's access would be completely shut off from the freeway or other major roadways. Both corridors' businesses would have access through parallel major arterials. Connecting bridges would either have one lane open, or traffic would be re-routed to adjacent bridges. Where LRT is constructed in street and rail right-of-way, a greater degree of construction disruption is likely.

In terms of business impacts, rail and major roadway reconstruction projects typically:

- Primarily impact businesses directly adjacent to or having critical access restricted by the reconstruction.
- Have different impacts at different locations.
- Most disrupt adjacent businesses that have at least 20 to 30 percent of their activity derived from impulse-buying and small convenience goods establishments with limited off-street parking, businesses that may already be marginally profitable, and businesses that depend upon quick in-and-out of customers (such as dry cleaning). These types of retail operations directly adjacent to construction typically have experienced a 20 to 30 percent loss in sales. BBP estimates that about 23 percent of all businesses throughout the entire Central Corridor are of these types. However only a small portion of these are directly adjacent to the proposed LRT construction.
- Do not greatly impact comparison goods establishments, such as appliance and auto dealers, and establishments with off-street parking, as long as reasonably good access is provided.
- Can benefit businesses during reconstruction where auto turn movements are allowed, where pedestrians can easily access the business, or in locations where auto trips are diverted. Many of the businesses in the I-35W and Central Corridors may serve local clientele who do not need access via the freeways. In fact, businesses along parallel arterials, such as University Avenue in the Central Corridor may benefit from the increased business activity generated when auto traffic is diverted from the freeway during reconstruction. Businesses may want to consider restructuring or remerchandising to respond to new markets that may be created with reconstruction and with future LRT. Customer/client volumes should return to normal levels following construction's completion.³

ACHIEVING LRT-SUPPORTIVE DEVELOPMENT

Station Area Land Use Planning

It is essential that there be preliminary land use planning groundwork set early in the LRT planning process for the desired development and urban design schemes for any particular area to be achieved. Station area land use planning would begin during the initial planning phases of LRT, during preliminary design, and be completed during final design and engineering, just before construction. Implementation of station area land use plans, the development phase, would begin once construction is completed and continue during system operation.

The Metropolitan Council's 1993 amendment to the Transportation Development Guide/Policy Plan incorporated a land use planning process, requiring that cities where LRT is to be implemented develop detailed station area land use plans that consider the creation of higher intensity, mixed uses that are transit- and pedestrian-friendly. The Metropolitan Council would provide assistance to local units of government in development of such plans to ensure that the types and scale of development, urban design improvements, and regulatory controls, are mutually beneficial to the communities and to the regional transit system.

Figure 6 and the following table show the level of land use and development planning that should occur at each stage of LRT planning and engineering.

³"Economic/Land use Impacts of LRT in the Midway Corridor", Ramsey County Regional Rail Authority and Hennepin County Regional Rail Authority, by Basile Baumann Prost & Associates, Inc., 1990.

LRT Development Phase

City Land Use & Development Planning Activities

Phase I: Preliminary Design & EIS Scoping, Alternatives Analysis (AA)

General land use evaluation and preliminary analysis of development, redevelopment and revitalization opportunities along proposed alignment and around potential stations

Phase II: Preliminary Engineering & Draft EIS

Station area land use planning for areas within 1/4 to 1/2 mile of proposed stations; identify comprehensive land use and transportation amendments, as well as regulatory changes, that may be necessary.

Phase III: Final Design & Engineering

Detailed Station Area Land Use Plan development, to include a complete station area inventory, master plan and schematic design, market/feasibility studies, revised land use types and intensities, compatible land uses, pedestrian and vehicle access improvements, landscaping, a capital improvement program and development financing scheme

Phase IV: LRT Construction

Station Area Land Use Plan Implementation, carrying out development/redevelopment and capital improvement activities

Phase V: LRT Operation

Continued implementation of desired development and redevelopment.

Neighborhood businesses and residents, as well as developers and financiers, should be involved in all stages of station area land use planning and design. More detailed direction to cities in developing station area land use plans, identified in the 1990 "LRT/Land Use Coordination" element of the RTB's LRT Coordination Plan, is included in Appendix H.

Formulation of Transit/Land Use Planning and Development Models

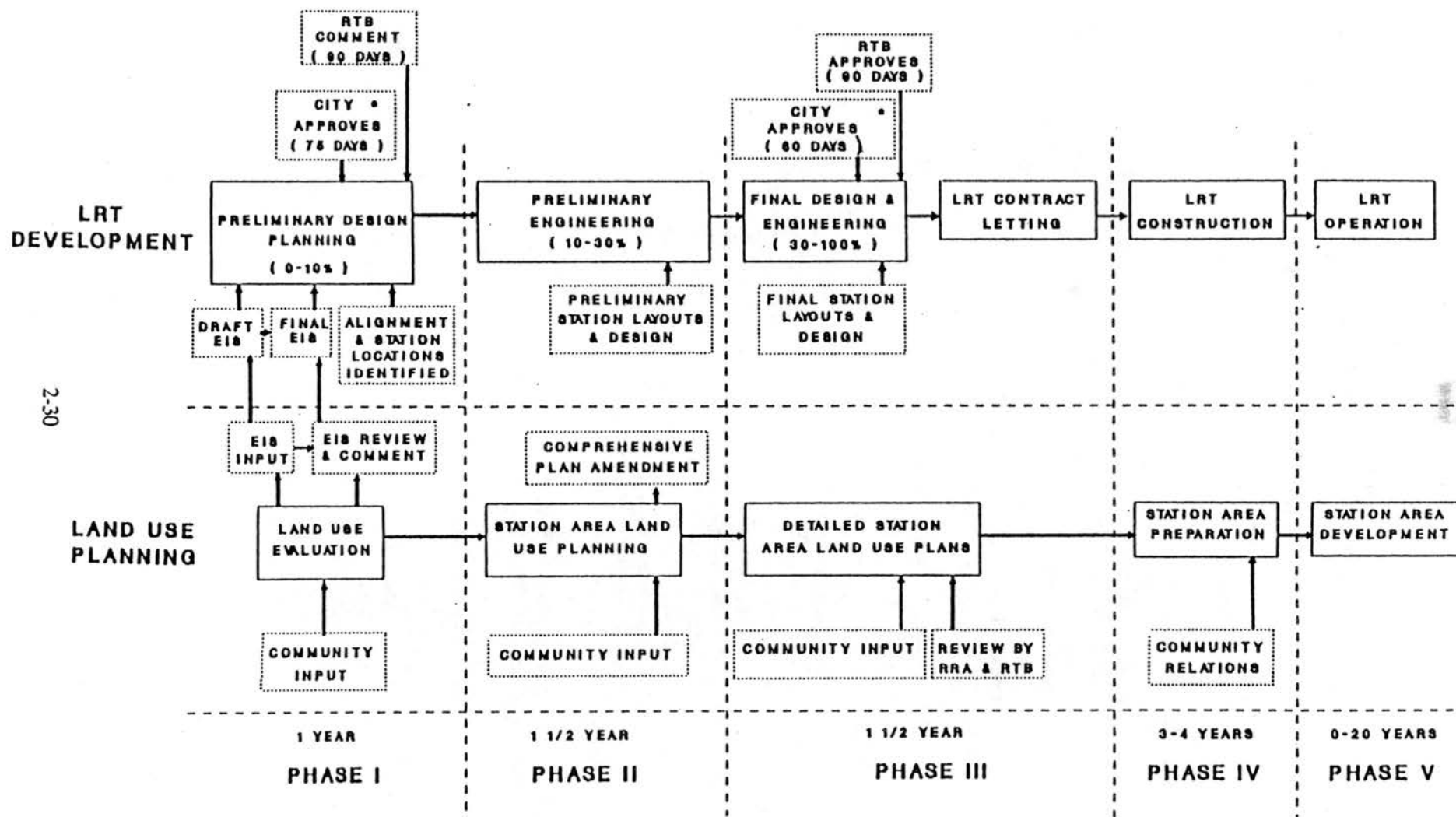
The environments within 1/4 to 1/2 mile of LRT stations are envisioned to be busy, active, safe people places. LRT stations can be focal points around which higher residential and employment densities can be created to attract more riders and achieve greater recovery of operating costs. Achieving the most favorable impacts that LRT can provide would require concerted city efforts to intensify development around station areas, with emphasis on residential development, geared toward creation of livable, pedestrian- and transit-oriented mixed use neighborhoods.

Three cities on the west coast, Portland, Sacramento and San Diego, have produced transit-oriented development models for channeling growth and development around high-frequency transit corridors, making these areas vibrant, higher-density, pedestrian-oriented areas with mixing of uses. These models, described in Appendix I, are being increasingly viewed as a conceptual framework necessary to achieve community consensus on the development vision for a region, down to the community level.

Essentially, those cities have identified existing and future high-frequency transit corridors and developed land use designations that reflect desired types of development districts that might be considered by cities within 1/4 to 1/2 mile around major transit stops. Minimum density targets have been established, as well as compatible development types, supportive parking policies and pedestrian-oriented design standards, as part of this effort.

A similar model might be considered for adoption in the Twin Cities area as part of implementation of the Regional Blueprint.

Figure 6
LRT/LAND USE COORDINATION PROCESS



• IF CITY DISAPPROVES, RTB HOLDS PUBLIC HEARING AND WITHIN 90 DAYS RECOMMENDS AMENDED PRELIMINARY AND / OR FINAL DESIGN PLAN.

Source: RTB's LRT Coordination Plan 1990

Channeling Residential Development and Social/Government Services to Transit Nodes

Higher intensity residential development, coupled with mixed uses, should be channeled to LRT station areas, and along corridors with frequently operating fixed route transit. Replacement housing and new affordable housing could be targeted to such transit nodes. New and relocating federal, state, county and city public services/agencies should be encouraged, or possibly mandated, to locate around transit corridors.

Financial Incentives for Transit- and Pedestrian-Oriented Development

Redevelopment and reinvestment funds could be targeted to high-frequency transit corridors, particularly around designated mixed use nodes (or development districts). This could be done by placing higher priority for any regional funding, such as ISTEA, housing, or new redevelopment funding, on improvements along such corridors. Projects eligible for such regional funding would include: development of specific plans; site acquisition; removal of substandard or underutilized structures; environmental clean-up; land write-downs or price reductions; low interest loans; tax abatement; interest rate subsidies and/or tax credits; low income housing subsidies; structured parking. Joint development efforts should be encouraged.

Specific plans would be a prerequisite to funding any of the above.

Joint Development

Joint development efforts are desirable and often necessary to achieve the favorable land use impacts that rail can offer. Cities, housing and redevelopment agencies, transit agencies, and/or state departments of transportation team up with private sector development partners in joint development efforts to create well-designed, mixed-use development around stations, ensuring that station neighborhoods have good transit access, activities, services, and amenities within walking distance. Joint development initiatives are aggressive, proactive means of capturing the economic development potential of an LRT investment. Such means would include establishing special development corporations and advance land acquisition programs to proactively encourage transit-related development, creating special tax incentives and capital development improvements programs, such as design amenities and public facilities as incentives to lure development, and establishing value-capture, tax-increment financing and benefit assessment programs.

The Council should encourage furthering of regional expertise in the area of joint development methods in order to achieve integrated joint development at LRT stations, park/rides, and other transit locations.

Technical Assistance, Outreach, and Education

The 1993 Amendment to the Transportation Development Guide/Policy Plan indicated that the Metropolitan Council would develop an educational program that delineates the Council's expectations with regard to higher density, mixed-use nodes and pedestrian oriented environments. Slide shows, videos, model ordinances, and guidelines might be the media used in such an effort.

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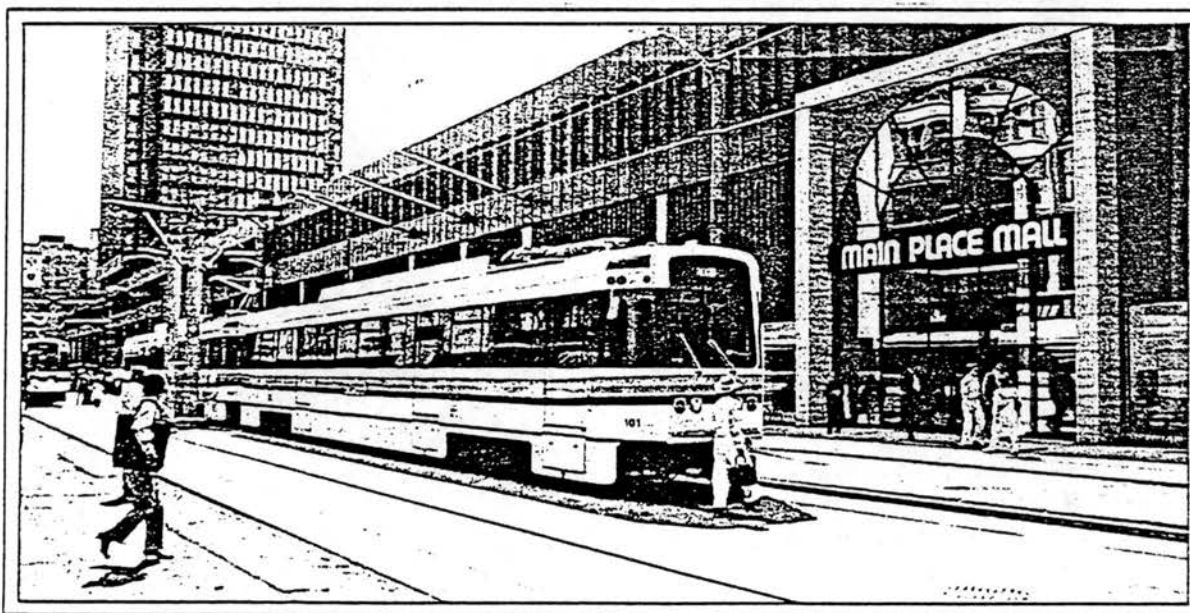
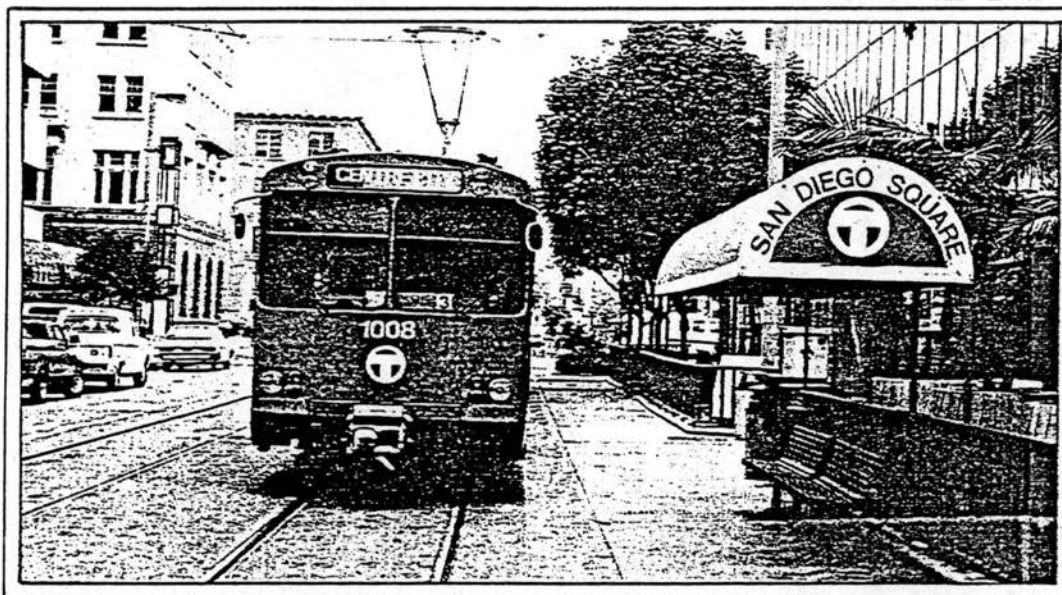
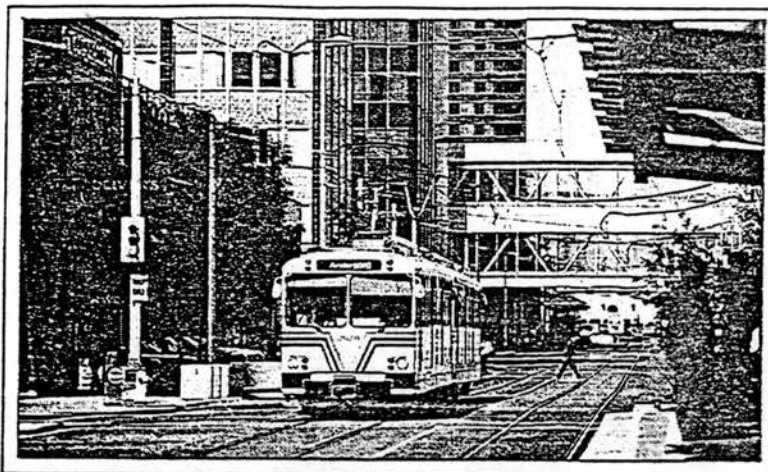
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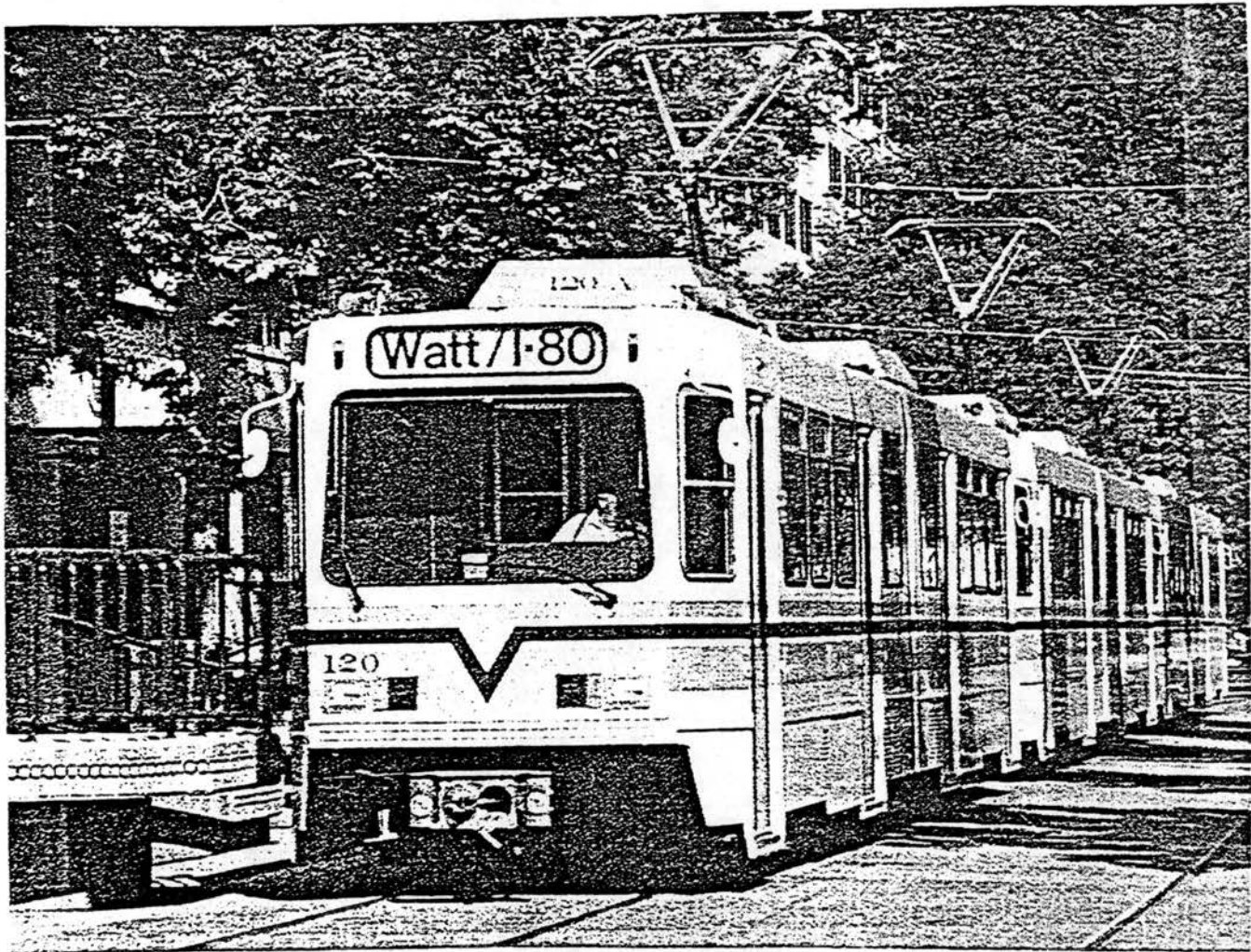
APPENDICES

APPENDIX A:
DOWNTOWN STREET
APPLICATION
OF LRT



"Light Rail Transit", American Public Transit Association, 1986.

APPENDIX A (CONTINUED):
LOCAL STREET APPLICATION OF LRT



Source: "Light Rail Planner's Guide", Published by Railway Age, February, 1988.

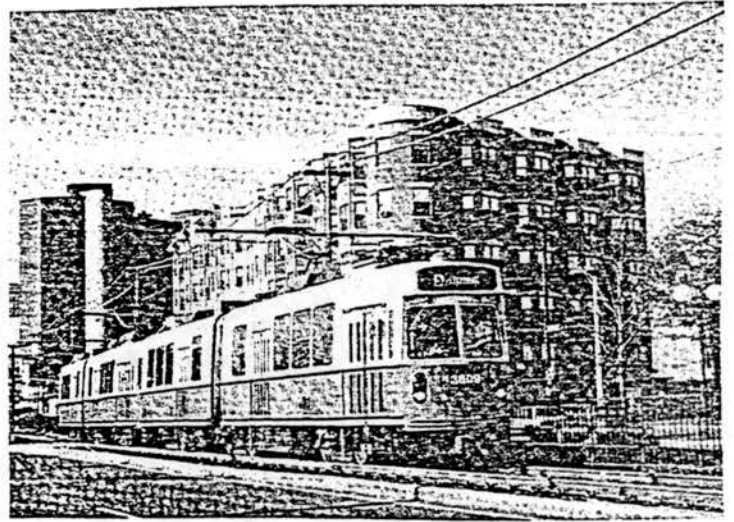


Older systems, like SEPTA's in Philadelphia, share the streets with automobile traffic.
Source: "Light Rail Planner's Guide", 1988

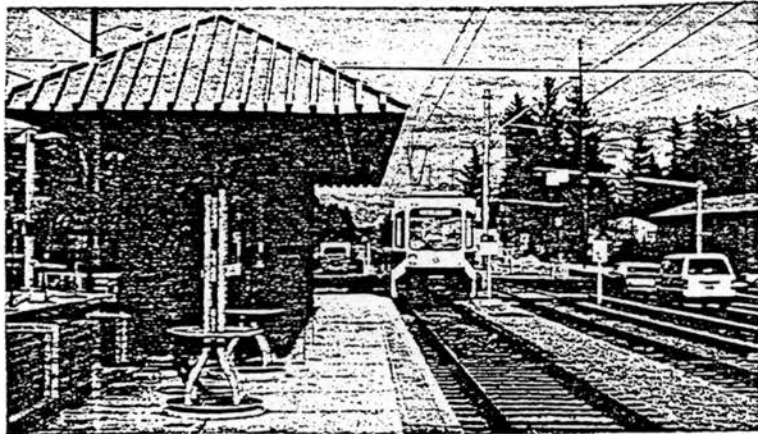


Source: "Light Rail Transit, APTA, 1986

APPENDIX A (CONTINUED)
STREET MEDIAN APPLICATION OF LRT



Source: "Light Rail Planner's Guide", 1988



Source: "Light Rail Transit", American Public Transit Association, 1986

APPENDIX A (CONTINUED)
RAIL RIGHT-OF-WAY APPLICATION OF LRT



Source: "Light Rail Transit", American Public Transit Association, 1986

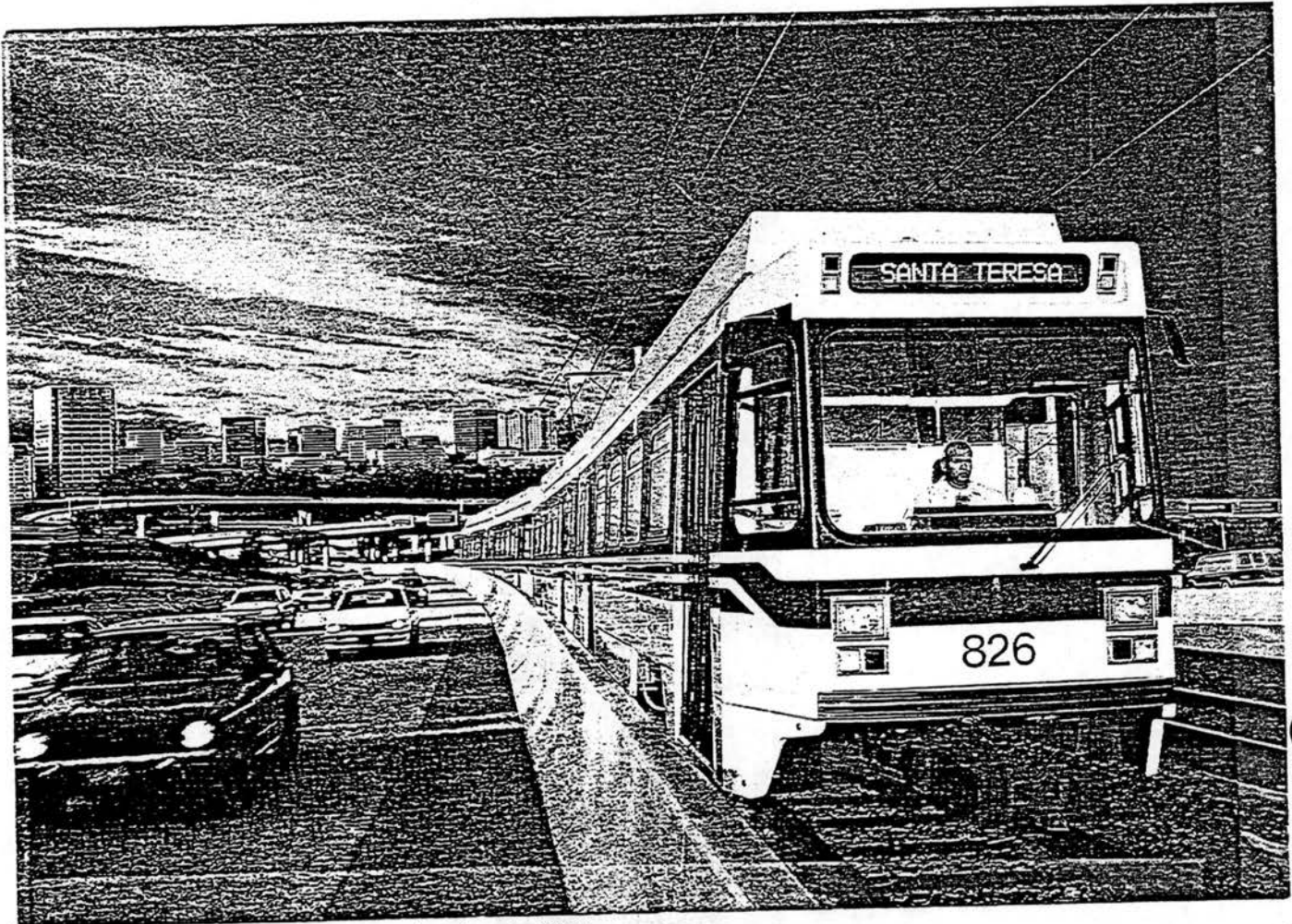
APPENDIX A (CONTINUED)
RAIL RIGHT-OF-WAY APPLICATION OF LRT (CONTINUED)

(University of Minnesota Transitway:
part of the proposed Central Corridor LRT alignment)

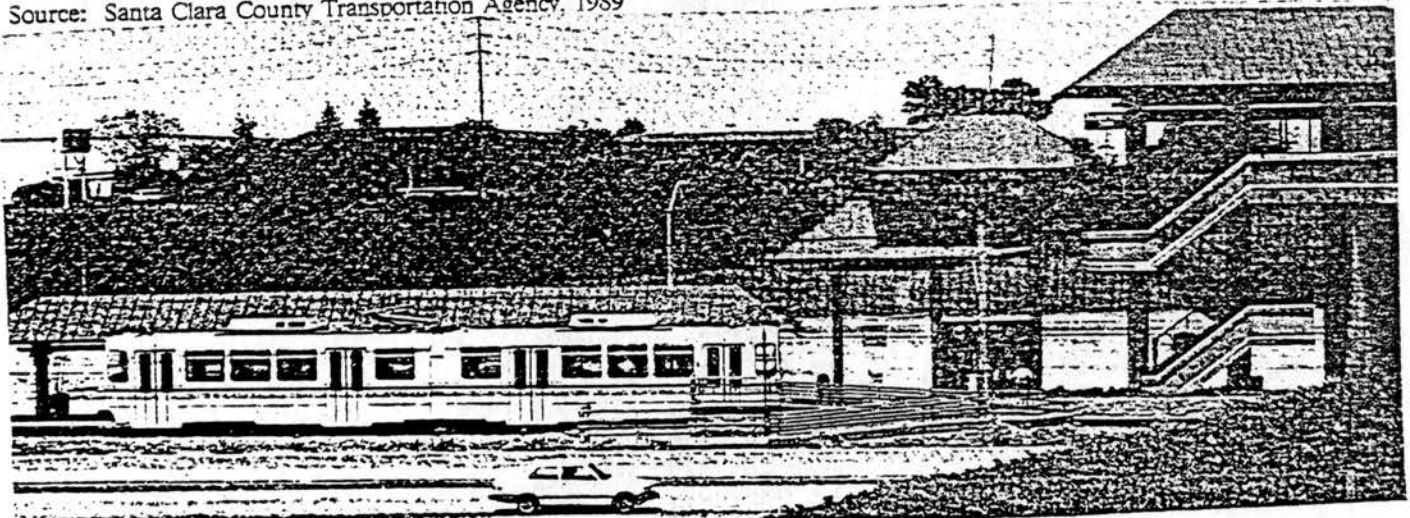


Source:
University of Minnesota
Facilities Management

APPENDIX A (CONTINUED)
FREEWAY MEDIAN APPLICATION OF LRT



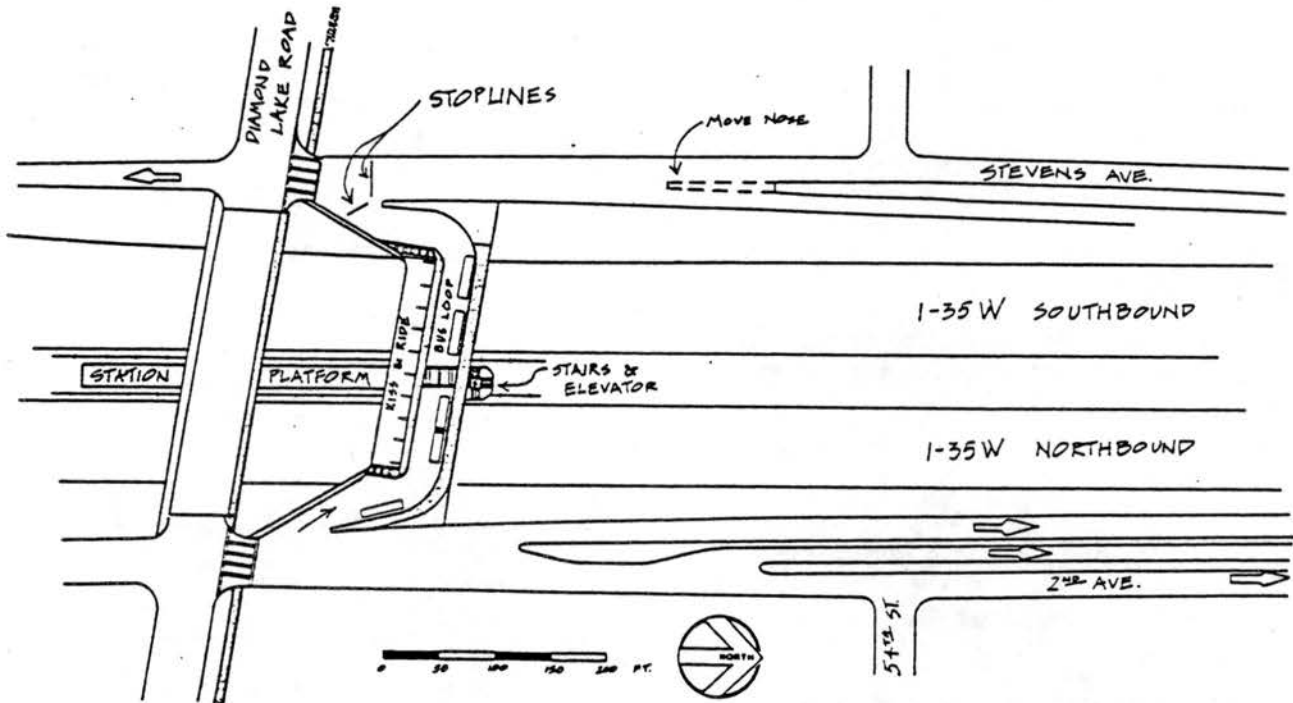
Source: Santa Clara County Transportation Agency, 1989



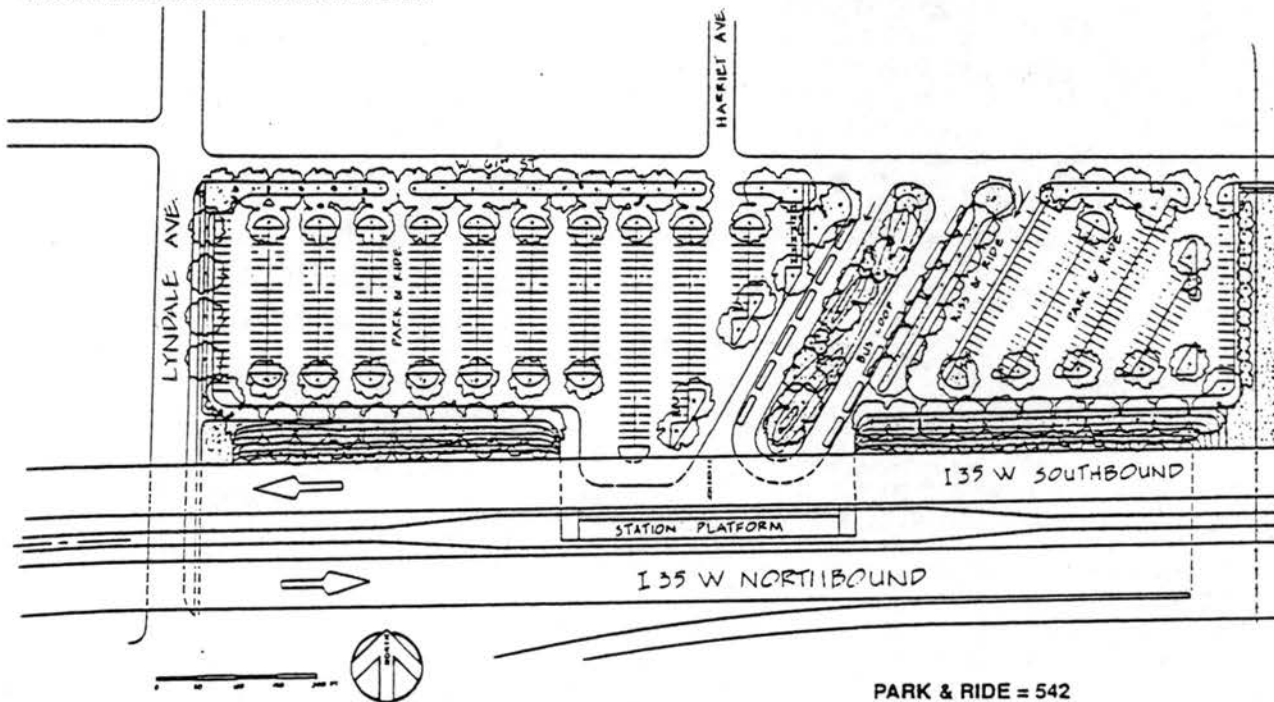
Source: "Light Rail Planner's Guide", 1988

APPENDIX B

POTENTIAL FREEWAY STATION DESIGNS



I-35W Preliminary Design Studies Phase 2: EIS



PARK & RIDE = 542
 KISS & RIDE = 22
 HANDICAPPED = 8
 BUS = 13

I-35W Preliminary Design Studies Phase 2: EIS

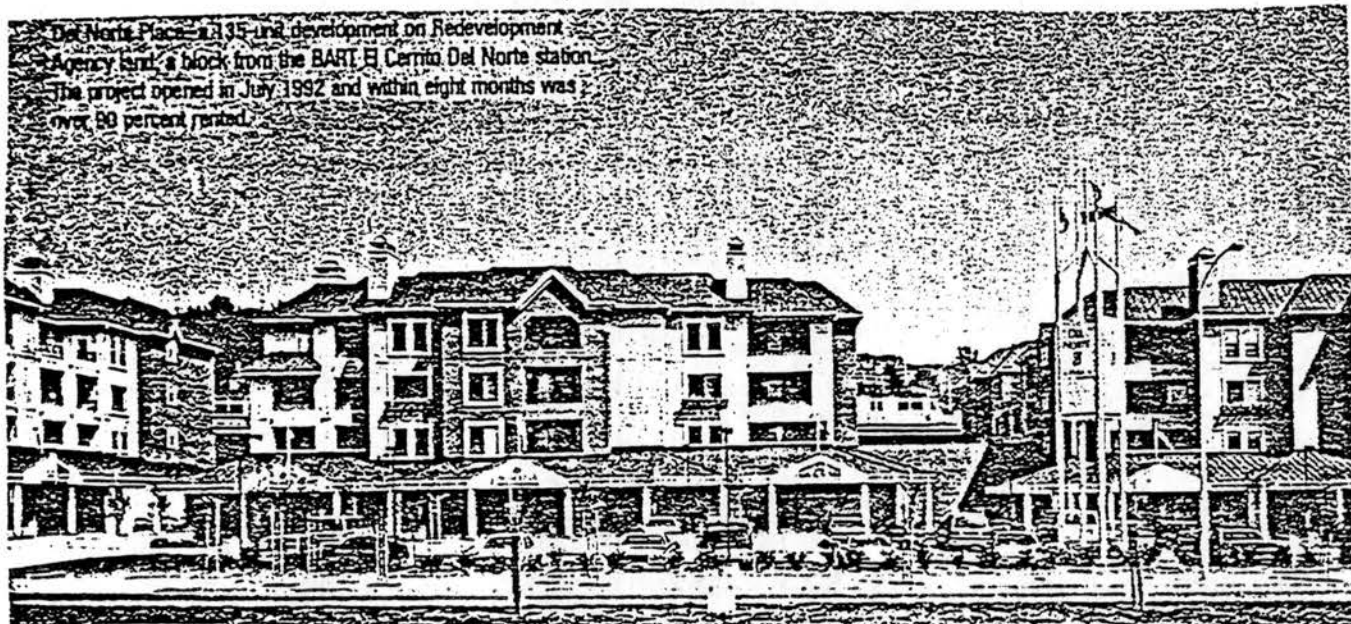
APPENDIX C

DETERMINANTS OF BUSINESS AND RESIDENTIAL LOCATION DECISIONS

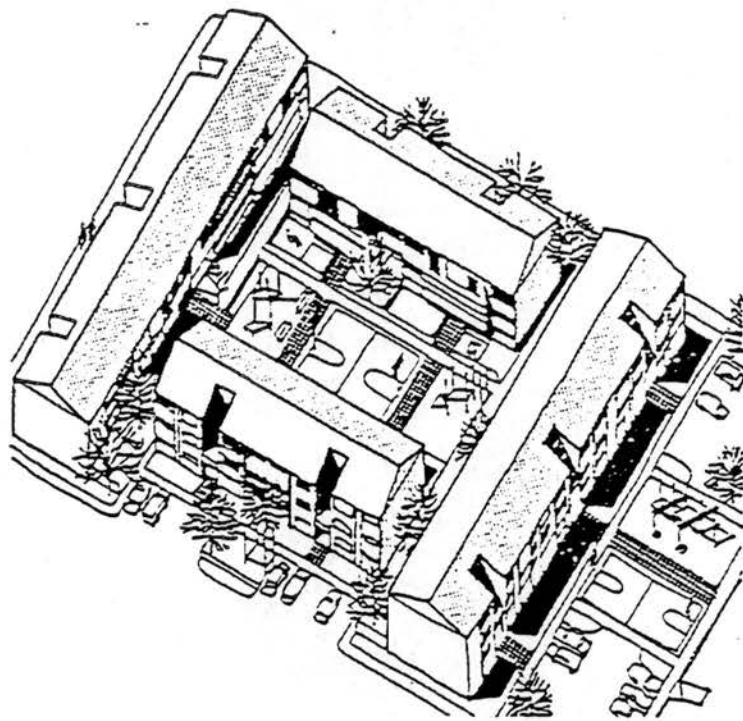
FACTORS INFLUENCING LOCATION DECISIONS:	BY RESIDENTS	BY BUSINESSES
LAND AVAILABLE LAND OF SUFFICIENT QUALITY Vacant, developable land	X	X
ECONOMICS SITE COSTS Including acquisition, land assembly, land clearance, relocation costs, environmental clean-up of contaminated sites	X	X
POLICIES OF LENDING INSTITUTIONS, INVESTORS Both public and private	X	X
LIABILITY AND RISK TO OWNERS, LENDERS, INVESTORS Especially with contaminated sites	X	X
RESALE VALUE Rate of return on housing investment/resale value of property	X	X
AREA CHARACTERISTICS QUALITY OF ENVIRONMENT, NEIGHBORHOOD CHARACTERISTICS AND AMENITIES Including access to natural amenities such as lakes, parks, recreational and cultural opportunities, local public services, perceived quality of schools, perceived safety of area, upkeep of neighborhood landscaping and buildings, etc.	X	X
AGGLOMERATION ECONOMIES AND CHOICES Business and resident preference for clustering around like or supportive land uses	X	X
LOCAL SUPPORT SUPPORTIVE POLITICAL INSTITUTIONS/POLICIES Through zoning, financial incentives, fiscal policy, and government policies that create favorable market conditions	X	X
FAVORABLE COMMUNITY ATTITUDES Including grass roots acceptance, project approvals from adjacent property owners, minimal neighborhood opposition	X	X
ACCESS PROXIMITY TO DOWNTOWNS AND/OR REGIONAL BUSINESS CONCENTRATIONS And access to different employment centers	X	X

FACTORS INFLUENCING LOCATION DECISIONS:	BY RESIDENTS	BY BUSINESSES
ACCESS TO AND VISIBILITY FROM MAJOR FREEWAYS AND ARTERIALS		x
LABOR FORCE AVAILABILITY AND CHARACTERISTICS		X
PREFERENCES PERSONAL PREFERENCES OF LOCATION DECISION-MAKERS Typically CEO desiring to locate near residence		X
INFRASTRUCTURE INFRASTRUCTURE DURABILITY Sewers, streets, etc.	X	X
EXISTING BUILDING SUITABILITY Suitability of existing structures for reuse/renovation	X	X
COMMUTING PARKING AVAILABILITY/COST, COST OF COMMUTING AND TRAVEL TIME But only when extremely high	X	X

APPENDIX D: POTENTIAL SCALE OF LRT-RELATED DEVELOPMENT



Source: "The Bay Area's Emerging Transit-Based Housing", Michael Bernick, Urban Land, July 1993.

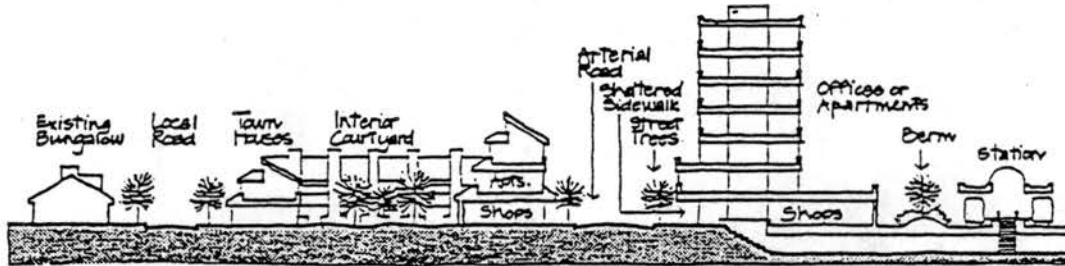


Walk-up Multiple Family Housing Designed to Create Secure Communal Areas

Source: "Design Guidelines for Creating Defensible Space", Oscar Newman; from City of Edmonton's Northeast LRT Corridor Land Use Plans

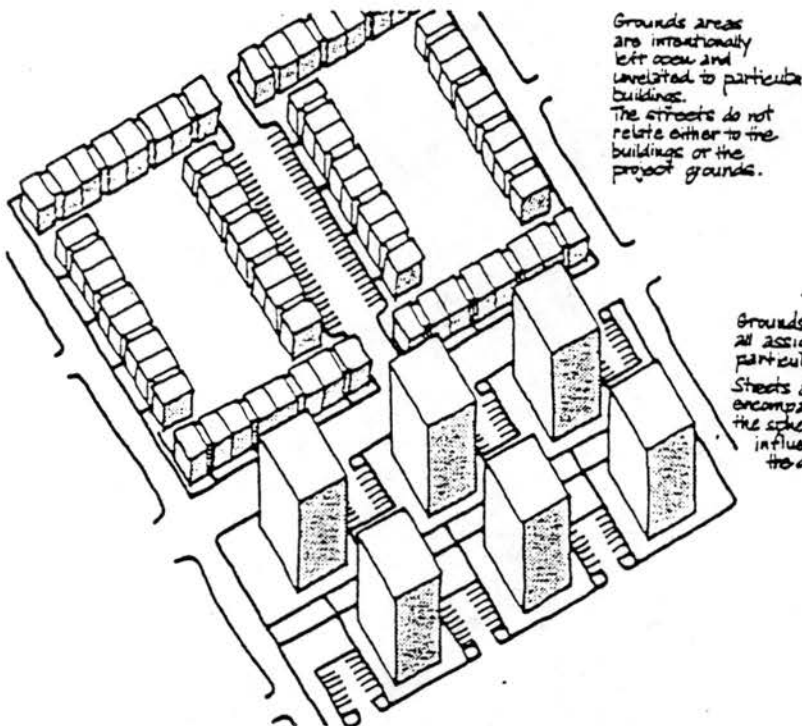
APPENDIX D (CONTINUED)

POTENTIAL SCALE OF LRT-RELATED DEVELOPMENT



"Transition Zoning" buffers existing family housing from high-rise buildings while providing greater densities around the stations

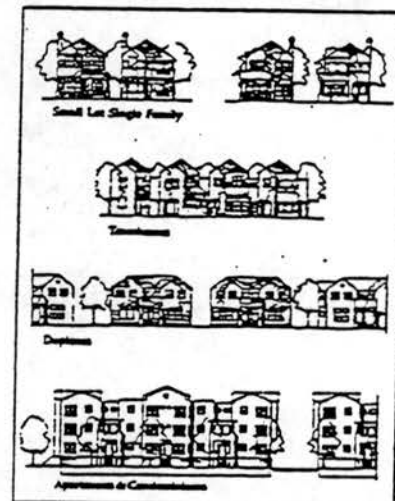
Source: City of Edmonton's Northeast LRT Corridor Land Use Plans



Comparison Between Low-Rise Courtyard Development and High-Rise Scheme at the Same Density

Source: "Design Guidelines for Creating Defensible Space", Oscar Newman; from City of Edmonton's Northeast LRT Corridor Land Use Plans

Source: Planning and Design for Transit, Portland Tri-Met, 1993



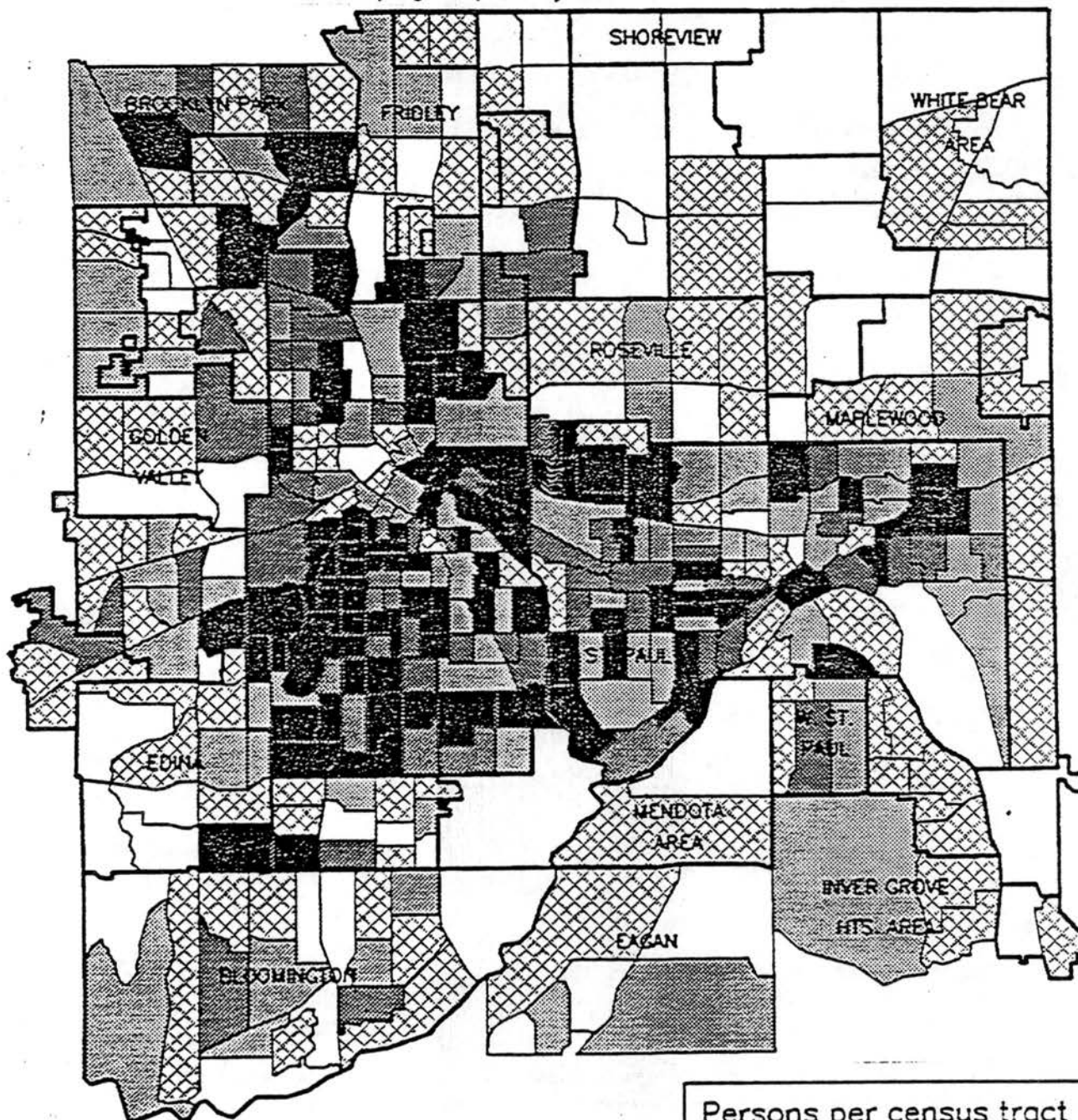
APPENDIX E

Persons using Transit* for work trip

by census tracts, 1990

(Minneapolis-St. Paul and adjacent suburban areas)

* identifying Bus/Trolley as work travel mode

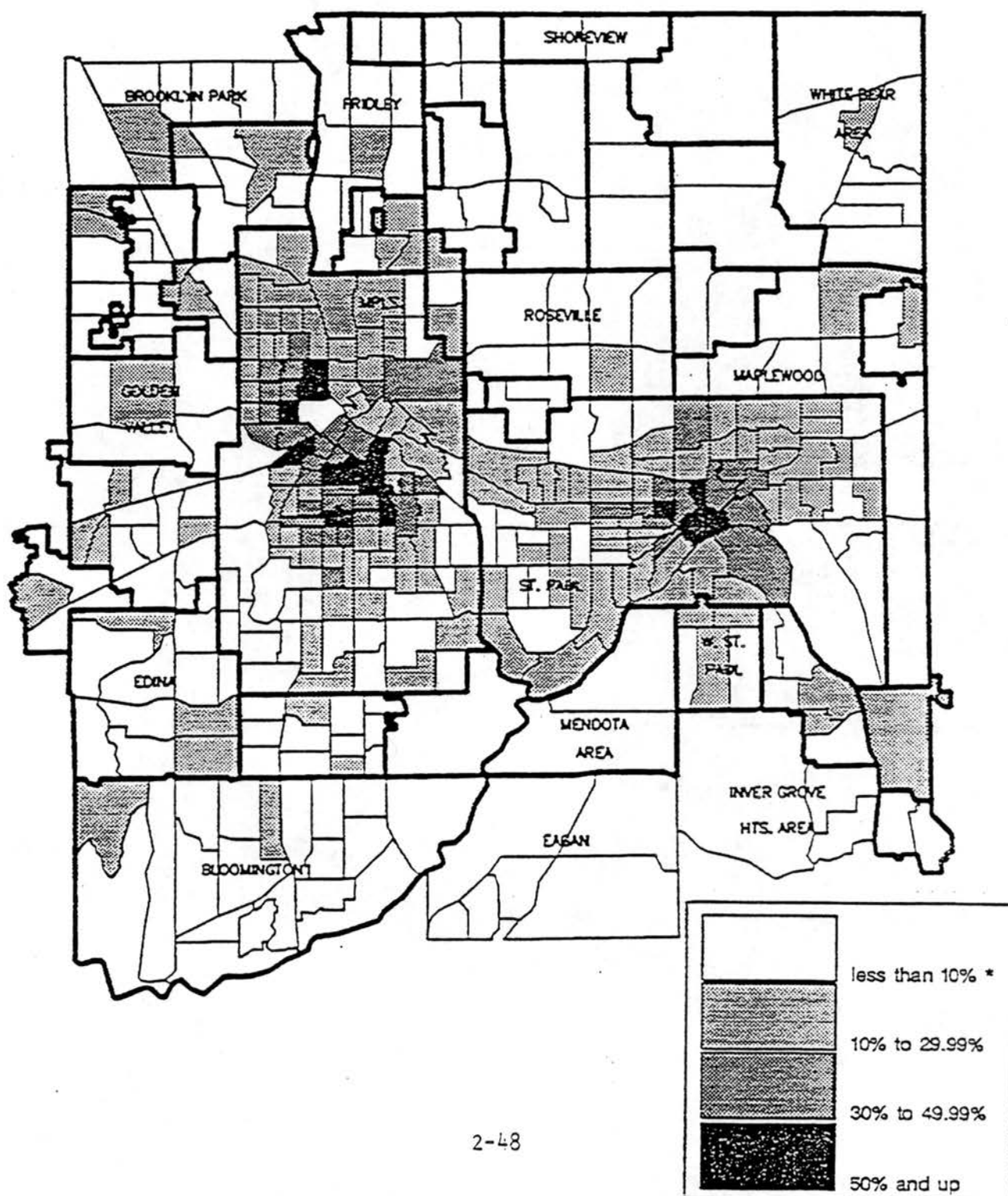


Persons per census tract

	less than 50
	50 to 99
	100 to 149
	150 to 199
	200 or more

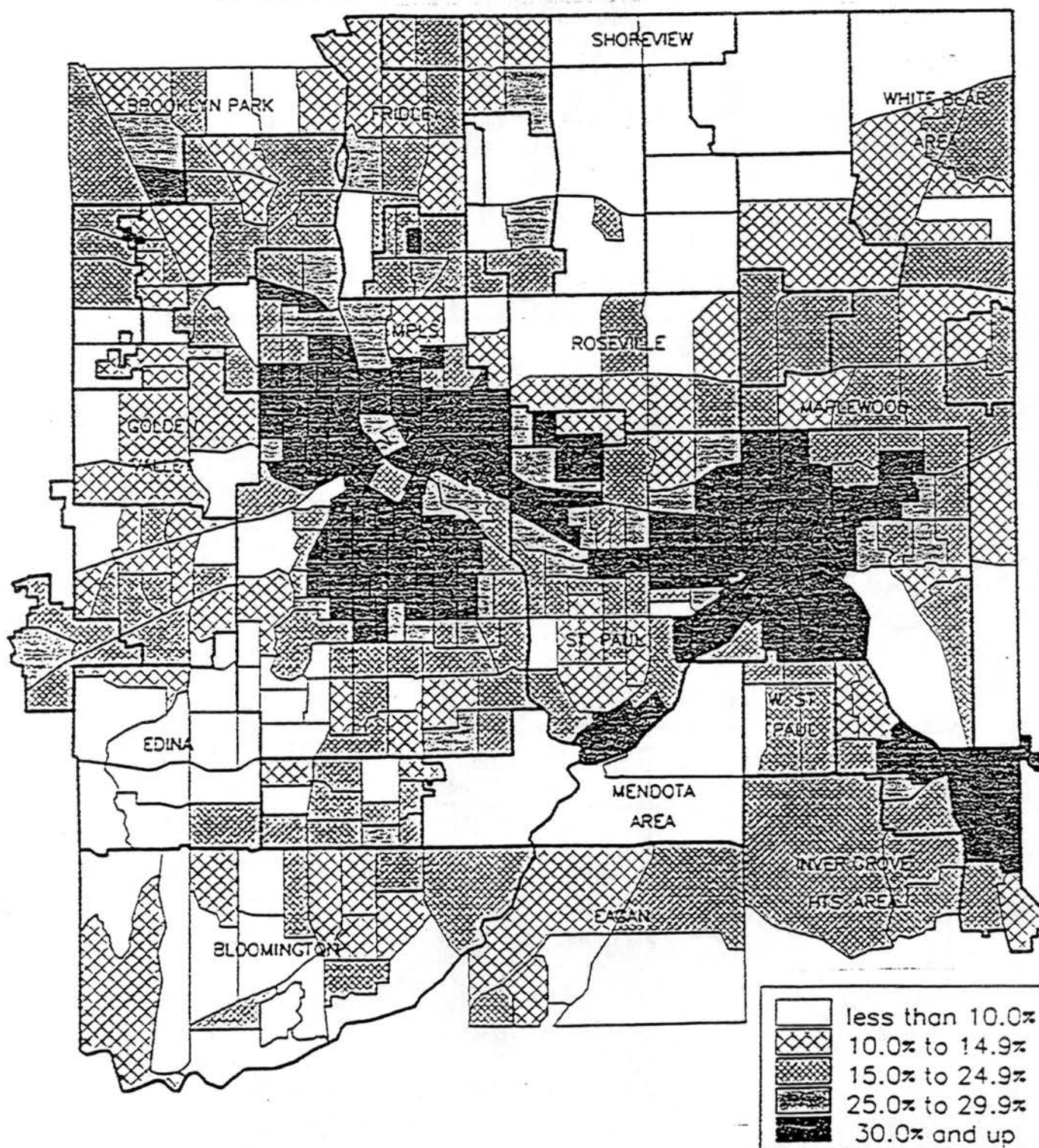
APPENDIX F

Percent Zero Car Household Concentration, 1990 by census tract (Minneapolis/St. Paul and adjacent suburban areas)



APPENDIX F (CONTINUED) PERCENT OF PERSONS LIVING IN LOW INCOME HOUSEHOLDS

(INCOME AT OR BELOW TWICE THE POVERTY LEVEL)



APPENDIX G
POTENTIAL VISUAL MITIGATION OF LRT



Source: Fred Glick Associates, Portland



Source: "Light Rail Transit", American Public Transit Association, 1986

APPENDIX H
STATION AREA LAND USE PLANNING PROCESS
from the "LRT/Land Use Coordination" element of the
Regional Transit Board's LRT Coordination Plan, 1990

PHASE I

LAND USE EVALUATION

Where LRT has been identified within the RTB's adopted Regional LRT plan, cities should undertake a general review of city land use and transportation comprehensive plans and policies, zoning, social, economic and physical characteristics, and community features, structures and amenities that lie within 1/4 to 1/2 mile of the proposed alignments. As part of this process the city should, at a minimum, evaluate:

- The potential role of each proposed LRT line in achieving the city's development goals and objectives and desirable level of urban growth acceptable to the city. This evaluation should assess development and redevelopment opportunities around potential station sites, based upon vacant, developable, and redevelopable land. Broad alternative land use concepts for potential station areas should be considered, that might include "no-change" (preservation of existing neighborhoods and land uses), intensification, changed land use designations, down zoning, or other concepts.
- Comprehensive land use and transportation policies and goals that might require amendment in order that the city's comprehensive plan be supportive of LRT. Cities might find it necessary to undertake such amendments prior to the formal city review of the LRT preliminary design plan.
- The potential impacts of the LRT lines on the corridor as a whole, valued community amenities that should be preserved, and the issues, impacts, and mitigation measures that the regional rail authorities should address in the EIS process and in further LRT engineering phases.
- Accessibility issues as they relate to station location, such as the city's view of station spacing, and sizing and location of LRT park/ride facilities, as well as associated vehicle access requirements.

The city should conduct this evaluation in an interactive manner with the regional rail authority in the preliminary design planning phase (0-10 percent engineering) and in preparing the land use element of the Environmental Impact Statement (EIS). During Phase I, preferably as part of the EIS scoping process, the city should prepare an outline of issues that the rail authority should address in preparing the EIS, emphasizing land use issues. It should be recognized that EIS preparation and review, while shown in Figure 1 occurring during Phase I, may for certain corridors extend into Phase II.

During Phase I, the city, working closely with the rail authority, should seek business and neighborhood input. Communication with property owners is recommended to show how stable businesses and residences can be preserved, buffered and even enhanced with LRT, and how possible associated development in station areas can benefit a community.

The end of the preliminary design stage results in an alignment selection and preliminary station locations identified. The land use evaluation conducted by the cities during Phase I can be utilized in the city review of preliminary design plans and can be expanded upon during Phase II.

PHASE II

STATION AREA LAND USE PLANNING

During the LRT preliminary engineering stage, a city should expand and refine the evaluation done during Phase I. Station area land use planning during this phase should involve:

- Station area land use planning boundary identification (generally, within 1/4 to 1/2 mile of the station site). Neighborhoods, commercial areas, and natural community features may define the station area boundaries.
- Preliminary station area plans that identify, for each identified station location, one or two land use concepts that take into account stable neighborhoods, areas requiring redevelopment, and underdeveloped land. Alternative land use concepts might include "no-change" (preservation of existing land uses), intensification, higher residential densities, mixed uses, down-zoning, and multiple variations of these concepts within a particular station area. These concepts should be communicated with public officials and property owners within the broader station area boundaries through preliminary urban design drawings and plans. Business and resident input can be used to develop and further refine the station area land use concepts.
- Comprehensive land use and transportation amendments that are necessary to support station area land use planning and development. These amendments would bring the city's comprehensive plan into conformance with the mandatory requirements of local comprehensive plans identified in Appendix C of the Metropolitan Council's Transportation Development Guide/Policy Plan. These amendments should be completed prior to initiation of LRT final design and engineering.
- Development/redevelopment opportunities around proposed station locations, based upon vacant, developable, and redevelopable land, and a desirable level of urban growth that is acceptable to the city.
- Further review of sizing and location of LRT park/ride facilities, and associated vehicle access requirements.
- Valued community amenities that need to be preserved.
- Issues, potential impacts, and possible mitigation measures that the regional rail authorities should address in final engineering and design, and
- A draft community relations plan, developed jointly with the rail authority, to be implemented during final engineering and construction phases of LRT development.

Station area land use planning should be conducted by the city in an interactive manner with the rail authority during the 10 to 30 percent level of preliminary engineering for the LRT line.

The city, working with county rail authorities, should use business and neighborhood input in developing the station area plans and in identifying potential issues, impacts and mitigation measures. Graphic illustrations of potential revisions to land use and zoning where development opportunities exist, identification of stable areas where land use, zoning and community amenities will be preserved, and identification of areas where impacts may need to be mitigated will help the community better understand how LRT implementation will affect their community.

PHASE III

DETAILED STATION AREA LAND USE PLANNING

Phase III, detailed station area land use planning, would only be necessary when a corridor moves into the final design and engineering stage of LRT development (30 to 100 percent engineering).

Phases I and II may reveal that certain proposed station locations do not require any formal land use or zoning changes, and the county rail authorities during final engineering stages will effectively mitigate any impacts resulting from park/ride, feeder buses, transit platforms and shelters. The rail authorities would work with the city, adjacent businesses, and neighborhoods in addressing issues. No further station area planning may need to take place. The cities, working with the county rail authorities, would use the planning tools developed in Phase II to communicate with neighborhoods.

However, where an LRT station area requires land use and/or significant access changes, or where a city may wish to redevelop, intensify or upgrade, a Detailed Station Area Land Use Plan should be prepared by the city. This plan should be developed in an interactive manner with the preparation of the Final Engineering and Design Plan (30 to 100 percent engineering) for the LRT line. Detailed Station Area Land Use Plans should be reviewed by the regional rail authority and by the RTB. The following suggests tasks the city should undertake during Phase III.

Existing Station Area Inventory

- Redefinition of the station area boundaries;
- Existing land uses and land supply analysis;
- Existing square feet of development;
- Land and improvement values;
- Land ownership;
- Condition of structures;
- Vacant or marginally developed sites, and inappropriate or deteriorated uses;
- Current zoning requirements;
- Existing and forecasted population, employment and housing;
- Public facilities (schools, fire and police protection)
- Utilities (water, sewer, telephone, gas and electric)
- Existing and forecasted traffic counts, existing and planned street network, and right-of-way width, pavement width, number of lanes, signals;
- Existing and proposed street and lot/ramp parking;
- Current and future station area circulation needs;
- Urban form and urban character (neighborhood and landscape features)
- Existing urban edge (setbacks), curb cuts, parking lots, sidewalks and pedestrian amenities;
- Current area activities and trends;
- Amenities to be preserved, such as parks, trees, stable attractive environments, schools, pleasant features;
- Issues and problems to be mitigated, including pedestrian and vehicular access needs, and visual and noise impacts;

Land Use Planning Considerations

- Identification of potential development opportunities for each station area.
- Development of revised goals, policies, principles and guidelines for each station area in response to the alternative land use concept desired, as appropriate to the community setting. Examples of alternative development options are discussed in Part 3.
- Definition of the land use capacity of the station area, including land use density limits and land use designations based on community development goals and access constraints due to roadway capacity, and other data collected in the inventory.
- Preparation of an economic market analysis, to include total market potential for residential, office, retail, hotel and commercial uses based on trends, current economic conditions, population, housing and employment growth projections.
- Development of final land use goals, land use options, density ranges based upon capacity and economic market analysis.
- Development of final station area land use plan, including:
 - Revised land use types and intensities, considering station area planning rings;
 - Building height restrictions;
 - Pedestrian access and amenities, vehicular access (necessary street improvements), parking controls;
 - Mitigation plan for off-station park/ride, feeder bus, and general traffic increases;
 - Urban design concept and architectural theme;
 - Refinement of the community relations plan in conjunction with rail authority.

Implementation Plan

Cities should prepare an implementation plan to include regulatory changes, capital improvements and financial considerations. Major tasks would include:

- Further amendment of comprehensive land use and transportation plans, if necessary;
- Revise zoning ordinance to accomplish community objectives with respect to LRT, possibly incorporating special overlay zoning and including performance standards;
- Review, and if necessary, amend redevelopment plan;
- Consider development moratoriums or transition zoning in order to protect station areas and line rights of way, and to ensure development that enhances community goals and LRT use;

- Prepare a capital improvements plan that covers:
 - * Enhancements--street additions, pedestrian amenities, plazas, esplanades enhancements for persons with disabilities, bike paths, parks, desired types of open and public spaces, trails, and other options (See Part 3: Building and Infrastructure Standards)
 - * Landscaping, buffering and other mitigation methods
- Prepare a property acquisition plan for redevelopment purposes
- Prepare a station area financial plan that outlines options for financial arrangements for development in vicinity of stations, a financial and fiscal feasibility analysis, that includes evaluation of land and air rights values, project capital and operating costs, income, financing and equity requirements and analysis of cash flow and returned equity,
- Identify development incentives such as bonus incentives for developer provision of transit-related amenities.

The preparation of the Implementation Plan should be completed prior to construction but could extend beyond the Final Design and Engineering phase and into the period when construction contracts would be let. (See Appendix A for selected illustrations of other cities' land use planning approaches in preparing for LRT.)

PHASE IV: STATION AREA PREPARATION

Once construction is initiated, the cities will have to address actual implementation of development proposals and define a development strategy in the station area. Three possible strategy options can be considered:

- Laissez Faire approach: the city reacts to development proposals by the private sector.
- Private/Public Partnership approach: the city works actively with the private sector to jointly put together development proposals.
- Project Packaging approach: the city or a development corporation created for this purpose takes the lead in putting together development proposals.

The last two options have proven to be more successful in producing new development along rail lines. In either case the following tasks have to be performed either jointly (i.e. public/private partnership) or by the public sector (i.e. project packaging):

- Acquire land for development and provide relocation assistance
- Negotiate with developers to obtain commitments for station area development
- Implement financial plan

The final steps in the process are as follows:

- In close cooperation with the rail authority, implement a community relations element that involves work with neighborhood businesses and residents to preserve and/or improve the character of the neighborhood by implementing land use preservation, buffering, landscaping etc.
- Implement station access improvements

APPENDIX I

STATION AREA LAND USE PLANNING & DEVELOPMENT MODELS

Portland, Oregon: (Source: Planning and Design for Transit, Portland TRI-MET (Tri-County Metropolitan Transportation District of Oregon, in association with consultants Blayney Dyett Greenberg, Calthorpe Associates, Leland Consulting Group, Tashman Associates, Copyright 1993.)

Portland has one nine-mile LRT line. Ultimately, LRT in Portland would be expanded to a six-line system. Portland's existing LRT line utilizes local and arterial surface street, expressway sideslope, and rail right-of-way. Ridership has increased by 30 percent over the last five years since opening, totalling 24,375 passengers per weekday in 1992. Ridership levels and new development appear to be strongest in the downtown/convention center areas, and in the surface street and rail rights-of-way. New commercial and residential development adjacent to stations has totalled almost \$1.2 billion since the LRT opened in 1987. This includes 60 new commercial and nine new residential developments.

Portland Tri-Met (Tri-County Metropolitan Transportation District of Oregon, the regional transit provider) has a "Transit Supportive Development" strategy that supports a multimodal transportation system (including walking, transit, bicycling, ridesharing and automobiles), and encourages efficient use of land within Portland's Urban Growth Boundary. This is accomplished through:

- Increasing residential and employment densities in clusters along existing and planned transit corridors and at station nodes; all new moderate and high density housing and employment would be encouraged to locate within walking distance of transit.
- Mixing of land uses (residential, employment, shopping, public facilities/services) that reduces the need to make separate vehicle trips for various purposes.
- Establishing pedestrian-oriented districts along corridors and within nodes through urban design modifications and improvements, without excluding the auto. (In fact, the concept recognizes that the majority of all trips would continue to be in cars.) Sidewalks are along all streets; building design and setbacks are oriented to the walker; vacant space is "in-filled"; and parking is in the rear or in structures off the street.
- Providing multiple and direct street connections to transit and shopping; streets are lined by trees and buildings and autos move at a slower pace; major arterials provide for thru-traffic, access, and bus service while emphasizing pedestrian crosswalks and signals.

Walking and transit within these nodes are viable transportation options. High-frequency transit corridors, with 10 to 20 minute frequencies, are designated by Metro, Tri-Met and local jurisdictions. Ten-minute corridors would be targeted for more intensive housing and employment uses; corridors with less frequent transit would have lower density residential and neighborhood uses.

Emphasis on residential development around transit stations is an outgrowth of previous conclusions that medium and higher density residential presents the greatest short-term opportunity for transit supportive development. Residential projects may also generate the greatest transit ridership, as compared with commercial or industrial forms of development.

Within these corridors, five types of development districts are identified oriented within 1/4 to 1/2 mile around transit stops:

	<u>Target Ave. Densities</u>	
	<u>D.U. per</u> <u>Net Res. Acres</u>	<u>Non-Res.</u> <u>Ave. FAR</u>
- Mixed Use Centers: CBD's(downtown areas), suburban business districts and town centers.	15-70	.5 - 1.0
- Urban Neighborhoods: Higher density residential neighborhoods with active commercial core, some offices. Occur around LRT stations.	15-40	.5 - 1.0
- Urban Corridors: High density linear mixed use communities along corridors with frequent bus service. Redevelopment and infill residential/mixed-use development contribute toward increasing density.	15-40	.5 - .75
- Suburban Neighborhoods: Moderate-density residential areas with 10-20 minute bus or feeder bus service.	7-35	.35 - .5
- Suburban Employment Centers: Institutional/light industrial campuses served by bus service linked to a transit hub and/or LRT station. Uses typically low density with poor pedestrian linkages (difficult to serve by transit). The intent is to retrofit these centers to be pedestrian/transit oriented.	7-35	.25

Tri-Met identified four development types that may be profitable in Portland:

- Low rise high-density housing: three stories of housing built above parking at 40 to 70 units per acre.
- Low rise high-density housing for low-income seniors: three stories of housing built above parking with interior weather-protected circulation and reduced parking requirements at 75 to 110 units per acre.
- Row housing: attached housing in clusters of 2 to 10 units, typically for purchase.
- Office, restaurant and service mixed development: three story office building, one story restaurant with shared parking.

Each pedestrian district would have a mix of residential types to meet minimum and average density standards. Such standards vary based on local context and transit proximity. The mix of types would include small and standard size lot single-family homes, single-family homes with ancillary units (carriage homes), duplexes, townhomes, garden apartments, condominiums, and housing above retail. A core commercial center adjacent to the transit station would be the focus of each district, and parks and open space and public uses, such as day care, recreation, community centers and other civic facilities would equal about 5 percent of the land area of each district.

Planning and design guidelines, including a model zoning ordinance incorporating overlay zoning, PUD, and supplemental development standards, are recommendations for local governments to consider to encourage transit and pedestrian oriented development.

Transit use would increase over time along transit corridors as development occurs and as residents and employees realize the convenience of transit. Ten-minute bus corridors may eventually be upgraded to LRT.

Key actions for implementing transit-supportive development include:

- Citizen participation
- Public/private cooperation in identifying and promoting economic opportunities for transit supportive development
- Comprehensive land use plan revision
- Balancing market choices with planning and development regulations, and including demonstration projects, incentives and educational efforts to influence development consistent with regional policy

Factors that would support transit supportive development:

- Market and demographic forces which call for higher-density residential, office, and supportive retail development
- Coordination of land use regulations with transportation plans to promote higher-density, mixed uses
- Active public sector participation in public/private partnerships
- Equalizing the relative cost in terms of time and expense by auto

Public Incentives for Transit-Supportive Development:

- Public acquisition of suitable sites in key locations near transit stations, near public attractions, adjacent to emerging shopping districts or other locations where public wishes to effect changes in form of transit supportive development.
- Acquisition of key properties that might not be available to developers such as those in strong neighborhoods and quality shopping facilities.
- Removal of substandard or underutilized structures.
- Price reduction in the transfer amount of the land to the private developer, conserving developer's front-end capital and soft costs, and in the end reduce the sale price of the development.
- Low interest loans.
- Land write-downs.
- Forgiveness of public fees.
- Tax abatement.
- Interest rate subsidy and or tax credits.
- Low income housing subsidies through urban renewal agencies, state and federal housing programs.
- Provision of structured parking using public investment; could reduce land area and direct capital investment.

San Diego, California: (Source: From the Transportation Exchange Update, The Environmental Exchange, Washington, April 1993, summarizing Transit-Oriented Design Guidelines, City of San Diego, with Consulting Assistance of Calthorpe Associates, 1992.)

Transit-Oriented Design Guidelines were passed by the San Diego City Council to ensure that new development and neighborhood infill are transit and pedestrian-friendly. Transit-Oriented Development ordinances shape communities into mixed use, compact designs favoring non-auto modes. What is stressed in the TOD concept is the importance of relatively small and incremental design changes, as opposed to big plans and large new developments. TOD neighborhoods range in size from 20 to 160 acres within an average 200 foot walking distance of a transit stop and core commercial area. Pedestrian activity is stimulated by mixing new uses with existing uses.

There are two types of TODs, urban and neighborhood:

Urban TOD's are located on rail or express bus lines and permit high levels of commercial development, offices, shopping centers; in other words, high job-creation centers. Moderate to high density housing (a 12-60 unit, 4-story apartment building is considered moderate) also fits into the urban TOD. Urban TODs contain key core commercial areas, with major and local retail, grocery, professional offices, restaurants and other commercial and light employee-intensive industry. A village green or public plaza serves as a focal point.

In neighborhood TOD's housing and commercial developments are less dense with a focus towards residential and local shopping centers. The areas nearest the station are moderate to high-density, with secondary, lower-density areas around this primary ring. This secondary area is intended for single-family housing and low density development, like schools. Retail uses competing with TOD retail are not permitted in secondary areas. Neighborhood TOD's have a residential or shopping focus, with a mix of single-family houses and apartments. Neighborhood TOD's must be on a bus line with frequent service or within 10 minutes of transit travel time from LRT or express bus stop. Active streetscape, central public places, and distinct identifiable neighborhoods characterize neighborhood TOD's. Compact, diverse, affordable mixed-housing opportunities are present.

Buildings in both kinds of TODs must orient to the street, bring activities and interesting features closer to the pedestrian. Personal safety is promoted through active, pedestrian environments. Low density uses (estate, industrial, highway commercial complexes) are not to be located in a neighborhood TOD or secondary area.

City planning is amending its municipal code to include a new mixed use zone and add pedestrian oriented features to commercial zones. The city is also amending its general plan to identify development opportunity areas. The street design manual is being revised to allow the city the flexibility to adjust street design standards to meet the intent of the TOD guidelines.

Sacramento County, California: (Source: Transit-Oriented Development Design Guidelines, Sacramento County Planning and Community Development Department, prepared by Calthorpe Associates in association with Mintier & Associates, November 1990.)

Transit-Oriented Development Design Guidelines were developed for Sacramento County to maximize the use of existing urban areas, reduce consumption of non-urban areas, link land use with transit, reduce auto trips, vehicle miles and air pollutant emissions, provide a diversity of housing types and design the urban area more efficiently. The location, mix and configuration of land uses encourage convenient use of alternatives to auto, make efficient use of land, better serve needs of diverse households, and create more identifiable, affordable, livable communities that are free of gridlock and personal safety concerns. The communities are more affordable for diverse households because they require efficient use of land, and have a variety of housing types at various costs and densities in convenient locations. Open space is preserved, infrastructure is efficient, and public amenities well used.

TOD's are developed around a core commercial area and transit stop/station averaging 1/4 mile radius from the stop/station. TOD's are located either on a Trunk Line (light rail or express bus) or on a feeder bus line network within 10 minutes transit travel time from a Trunk Line. TOD's can be developed at higher residential and/or commercial intensities.

The TOD strategy concentrates mixed use developments in pedestrian-friendly areas of two basic types at strategic points along the regional transit system. These types include Urban TOD's and Neighborhood TOD's. Urban TOD's are located close to the primary transit system (at rail stops, transfer stations or on bus trunk lines), with an orientation to higher density commercial and residential uses; secondary areas of lower density housing, schools, community parks, and commercial and employment uses would surround urban TOD's and be located within biking distance of (no further than one mile from) the TOD stop. Neighborhood TOD's would have a greater emphasis on residential uses and locally-based shopping and be located on a feeder bus line within 10 minutes from an LRT station or transfer station.

TOD's can be small (20 acres of mixed use infill) or large (160 acre TOD plus 840 acres of associated secondary area). TODs can be developed in new growth areas, or in developed areas through infill, reuse, and revitalization.

TODs can be applied in four types of settings: Infill areas on vacant parcels surrounded by urban development; revialization areas in urbanized areas where the quality of development is significantly deteriorated to land is underutilized; reuse areas for underutilized retail, office, or industrial sites; and urban growth areas in essentially underdeveloped areas on periphery of the developed portions of the county.

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 12, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of June 28, 1994
 2. Low floor vehicle update
 3. * Approve City of St. Paul plans for trail for Northeast Corridor right of way, subject to specified conditions
 4. * Contribute \$10,000 to Minnesotans for Light Rail Transit with contingencies
- * Approval is requested

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 28, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, June 28, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Warren Schaber

OTHERS PRESENT: Nacho Diaz, Karen Lyons, Allen Lovejoy, Robert Clarkson, Eddie Maddox, Lisa Lee, Terry Schutten, Jim Van Houdt, Marlen Johnson, Fran Sontag, Toni Baker, Jill Goski, Kathryn DeSpiegelaere, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:40 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of June 14, 1994.

Commissioner Ruby Hunt moved the following recommendation, seconded by Commissioner Diane Ahrens.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of June 24, 1994, as written.

Roll Call: Ayes - 6, Nays - 0
Motion Adopted.

CHAIRMAN'S COMMENTS

Chairman Finley said that Bernadette Collins, Executive Director, Minnesotans for Light Rail Transit (MnLRT) is seeking funds for the non-profit organization. Hennepin County Regional Railroad Authority will consider appropriating \$10,000 for MnLRT. Chairman Finley suggests that Ramsey County RRA contribute \$10,000, subject either to similar actions by Anoka and Hennepin County RRA's or by the Metro LRT Joint Powers Board, and that this item be on the July 12 RRA Board agenda.

2. Economic development and light rail transit

Chairman Finley introduced Nacho Diaz and Karen Lyons from the Metropolitan Council.

Mr. Diaz gave a brief historical perspective of the importance of the impact of light rail transit on the fully developed area. Mr. Diaz said that about two years ago, the Metropolitan Council adopted a Regional Transit Facilities Plan. The emphasis was on the connection of transportation, land use, and economic development. The basic recommendation of the plan was the importance of guiding development and redevelopment along certain corridors where the region was making significant transportation investments.

Mr. Diaz said that another important aspect is the Metropolitan Council's development of the regional blueprint, which is the document that is the overall policy framework for the Council. One of the areas of concern is the fully developed area, which includes the downtown Minneapolis, downtown St. Paul, and the first ring suburbs. The blueprint identified that maintaining development and redevelopment options are key strategies in avoiding loss of jobs, loss of residential development, and loss of population and employment.

Mr. Diaz said that a few months ago, the Joint Lead Agencies of the Central Corridor decided there were three issues that needed attention: 1) re-examination of the downtown Minneapolis alignment, i.e., surface vs. underground; 2) further discussion of LRT vehicles - high platform vs. low platform; and 3) the development and redevelopment impacts of LRT along the Central Corridor. Mr. Diaz stated that the Metropolitan Council would like to work closely with the Joint Lead Agencies regarding these issues.

Chairman Finley said that he is pleased that the Cities of St. Paul and Minneapolis will also be participating in the economic development issues.

Mr. Diaz spoke about the report, Keeping the Twin Cities Vital, Impact of Light Rail Transit on the Fully Developed Area. He said that the report reveals two potential major impacts: (1) transportation impact and 2) development impact. Since the transportation impact has already been discussed by Ramsey County RRA at previous meetings, Mr. Diaz focused on the development impact. He said that the primary benefits will occur around the stations where the cities have a significant role.

Mr. Diaz pointed out a few barriers to the development potential: 1) land availability; 2) land suitability; and 3) zoning. These issues require local government involvement for economic development to occur. This type of involvement needs to happen at the onset, not during the construction phase.

Mr. Diaz said that the Metropolitan Council has formed a work group, which includes the Hennepin County and Ramsey County Regional Railroad Authorities, Mn/DOT, the Cities of St. Paul and Minneapolis, and the Metropolitan Council to look at the potential developmental impact of the Central Corridor. This will be addressed in two ways: 1) from an aggregate standpoint and 2) a closer evaluation of specific stations. The group intends to inventory stations, address the issues of land availability, existing zoning, and potential types of land uses.

Ms. DeSpiegelaere asked for clarification of Mr. Diaz's statement that development will occur around stations and how large an area is that?

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 28, 1994

Page 3

Mr. Diaz responded that there is a 1/4 mile station radius where there will be maximum impact; in other words, that would be the walking distance to the station or proximity to the line. There are additional impacts felt for the 1/2 mile radius around stations.

Ms. Karen Lyons added that a few of the stations have contiguous boundaries; that is, they overlap other stations' 1/2 mile radius.

Mr. Diaz said that there are certain stations that look quite promising in St. Paul: Athletic Club Station, Snelling Station, and the Westgate Station.

Chairman Finley indicated that the State's plan for moving people to the Capitol campus is an integral part of this plan. This move is anticipated to bring up to 6,000 additional jobs to the downtown area.

Commissioner Thomas said that she found the Metropolitan Council's report, Keeping the Twin Cities Vital, Impact of Light Rail Transit on the Fully Developed Area, refreshingly sober and conservative. Commissioner Thomas said that the report suggests that development around these nodes will be residences with the ultimate users being residents as opposed to business users, and that will be beneficial for transit use.

Mr. Diaz responded that the Metropolitan Council tries to maintain a balanced view of the LRT issue. He also said that there is a lot of interest in residential potential around stations, but mixed uses should not be discarded. It depends on the location of the stations.

Mr. Allen Lovejoy said that the City is pleased to be a part of this process and commented favorably on the working relationship that is being developed with the Metropolitan Council.

ADDITIONAL COMMENTS

Commissioner Hunt said that Chairman Finley, Kathryn DeSpiegelaere, and herself met with Senator Randy Kelly. Commissioner Hunt felt that Senator Kelly was very receptive of the Rail Authority's concern about transit and felt that he was supportive of light rail.

Chairman Finley said that Kathryn DeSpiegelaere is gathering information regarding the St. Louis LRT line. Chairman Finley said that St. Louis has some similarities to the Central Corridor.

Commissioner Brenda Thomas said she is interested in obtaining crime statistics and information on the St. Louis LRT line's security system.

Ms. DeSpiegelaere mentioned she gave a presentation in Rochester on high speed rail service, and that the Rochester community has similar goals to those of Ramsey County.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 28, 1994

Page 4

Ms. DeSpiegelaere said that there will be a public forum held July 11, 7 PM, at the Minneapolis Convention Center, on Downtown Minneapolis LRT alignments.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Board Action Requested

Originating Department

Low floor vehicle update

[Signature]
Authorized Signature

6/29/94
Date

DISCUSSION ONLY

Request Justification

At the July 12 Regional Railroad Authority meeting, Mr. George Isaacs, who has extensive background in light rail transit, will make a presentation on low floor light rail vehicles. The article attached outlines recent developments in low floor vehicles and has diagrams of low floor vehicles. The Metropolitan LRT Joint Powers Board has responsibility for approving the vehicle type recommended by the joint lead agencies. Previously, this region had selected high floor vehicles, accessible by level boarding from high platform stations 39 inches above the street, as the vehicle type.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
July 12, 1994

Signature

Date

Board Date

Signature

Date

Kathy D.

European Low-Floor LRVs Woo North America

Lower-cost compliance with ADA mandates, more efficient boarding and scheduling are the main attractions. But how much of what runs in Europe is compatible with North American conditions?

BY CLIFF HENKE

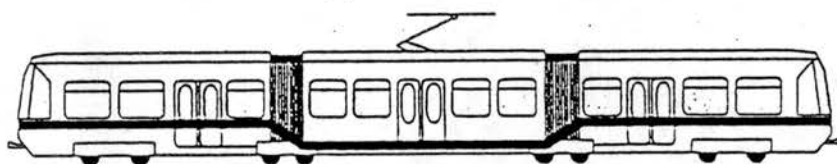
Even more than AC traction power, low-floored light rail vehicles are the hottest thing to hit the light-rail vehicle market. And although only one North American transit property has ordered this type of LRV so far—Tri-Met of Portland's award to Siemens Duewag for 39 cars—many others are giving low-floored LRVs serious consideration.

"Low floors [on LRVs] are going to take hold in North America just as they have in Europe," predicted Andrew Braddock, an executive with London Underground, in his presentation at "Light Rail 94," recently held in Birmingham, United Kingdom. "Indeed, the future of transit is electric and accessible."

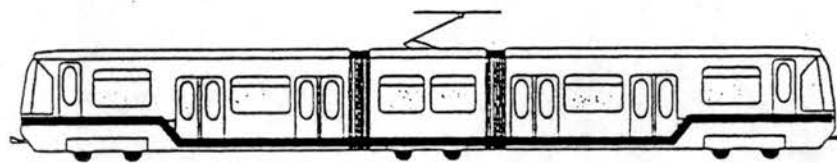
Accessibility is key

The decision in Portland, OR, to purchase low-floor LRVs was based on a number of factors after extensive study and deliberation, but chief among them was accessibility, says John Post, deputy general manager for Tri-County Metropolitan Transit District (Tri-Met) in Portland. "Foremost of these factors was integrated operation of our entire light-rail system with the requirements of ADA," he says. Extensive consultation of Tri-Met's user groups, particularly those in the disability community, and extensive review of high-level platforms in American cities and of European properties that are currently using low-floor technology also figured prominently in the decision, he adds.

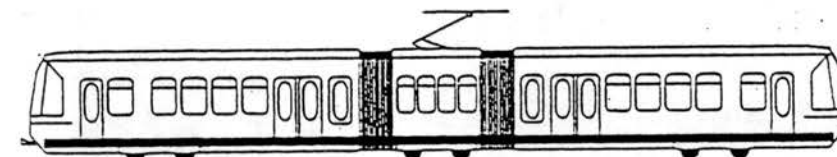
The Three Types of Low-Floor LRVs



Type I: Intermediate Low-Floor Unit Added to Existing Rolling Stock



Type II: Partial Low-Floor Between Traction Bogies



Type III: 100 Percent Low-Floor Design, No Steps Inside

More than 1,000 low-floor light rail vehicles will be in operation by the end of 1994, according to Herve B. Chaine, CEO of the French engineering firm Semaly.

"What began to drive our decision to consider low-floor light rail cars was that as we were making our bus fleet increasingly more accessible we observed our ridership, particularly among the disabled community, to be increasing," Post notes—by ten-fold in four years, to be exact. "Much of that increase occurred on our light-rail system, and the current method of access for wheelchair passengers is a lift." However, lift operation can be time-consuming and thus limits train headways.

In addition, Portland's first stab at better accessibility—street lifts that require vehicles to be in a per-

fect position to use them—resulted in even slower train operation than on-board lifts used in San Diego, for example. This further restricted the system's ability to increase train frequency.

The order will be used to serve Portland's Westside Project, which is an 11.4 mile extension of the existing Banfield Corridor. Like the Banfield project before it, the Westside extension is a joint highway/transit project, so that the LRT right-of-way runs in a grade-separated section of a highway corridor that will also be upgraded. The extension will consist of 11 new passenger stations, one of which will be in an underground section and

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10-12 May 1994



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Circle 136 on METRO Action Card
MARCH/APRIL 1994

three will serve as intermodal transit centers for the neighborhoods they serve. Total cost of the Westside project is \$688 million.

The Portland cars, which are married-pair articulated sets, will be similar in concept to those in Grenoble, France (see Type II diagram). Built by Siemens Duewag, they will feature short high-platform sections at each end of each car set, to accommodate the AC power traction gear, with a low-floor (14 inches above the rail) center section, where all four doors will be located.

These cars will require some modifications to existing stations in Portland. Boarding areas will be raised one to two inches higher than their current ground-level. Small door threshold plates will bridge the remaining gap between platform and railcar floor, in much the same fashion as ramps are used on new low-floor buses. Bridging this remaining gap is required by provisions of the ADA.

The low-floor design is achieved by supporting each articulation unit of the car pairs with four independent center stub axles. "We antici-

Companies With Low-Floor LRVs Marketing In North America

ABB Traction Inc.
Circle 220 On METRO Reader
Service Card

AEG Westinghouse Transportation Systems Inc.
Circle 221 On METRO Reader
Service Card

Bombardier Inc.
Circle 222 On METRO Reader
Service Card

Breda Costruzioni Ferroviarie
Circle 223 On METRO Reader
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Cambridge, Ontario N1R 8B7
Phone: 519-622-0000
Fax: 519-622-0021

Circle 135 on METRO Action Card



Breda's new low-floor LRV is called the VLC, which features a 100 percent low-floor design.

pate the cars will not only improve service to the disabled community but also speed boarding for all passengers on the system," Post says.

The first of the 39 LRV sets are scheduled to be delivered to Tri-Met in September 1995, with the remainder throughout 1996 and completion of delivery slated for May 1997. The contract also calls for an option of up to 18 more cars valued at between \$36.9 million and \$41 million (depending on when Tri-Met exercises the option), to be used on future extensions of the LRT system that are in various stages of preliminary engineering and planning.

First low-floor LRV in 1987

Low-floored light rail is not exactly a new technology. Some of the earliest 20th Century streetcar and interurban railcar designs involved stepless entry. However, the advent of the motorman-as-fare-collector era made center entrances impractical, so the idea was eventually abandoned.

However, that was in a far less "politically correct" era and one in which the mobility impaired were not as politically or economically important a constituency to transit systems as they are today. In addition, the renaissance of barrier-free "honor system" fare collection schemes made center entry a possibility again.

The first modern low-floor LRVs entered revenue service in Geneva,

Switzerland, in 1984. Passengers still had one step to traverse, however, to reach the vehicle's floor, which was 48 centimeters (roughly 19 inches) above the street.

The first true stepless low-floor LRV was introduced in Grenoble in 1987 by the French railcar manufacturer GEC Alsthom. According to French engineering firm Semaly CEO Herve B. Chaine, "The floor height of 35 centimeters [under 14 inches] above the rail over the major part of the vehicle length can be reached without steps from the sidewalk, smoothly elevated at the stops."

Today, adds Chaine, more than 900 low-floor LRVs are in use in European cities. These can be categorized into two types of designs. The first, and least popular, consists of a low-floor articulated unit added between two high-floor cars. Approximately 150 of this design are in use. This type of car is in service in Amsterdam, Netherlands; Wurzburg, Darmstadt and Freiberg, Germany; Basel, Switzerland; and Nantes, France. Manufacturers include the Bombardier subsidiary BN in Belgium, Siemens Duewag and Linke Hofmann Busch of Germany, Schindler of Switzerland and GEC Alsthom.

The second type of low-floor vehicle is the most common in operation today, and is the kind that Siemens Duewag will deliver in Portland. Also manufacturing this

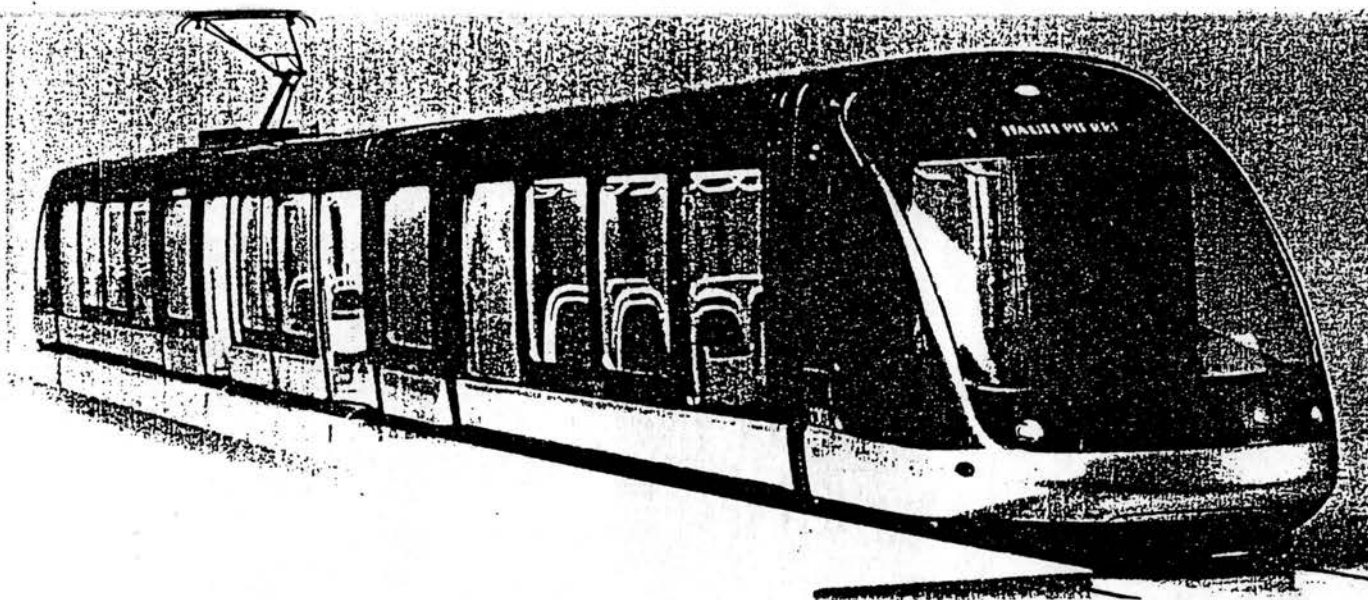


ABB Transportation Ltd., the British subsidiary of ABB Transportation, will introduce its 100-percent low-floor LRV in Strasbourg, France, dubbed "Eurotram." The prototype made its debut at the "Light Rail 93" meeting in Birmingham, England, last fall.

type of LRV are GEC Alsthom; Fiat/Firema and Socimi of Italy; Vevey and Asca Brown Boveri of Switzerland; and Linke Hofmann Busch, AEG Westinghouse and Deutsche Waggonbau of Germany. More than 750 LRVs of this design are in service or on order in Europe, according to Chaine. (The latest to be delivered at press time are the Siemens Duewag cars for the Sheffield "Supertram," in the United Kingdom.)

The final, and newest, design is 100 percent low floor. Last year, Lille, in France; Brussels, Belgium; and the German cities Bremen and Frankfurt became the first cities to operate low-floor LRVs. This year, Strasbourg, France, and Munich, Zwickau and Braunschweig, Germany, will join their ranks. Vienna, Austria, and Turin, Italy, are scheduled to follow in 1995. In all, more than 400 all-low-floor vehicles have been delivered or ordered, with 120 additional cars under options, adds Chaine.

Now, at least four Europe-based manufacturers are actively courting North American cities for orders. "Low-floor vehicles, which have been developed in less than a decade, have brought a change in the technology of light rail unseen since the President's Conference Committee concept of the 1930s," declares Chaine.

Because the technology is so new and development has occurred so swiftly, there has yet to emerge one or two designs within these three types of vehicles that can serve as an

industry standard. "At last count, and depending on how you count them, there are between 29 and 33 different designs," says Keith Chapman, manager, advance engineering, at Bombardier's Kingston, ON, research facility. Bombardier's Belgian subsidiary BN began delivering 100 percent low-floor LRVs to Brussels in September 1993.

Appropriate for North America?

However, some are concerned that the characteristics of the North American transit industry might not lend themselves to adopt low-floor technology as easily as Europe has. First, these skeptics are concerned about "buff strength," another term for tractive power or torque, which is needed because of quick acceleration to high speeds required in many North American cities.

Another concern is high-speed operation itself, which is virtually a separate kind of transit operation from many in Europe, says Chapman. "When I discuss this with my colleagues in Europe, they say, 'You keep talking about light rail but it is more like our heavy [metro]. We are talking about a *strassenbahn*, a streetcar, when you are talking about a *stadtbahn*. We run at 30 miles per hour and you want to run at 60 miles per hour.'"

"It is not the same equipment, and you begin to run out of space" for the heavier-duty equipment needed to run at higher speeds, he continues. "You find you need hydraulic braking, which is not popular with some

people," but necessary in these applications, he adds. "You get to the point where you begin to run out of space to put the equipment."

Breda's answer in developing its new VLC low-floor vehicle was to take out some seated positions and place the needed componentry in the rear, similar to some of the low-floor bus concepts that locate the engine and ancillary components in a rear compartment or under a sloped floor. "There are a lot of constraints to be worked out before we see the full efficiency of a 100 percent low-floor car" applied to the North American experience on as wide a scale as in Europe, Chapman says.

But these challenges notwithstanding, "they are efficient," he and others say. According to studies for low-floor buses, passenger boarding on low-floor vehicles averages one to two seconds per passenger per stop—for non-wheelchair-using passengers, let alone the lift operating time for those using wheelchairs and other mobility aids.

In addition, low-floor vehicles are popular for all types of people who need special assistance on a given journey, ranging from those with shopping carts to those pushing children in strollers to those who simply aren't as spry as they used to be. For these reasons he and others believe that these technical challenges will be solved. It's simply too expensive any more for transit systems to keep adapting civil works, or to turn passengers away without them. M

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

6/29/94
Date

Board Action Requested

Contribute \$10,000 to Minnesotans for Light Rail Transit with contingencies.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Draft resolution
2) Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date
7/1/94

July 12, 1994

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Minnesotans for Light Rail Transit is a citizen's organization dedicated to:

1. Communicating the benefits and advantages of light rail transit as a logical addition to existing modes of public transportation.
2. Building public and private support for the immediate construction of a portion of the proposed Twin Cities metropolitan area LRT systems.
3. Convince decision makers of the need to secure available funding from federal, state, local, and private entities in order to proceed with the construction of LRT in Minnesota.

WHEREAS, Anoka County Regional Railroad Authority has appropriated \$5,000 for Minnesotans for LRT in 1994 contingent upon additional funding for the organization from Ramsey and Hennepin County Regional Railroad Authorities; and

WHEREAS, Hennepin County Regional Railroad Authority is considering appropriating \$10,000 for Minnesotans for LRT in 1994 contingent upon additional funding for the organization from Anoka and Ramsey County Regional Railroad Authorities; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will commit \$10,000 to Minnesotans for Light Rail Transit for the period July 12, 1994 to July 12, 1995 contingent upon either:

- (a) Approval from the Metropolitan Light Rail Transit Joint Powers Board for funding for Minnesotans for LRT;

OR

- (b) Approval from both Hennepin and Anoka County Regional Railroad Authorities for funding for Minnesotans for LRT in 1994.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	_____	_____	_____
Diane Ahrens	_____	_____	_____
Ruby Hunt	_____	_____	_____
Hal Norgard	_____	_____	_____
Warren W. Schaber	_____	_____	_____
Brenda Thomas	_____	_____	_____
Richard Wedell	_____	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Contribution to Minnesotans for Light Rail Transit

DATE: June 28, 1994

The organization Minnesotans for Light Rail Transit is a citizen's organization dedicated to:

1. Communicating the benefits and advantages of light rail transit as a logical addition to existing modes of public transportation.
2. Building public and private support for the immediate construction of a portion of the proposed Twin Cities metropolitan area LRT systems.
3. Convince decision makers of the need to secure available funding from federal, state, local, and private entities in order to proceed with the construction of LRT in Minnesota.

Hennepin County Regional Railroad Authority is considering a resolution on July 12 to give \$10,000 to Minnesotans for LRT to further its efforts. Anoka County Regional Railroad Authority on June 28 approved a revised 1994 budget which included a \$5,000 appropriation for Minnesotans for LRT. Both actions require similar approvals of funding by all three rail authorities, Ramsey, Hennepin, and Anoka.

The resolution attached would provide \$10,000 to Minnesotans for LRT from Ramsey County Regional Railroad Authority, contingent upon (a) similar approvals from the Metro LRT Joint Powers Board for funding for Minnesotans for LRT in 1994; OR (b) similar approvals from the Hennepin and Anoka County Regional Railroad Authorities to fund Minnesotans for LRT in 1994.

KD/blk
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 6/30/94
Authorized Signature Date

Board Action Requested

Approve City of St. Paul plans for trail for Northeast Corridor right of way, subject to specified conditions.

ACTION IS REQUESTED

Request Justification

St. Paul Parks Department staff will present information on the trail plans at the Regional Railroad Authority meeting. Plans have been reviewed by Regional Railroad Authority staff and Jim Tolaas and have been discussed with city Parks Department staff.

See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

July 12, 1994

Board Date

Signature

Date

7/1/94



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, On December 17, 1992, Ramsey County Regional Railroad Authority purchased 6.4 miles of abandoned railroad right of way from Burlington Northern Railroad Company, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood; and

WHEREAS, On April 13, 1993, Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and potential future light rail transit; and

WHEREAS, The joint powers agreement provides that RCRRA shall have the right of review and approve all temporary and permanent trail construction and alignment plans prepared by the City and County, and that no construction or reconstruction of the trail shall take place until such approval is given by the Authority to the City and County; and

WHEREAS, On June 22, 1993, Ramsey County Regional Railroad Authority reviewed the "Master Plan for the Burlington Northern Regional Trail Corridor", prepared by the Parks and Recreation Departments of the City of St. Paul and Ramsey County as required by the joint powers agreement; and

WHEREAS, The City of St. Paul has provided to RCRRA a copy of its construction plan for "Burlington Northern Trailway City Project 94-P-1108," which will utilize that portion of the right of way from 7th Street to Lake Phalen, and has requested its approval; and

WHEREAS, RCRRA has reviewed the trail plan and has prepared recommendations for implementation on which the formal approval of the plan should be conditioned; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the plan, conditioned upon the following terms and their incorporation into the plan:

- (a) That all fences be established on the property line unless agreements have been reached with adjoining property owners for the use of that portion of the right of way separated by the fence;
- (b) That the plan and specifications should identify the approximate location of the Swede Hollow and Atlantic

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

Street soil borrow areas and mandate them as the contractor's source of common borrow for the project, should the material be deemed appropriate for that purpose;

- (c) That any entrance signs that may be installed on the trail, either now or in the future, reference the ownership of the corridor by RCRRRA and the possible future use of the property for joint trail and light rail transit purposes;
- (d) That the plan incorporate a gate into the fence in the location of the 3M spur track;
- (e) That the filling of the access point area near the Duluth and Case Recreation Center should not obstruct the existing box culvert or otherwise adversely affect the drainage pattern of the property;
- (f) That the City recognize that future development of light rail transit on this property may require the relocation or removal of some of the trees and other vegetation to be planted in accordance with the trail plan; and Be It Further

RESOLVED, That federal funds will be used for construction of the trail. The funding source must not preclude future development of light rail transit along Ramsey County Regional Railroad Authority right of way; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the agreement on its behalf.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Diane Ahrens	___	___	___
Ruby Hunt	___	___	___
Hal Norgard	___	___	___
Warren W. Schaber	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere
Director of Light Rail Transit Planning *KA*

SUBJECT: Ramsey County Regional Railroad Authority approval of
City of St. Paul recreational trail

DATE: June 29, 1994

On April 13, 1993, Ramsey County Regional Railroad Authority (RCRRA) approved a joint powers agreement which defined the roles and responsibilities of RCRRA, Ramsey County, and the City of St. Paul in the planning and development of the Northeast Corridor right of way for regional trail and potential future light rail transit use. This agreement provided RCRRA with the right to review and approve all temporary and permanent trail construction and alignment plans prepared by the City and County.

The City of St. Paul has provided to RCRRA its plan for construction of a recreational trail upon the Northeast Corridor right of way. This trail will extend from 7th Street to the Phalen Regional Park.

The City's plan has been reviewed by RCRRA staff, and the following recommendations have been made with respect to the content of the plan and RCRRA approval thereof:

1. **FENCING.** The City plans to install fencing in certain areas of the corridor to protect the users of the trail and satisfy the security concerns of adjoining property owners. Fenced areas will include portions of the corridor which are narrow and where future use of the property for LRT and/or trail purposes will require the full use of its entire width. Locating a fence in the general vicinity of the right of way line may infer an improper boundary and cause the loss of property rights, and may require the fence to be relocated to accommodate future development.

The City's plan also provides for fencing to be established off of the property line in four areas, as follows:

- a. Stroh's. A fence will separate trail users from the Stroh's coal delivery hopper at its power plant building. Stroh's currently uses a portion of the RCRRA right of way for access to its coal delivery facility. RCRRA has contacted Stroh's about the continued use of this property, but no agreement has yet been reached between RCRRA and Stroh's.
- b. Former Whirlpool building. A fence will be located 20 feet from the present building, and a portion of an existing fence currently on the right of way will be utilized. RCRRA has been contacted by the owners of the property, requesting the use of a portion of the right of way for an access roadway around the building. No agreement has been reached between RCRRA and the owners of the property for the use of this portion of the right of way.
- c. Chicago and Northwestern Transportation Company. A fence will be located 8 feet from the property line in the vicinity of Forest Street. This area is encumbered by an easement to C&NW.
- d. Ray Anderson and Sons. A fence will be located 30 feet from the present building to accommodate a fire access lane and parking area. Ray Anderson and Sons have requested the use of this portion of the right of way from RCRRA, but an agreement has not yet been reached.

The Northeast Corridor Management Plan requires a written agreement for all land uses.

Recommendation: Fence location should be on the property line unless agreements have been reached with adjoining property owners for the use of that portion of the right of way separated by the fence.

2. **FILL AND EARTH REMOVAL.** The City's trail design includes grade changes that will require the use of 9,875 cubic yards of fill. The Northeast Corridor right of way presently contains earthen piles that have been dumped on the property or remain from Burlington Northern's operations, and would likely provide a source of the City's required fill material. These on-site fill materials are located in the Swede Hollow area of the corridor and at the Atlantic Street intersection.
- 2

RCRRA is presently investigating the quantity and suitability of this material for use as common borrow. The City's use of this material would be of mutual benefit in that it is a convenient source for the City and would remove an obstruction from the RCRRA property.

Recommendation: The City's trail plan and specification should identify the approximate location of these borrow areas and should mandate them as the contractor's source of common borrow for the project.

3. TECHNICAL/DESIGN FEATURES.

- a. Signs. The City's plan does not include entrance signs.

Recommendation: Any entrance signs that may be installed on the trail, either now or in the future, should reference the ownership of the corridor by RCRRA and the possible future use of the property for light rail transit.

- b. 3M Rail Spur. The City's plan does not include a gate in the fence through which the present rail spur to the 3M fuel tank farm passes.

Recommendation: The City's plan should include a gate at this location.

- c. Duluth and Case access point. The City's plan calls for an access point to be constructed to connect the trail to the City's Duluth and Case Recreation Center. The construction of this access point will require the filling of a low area, which is drained by a box culvert crossing under the right of way.

Recommendation: The filling of this area should not obstruct the culvert or otherwise adversely affect the drainage pattern of this property.

- d. Tree placements. The City's plan calls for landscaping and the planting of trees along the corridor.

Recommendation: It should be recognized that future development of light rail transit on this property may require the relocation or removal of some of these plantings.

4. CONSTRUCTION TIMETABLE. The construction of the trail will require RCRRA to cancel two current lease agreements and arrange for the removal of several encroachments.

Recommendation: The City should keep RCRRRA informed of its planned timetable for construction in order that the lease terminations and encroachment removal can be made in a coordinated fashion.

5. RESTRICTIONS ON FUTURE DEVELOPMENT. Federal funds will be used for construction of the trail. The funding source must not preclude future development of light rail transit along Ramsey County Regional Railroad Authority right of way.

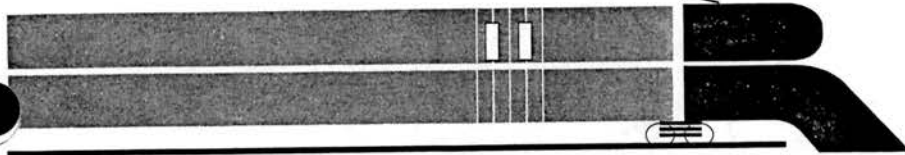
These recommendations have been discussed with staff of the St. Paul Parks and Recreation Department.

RECOMMENDATION:

Approval of St. Paul's trail plan, conditioned upon St. Paul's satisfaction of the recommendations of this memo.

KD/blk

4



Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 26, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of July 12, 1994
 2. * Approve Metro Light Rail Transit Powers Board budget and work plan for 1995
 3. * Approve budget adjustment of \$79,000 for maintenance activities for Northeast Corridor right of way
 4. * Deny request of Andrew Realty Corp. for an easement on Northeast Corridor right of way
- * Approval is requested



MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 12, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, July 12, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Ruby Hunt (left during item #3)
Commissioner Hal Norgard
Commissioner Warren Schaber (left during item #4)
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Diane Ahrens

OTHERS PRESENT: George Isaacs, Robert Clarkson, Eddie Maddox, Lisa Lee, Paul St. Martin, Dennis Probst, James E. Tolaas, John Wirka, Greg Mack, Terry Schutten, Marlen Johnson, Fran Sontag, Toni Baker, Dave Sipila, Jill Goski, Kathryn DeSpiegelaere, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:45 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of June 28, 1994.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Ruby Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of June 28, 1994, as written.

Roll Call: Ayes - 6, Nays - 0
Motion Adopted.

2. Low floor vehicle update

Chairman Finley introduced George Isaacs, a former member of the Regional Transit Board and retired electrical engineer, to give a slide presentation of low floor vehicles.

Mr. George Isaacs gave a slide presentation on various types of light rail transit vehicle boarding options and on light rail's suitability for winter climates.

Level boarding allows access directly onto a vehicle without the need to climb stairs in the vehicle to access it.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
July 12, 1994

Some cities, such as Sacramento, have a mini-high platform which allows level boarding onto a light rail vehicle at one door for disabled patrons. The mini-high platform requires the vehicle operator to leave the cab and manually extend a bridge on the vehicle to the platform for boarding. It also requires the vehicle to line up closely with the platform, which takes extra time. The remainder of the doors are accessible through low platforms and steps inside the vehicle.

San Diego has low platforms, steps inside the vehicle, and a lift on the vehicle for disabled patrons to board it. They have many maintenance difficulties with the lift.

Portland has low platforms, steps inside the vehicle, and a curbside lift, which also requires heavy maintenance.

None of these systems meet the requirements of the Americans with Disabilities Act.

Calgary has level boarding and high platform vehicles. The platform is 1 meter or 39 inches above the street and is accessed by steps and ramps.

Because the platform takes up so much space and is not aesthetically pleasing, other solutions have been sought to the vehicle boarding question.

Portland is extending its light rail system to the Westside and has ordered low-platform vehicles, the first application of this concept in the U.S. With low-platform vehicles, a portion of the vehicle is 13 inches above street level, and the two ends of the vehicle are 39 inches above street level. Steps inside the vehicle are at the ends, but access from the street is entirely at low platforms. This allows level boarding at all 8 doors and many wheelchairs can be accommodated on a single vehicle.

Although low floor vehicles have been available in Europe, they did not previously meet American standards of speed and crashworthiness. Portland's order for vehicles, each of which is 70% low floor, will meet those specifications.

Access to the low floor vehicle requires that a bridge be available between the curb and the vehicle for wheelchairs or strollers. On some vehicles, a tongue automatically is extended, with a manual override, to bridge the gap.

Mr. Isaacs showed slides of winter operation of light rail transit in Boston. Despite a heavy snowfall, the trains were running. Keeping the trains running, even during non-operating hours when there is a snowfall, ensures that snow does not pile up deeply along the tracks and that light rail transit service will keep running for those who are able to get from their homes to the station.

3. Approve City of St. Paul plans for trail for Northeast Corridor right of way, subject to specified conditions.

Ms. Kathryn DeSpiegelaere introduced John Wirka, Principal Designer, who gave a brief

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
July 12, 1994

Page 3

overview of the City of St. Paul's trail plans along the Northeast Corridor right of way.

Mr. Wirka said the plans cover the area from Payne Avenue and East 7th Street through Swede Hollow and up north to connect with Phalen Park. Mr. Wirka discussed the various existing and future connections with this new trail and their access points to the Northeast Corridor trail. He also showed drawings of the plans and indicated that the path is designed to be approximately 12 feet wide.

Chairman Finley asked how this relates to the proposed Phalen Corridor roadway?

Mr. Wirka said that most of the trail is within the area proposed for the Phalen Corridor roadway. Mr. Wirka also indicated that when light rail, roadway, and trail are combined in this area, the trail will need to be relocated and additional right of way may be needed.

Mr. Wirka said that the funding for this trail will come from Intermodal Surface Transportation Efficiency Act (ISTEA) and Metropolitan Parks and Open Space, totaling \$893,000. This amount includes construction, engineering, and inspection, but no acquisition costs.

Commissioner Brenda Thomas asked many miles of trail will there be?

Mr. Wirka said three miles.

Commissioner Warren Schaber said that he would like to clarify that no decision has been made as to where the Northeast Corridor LRT line will go. I-35 is another option, in addition to the former rail right of way.

Ms. DeSpiegelaere said that the cooperative effort with the City of St. Paul worked very well and that she is appreciative of the relationship with the City's Parks staff. Ms. DeSpiegelaere also mentioned that Jim Tolaas assisted in the review of the plans along with Dave Sipila and Jill Goski.

Commissioner Hal Norgard said that he has received many requests from Maplewood residents as to what has been accomplished from Frost to Beam Avenue along the right of way.

Mr. Greg Mack said plans have been submitted to Mn/DOT and they are awaiting an easement from Mn/DOT to cross their right of way to construct a trail. It is still being discussed as to which instrument to use to convey the property to Ramsey County. Dave MacMillan is working on it.

Chairman Finley asked Mr. Mack for a memo explaining the progress of the trail.

Ms. Jill Goski gave a summary of the trail plans that have been reviewed by RRA staff and Jim Tolaas and recommended that the plans be approved subject to specified conditions. She said the most significant items are: 1) the fencing issue and 2) fill and earth removal.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 12, 1994

Page 4

Mr. John Wirka said that the City agrees with RRA conditions and that the City is ready to move ahead with the plans.

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Dick Wedell:

WHEREAS, On December 17, 1992, Ramsey County Regional Railroad Authority purchased 6.4 miles of abandoned railroad right of way from Burlington Northern Railroad Company, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood; and

WHEREAS, On April 13, 1993, Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and potential future light rail transit; and

WHEREAS, The joint powers agreement provides that RCRRA shall have the right of review and approve all temporary and permanent trail construction and alignment plans prepared by the City and County, and that no construction or reconstruction of the trail shall take place until such approval is given by the Authority to the City and County; and

WHEREAS, On June 22, 1993, Ramsey County Regional Railroad Authority reviewed the "Master Plan for the Burlington Northern Regional Trail Corridor", prepared by the Parks and Recreation Departments of the City of St. Paul and Ramsey County as required by the joint powers agreement; and

WHEREAS, The City of St. Paul has provided to RCRRA a copy of its construction plan for "Burlington Northern Trailway City Project 94-P-1108," which will utilize that portion of the right of way from 7th Street to Lake Phalen, and has requested its approval; and

WHEREAS, RCRRA has reviewed the trail plan and has prepared recommendations for implementation on which the formal approval of the plan should be conditioned; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the plan, conditioned upon the following terms and their incorporation into the plan:

(a) That all fences be established on the property line unless agreements have been reached with adjoining property owners for the use of that portion of the right of way separated by the fence;

(b) That the plan and specifications should identify the approximate location of the Swede Hollow and Atlantic Street soil borrow areas and mandate them as the

4

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 12, 1994

Page 5

contractor's source of common borrow for the project, should the material be deemed appropriate for that purpose;

(c) That any entrance signs that may be installed on the trail, either now or in the future, reference the ownership of the corridor by RCRRA and the possible future use of the property for joint trail and light rail transit purposes;

(d) That the plan incorporate a gate into the fence in the location of the 3M spur track;

(e) That the filling of the access point area near the Duluth and Case Recreation Center should not obstruct the existing box culvert or otherwise adversely affect the drainage pattern of the property;

(f) That the City recognize that future development of light rail transit on this property may require the relocation or removal of some of the trees and other vegetation to be planted in accordance with the trail plan; and Be It Further

RESOLVED, That federal funds will be used for construction of the trail. The funding source must not preclude future development of light rail transit along Ramsey County Regional Railroad Authority right of way; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the agreement on its behalf.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

4. Contribute \$10,000 to Minnesotans for Light Rail Transit with contingencies.

Chairman Finley said that he has previously discussed the issue of funds to support Minnesotans for Light Rail Transit (MnLRT), a nonprofit organization that has helped educate people on light rail transit. Chairman Finley said MnLRT is seeking funds from Ramsey County, Anoka County, and Hennepin County. Hennepin County has already funded the organization \$60,000 in the past, and there is currently a resolution going to the Hennepin County RRA for an additional \$10,000. The Anoka County RRA has approved \$5,000 for MnLRT contingent upon Ramsey and Hennepin County Regional Railroad Authorities approval of funding.

Chairman Finley introduced Eddie Maddox, 911 Minnehaha, St. Paul, who has concerns about funding MnLRT.

Mr. Maddox presented several questions/comments to the Board regarding this issue: 1) Was an RFP bid process followed on this proposal? 2) Is this expense a duplication of effort since the Metropolitan Educational Transit Committee is already including LRT in their public education program; 3) What policies and practices are

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 12, 1994

Page 6

in place for government agencies in this area? Is this money available to other organizations? 4) If this is approved, can other citizens apply and receive funding as did MnLRT? 5) Would the University of Minnesota be eligible for funding? 6) If this is approved and since it is taxpayer money, do the citizens have any rights as to what they should be learning from this organization? 7) What about the policies and standards in the Truth in Lending Laws?

Chairman Finley said that Ramsey County has many contracts funding other organizations, especially in social service areas. Chairman Finley also said that in most cases, an RFP is prepared and sent out. He said that this is a different situation and felt that since Hennepin County RRA had made contributions, so should Ramsey County RRA.

Commissioner Thomas asked for an explanation of how funding would be used; if there was any information on the activities and purpose of Minnesotans for Light Rail Transit; if the organization had a budget available for review; and whether or not MnLRT is a lobbyist organization. Commissioner Thomas said she does not support this motion.

Chairman Finley said that this motion will be laid over until further information is received from Minnesotans for Light Rail Transit.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Authorize Chair to vote in favor of Metro LRT Joint Powers Board budget and workplan.
<u>K. Walpurgis</u>	<u>7/19/94</u>	<u>ACTION IS REQUESTED</u>
Authorized Signature	Date	

Request Justification

See attached:

- 1) Proposed resolution
- 2) Workplan for Metro LRT Joint Powers Board
- 3) Budget for Metro LRT Joint Powers Board

Budgeting and Accounting <u>Mark Johnson</u> <u>7/19/94</u>		Date / Time Received By
County Attorney <u>David Markoff</u>		
Risk Manager _____		
Data Processing _____		
Previous Action taken on Request _____		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

July 26, 1994

Bette Kuryak

7/21/94

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes, participates as a member of the Metropolitan Light Rail Transit Joint Powers Board; and

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board will adopt a 1995 budget and work plan on August 10, 1994; and

WHEREAS, A copy of the proposed budget and workplan are attached; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to vote in favor of the proposed work plan and budget, which includes a Ramsey County Regional Railroad Authority contribution of \$22,820, at the Metro Light Rail Transit Joint Powers Board meeting.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	—	—	—
Diane Ahrens	—	—	—
Ruby Hunt	—	—	—
Hal Norgard	—	—	—
Warren W. Schaber	—	—	—
Brenda Thomas	—	—	—
Richard Wedell	—	—	—

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Revised
July 18, 1994

*Metropolitan LRT Joint Powers Board
1994 and 1995 Budget Information*

		<u>1994 Budget</u>	<u>1994 Anticipated Expenditures</u>	<u>Anticipated Carryover</u>	<u>Proposed 1995 Budget</u>
1.	Printing, Postage, Reproduction and Miscellaneous Expenses	\$ 5,000.00	\$ 5,000.00	\$.00	\$ 5,000.00
2.	Consulting Services				
	a. Administration/Policy Analysis	50,000.00	35,000.00	15,000.00	31,500.00
	b. Legislative Representative	10,000.00	.00	10,000.00	0.00
	c. Engineering	20,000.00	5,000.00	15,000.00	10,000.00
3.	Public Information	25,000.00	25,000.00	.00	75,000.00
4.	Contingency Fund	<u>5,500.00</u>	<u>5,500.00</u>	<u>0.00</u>	<u>0.00</u>
		\$115,500.00	\$75,500.00	\$40,000.00	\$121,500.00

	<u>1994 Contribution</u>	<u>Proposed 1995 Contribution</u>	<u>1995 Contributions if Anticipated Carryover is Available</u>	<u>Percentage of Total Contribution</u>
ACRRA	\$ 20,790	\$ 22,842.00	\$ 15,485	19
CCRRA	2,633	2,794.00	1,630	2
DCRRA	13,860	15,309.00	10,595	13
HCRRA	30,030	34,141.50	22,820	28
RCRRA	30,030	34,141.50	22,820	28
SCRRA	3,188	3,524.00	2,445	3
WCRRA	<u>8,039</u>	<u>9,748.00</u>	<u>5,705</u>	7
	\$108,570	\$121,500.00	\$ 81,500	
	\$ 6,930 shortfall		plus \$ 40,000 carryover	
	\$ 115,500 Total 1994 Budget		\$121,500 Total Proposed 1995 Budget	

Proposed 1995 Budget Explanation

Printing, Postage, Reproduction and Miscellaneous Expenses

\$ 5,000.00

This item is to pay the costs of the monthly mailings of the LRT Joint Powers Board and also includes special mailings to, for example, legislators. Miscellaneous expenses include such items as box lunches, travel and so on.

2. Consulting Services

a. Administration/Policy Analysis

\$31,500.00

This item is to cover the costs of analysis of policy issues that may arise for the LRT Joint Powers Board throughout the year. Additionally, it will cover the costs of administering or staffing the Board, including preparing agendas, minutes, correspondence, memoranda, participating in the Metro Transit Education Committee and so on. The amount assumes approximately 25 hours per month at \$105.00 per hour plus expenses and represents a reduction of \$18,500 from the 1994 Budget.

b. Engineering Costs

\$10,000.00

The governance bill provides that the LRT Joint Powers Board will review and approve the LRT system standards. This budget item provides for some engineering assistance in that effort. This amount may also be used to pay the costs of a peer review on the proposed standards. Alternatively the Board may wish to use this amount to pay the costs of visits to review systems in other areas.

3. Public Information Activities

\$75,000.00

This budget item assumes that the LRT Joint Powers Board will undertake a public relations campaign relating to LRT in 1995. It is anticipated that this amount would cover any expenses associated with the Business Partnership as well. No additional contributions to the Metro Transit Education Committee included.

TOTAL 1995 BUDGET \$121,500.00

METROPOLITAN LRT JOINT POWERS BOARD

Proposed 1995 Workplan

<u>Tasks</u>	<u>Meetings</u>
1. Corridor Management Committee Activities	On-going
■ Participation ■ Independent Discussions ■ Monitor Project Progress	
2. Systems Standards	On-going
■ Continue Review of Standards ■ Peer Review	
3. Examine Interim LRT/Transit Linkages	On-going
4. Method of Implementation	January
■ Continue to Discuss Alternatives ■ Adopt Recommendation to Corridor Management Committee and to Mn/DOT	
5. Legislative Activities	On-going
■ Monitor Session ■ Promote funding Legislation ■ Prepare for 1996 Session	
6. Adopt 1996 Budget/Workplan	June
7. Monitor Federal Funding Process	On-going
8. Community Involvement Program	On-going
■ Participate in Metro Transit Education ■ Participate in Metropolitan LRT Business Partnership ■ Manage Public Relations Campaign	
9. Comment on LRT Related Documents	On-going
10. Special Projects	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

P. H. Spiggle 7/19/94
Authorized Signature Date

Board Action Requested

Approve budget adjustment of \$79,000 for maintenance activities for Northeast Corridor right of way.

ACTION IS REQUESTED

Request Justification

See resolution and memorandum attached.

Budgeting and Accounting *Mark Johnson* 7/19/94
County Attorney *Mark Johnson*
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

July 26, 1994

Bette Kurysh
Signature

7/21/94

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, On December 17, 1992, Ramsey County Regional Railroad Authority purchased 6.4 miles of abandoned railroad right of way from Burlington Northern Railroad Company, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood; and

WHEREAS, On April 13, 1993, Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and potential future light rail transit; and

WHEREAS, Ownership of the right of way along with conditions imposed by the joint powers agreement obligates Ramsey County Regional Railroad Authority to perform maintenance activities on the property; and

WHEREAS, The completion of these maintenance activities will require an adjustment in the 1994 budget; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the following budget transfer of \$79,000:

TRANSFER FROM APPROPRIATION

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
59111	020193	County Project Management Services	\$79,000

TRANSFER TO APPROPRIATION

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
59109	040404	Improvements Other Than Buildings	\$47,000
59109	020804	Grounds Repairs	\$31,000
59109	021183	Tree Trimming and Removal	\$ 1,000

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

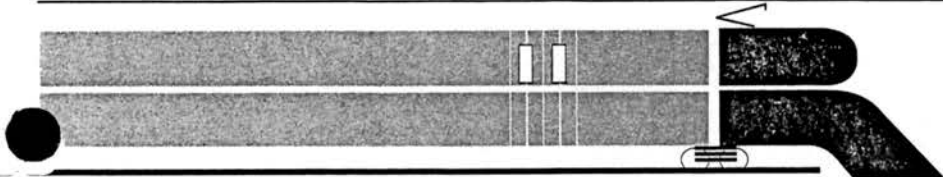
No. _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
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John T. Finley	_____	_____	_____
Diane Ahrens	_____	_____	_____
Ruby Hunt	_____	_____	_____
Hal Norgard	_____	_____	_____
Warren W. Schaber	_____	_____	_____
Brenda Thomas	_____	_____	_____
Richard Wedell	_____	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Ramsey County Regional Railroad Authority Northeast
Corridor Maintenance

DATE: July 13, 1994

On December 27, 1992, Ramsey County Regional Railroad Authority (RCRRA) purchased from Burlington Northern Railroad Company 6.5 miles of abandoned railroad right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, known as the Northeast Corridor.

In 1993, RCRRA entered into a joint powers agreement with the City of St. Paul and Ramsey County which defined the obligations of each party in the development and maintenance of the Northeast Corridor for recreational trail and joint light rail transit use.

RCRRA's status as property owner, along with conditions imposed by the joint powers agreement, obligate RCRRA to perform certain maintenance activities on the property.

Activities are necessary for 1994 which will require an adjustment in the current RCRRA Northeast Corridor budget. An explanation of these activities and the corresponding budget adjustments follow.

1. Property cleanup. RCRRA has worked with Ramsey County Public Works and Ramsey County Parks and Recreation to clean the corridor and dispose of the various debris and refuse that has been illegally dumped on the right of way. RCRRA has also installed barriers and signs at strategic access points in an attempt to discourage future dumping incidents. However, future cleanup can be anticipated during the time prior to the construction of the recreational trails on the corridor. The cost for the remaining cleanup work in 1994 is estimated not to exceed \$15,000.

2. Preble Street retaining wall. The section of the Northeast Corridor that passes through the Swede Hollow park area in St. Paul is bordered on the north and west by a steep slope rising above the right of way. When the original railroad cut through this embankment, several retaining walls were built on the right of way to support the adjoining residential properties at the top of the slope and to protect the rail facilities below. One of these walls, located at the end of Preble Street, was constructed in the late 1800's and is in need of repair. The repair of the wall has two components, as follows:
 - a. A topographic survey of the wall in its current condition will be performed by Ramsey County Public Works at a cost of \$2,000.
 - b. The wall will be repaired at a cost estimated not to exceed \$25,000.
3. Quantity of fill survey. The Swede Hollow area of the right of way presently contains earthen piles that have been dumped on the property or remain from Burlington Northern's operations. These earthen piles would likely provide a source of the required fill material for the City of St. Paul's trail project. To determine the quantity and suitability of this material for use as common borrow, a quantity of fill survey and soil testing must be performed. This will be done by Ramsey County Public Works and is estimated to cost \$6,000.
4. Atlantic Street debris pile. When Burlington Northern removed their facilities from the right of way upon abandonment, a large quantity of wood debris, old railroad ties, ballast, and dirt were bulldozed into a large pile on the right of way at its intersection with Atlantic Street in St. Paul. This pile remains on the site and must be removed by RCRRA to accommodate construction of the City's trail.

After a study of the methods available to clean up this site and dispose of the debris, the following course of action is recommended. Ramsey County Public Works would separate the wood debris from the earthen materials. The earthen materials can then be left on the site and used by the City of St. Paul as fill material for their trail construction. The wood debris would then be removed and disposed of through a process by which the wood is chipped and used as boiler fuel. The cost estimate for this work is as follows:

Separation of wood debris from earthen materials: \$6,000

Removal, disposal of wood debris: \$4,000

6. Tree removal. Three trees that are considered hazardous to users of the right of way and to neighboring property will be removed. The estimated cost of this tree removal is \$1,000.
7. Lake Phalen pedestrian tunnel. A reinforced concrete arch pedestrian tunnel crosses under the Northeast Corridor right of way southerly of Arlington Street, near Lake Phalen. The interior surfacing of this tunnel is degrading and falling off, and a large crack has developed in its westerly span, requiring repair. The cost estimate for this repair work is \$20,000.
8. Assessments. RCRRA has recently learned of certain special assessments for public improvements that are levied against the Northeast Corridor right of way, amounting to \$47,721. These assessments were to have been paid by Burlington Northern Railroad Company upon the purchase of the corridor by RCRRA. RCRRA also paid an installment of this obligation in 1993, amounting to \$4,567.58. RCRRA staff has contacted Burlington Northern regarding their obligation to pay these assessments, but have not yet received a response. This is noted for information purposes only and does not require an action or budget adjustment, although options for resolution may require further discussion at a later time.

Recommendation:

Please consider the attached resolution. Total of the budget adjustment requested is \$79,000.

KD/blk
Attachment

White & Yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acctg
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: Regional Railroad Authority ORG.# _____

The Budget Adjustment requested will require the following:				2. For Accounting Dept. Use Only
1. ☒ Transfer From Appropriation } Check Applicable ☐ Increase Estimated Revenue } Box(es)				Unencumbered Balance Before Adjustment <u>7/1/9</u>
Org. #	Account No.	Account Title	Amount	
59111	020193	County Project Management Services	\$79,000.00	<u>95,000.00</u>
TOTAL			<u>\$79,000.00</u>	
3. ☐ Transfer to Appropriation } Check Applicable ☒ Increase Appropriation } Box(es)				
Org. #	Account No.	Account Title	Amount	
59109	040404	Improvements Other Than Buildings	\$47,000.00	<u>New</u>
59109	020804	Grounds Repairs	\$31,000.00	<u>23,567.70</u>
59109	021183	Tree Trimming and Removal	\$ 1,000.00	<u>New</u>
TOTAL			<u>\$79,000.00</u>	

4. Reasons for Adjustment Request:

On December 17, 1992, RCRRA purchased 6.4 miles of abandoned railroad right of way, extending from Kellogg Blvd. in St. Paul to Beam Avenue in Maplewood. RCRRA is obligated to perform maintenance activities on the property as defined by the joint powers agreement by Ramsey County, RCRRA, and the City of St. Paul.

These maintenance activities were not anticipated in the 1994 budget, therefore, a transfer of funds from cost code center 59111, object code 020193-County Project Management Services to cost code center 59109, object codes 040404-Improvements Other Than Buildings, 020804-Grounds Repairs, and 021183-Tree Trimming and Removal, is necessary to cover the cost of maintenance activities.

Funds are available from cost code center 59111, Central Corridor Preliminary Engineering, because the project was deferred until 1995.

(Attach sheet if more space is needed)

Approval requested by: R. Lespiegelaere Date: _____
Authorized Signature

Recommended
Approved by Budget Analyst: Mark Johnson Date: 7/1/94

Recommended
Approved by Budget Director: Jim Van Heest Date: 7-20-94

Approved by Board of Co. Commissioners: _____ Date: _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Deny request of Andrew Realty Corp. for an easement on Northeast Corridor right of way.
<u>K. DeSpiegelaere</u> Authorized Signature	<u>7/19/94</u> Date
	<u>ACTION IS REQUESTED</u>

Request Justification

See attached:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere
- 3) Request from Andrew Realty Corp.

Budgeting and Accounting <u>Marla Johnson</u> <u>7/19/94</u>	Date / Time
County Attorney <u>[Signature]</u>	Received By
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
July 26, 1994	<u>Bette Kuryak</u>	<u>7/21/94</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has received a request from Andrew Realty Corp. for an easement over and across a portion of the Northeast Corridor right of way; and

WHEREAS, The requested easement would presumably be used for a two-lane access roadway around the Andrew Realty Corp. property located adjacent to and northerly of the Northeast Corridor right of way and commonly known as "Building 17"; and

WHEREAS, It appears that sufficient land is available to Andrew Realty Corp. to construct an access road in this area without the use of the Northeast Corridor right of way; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority denies the request of Andrew Realty Corp. for an easement over and across a portion of the Northeast Corridor right of way; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority is open to discussing a temporary easement for right of way when a tenant is prepared to occupy Building 17.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Diane Ahrens	___	___	___
Ruby Hunt	___	___	___
Hal Norgard	___	___	___
Warren W. Schaber	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

John T. Finley, Chairman

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Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Land use request from Andrew Realty Corp.

DATE: July 17, 1994

On June 20, 1994, Ramsey County Regional Railroad Authority (RCRRA) received a request from Andrew Realty Corp. for an easement over and across a portion of the RCRRA Northeast Corridor. A copy of the request is attached.

Andrew Realty Corp. is the owner of the Seeger Square shopping center and the former Whirlpool building located northerly and adjacent to the Northeast Corridor at Arcade Street in St. Paul. The requested easement would presumably provide for a two lane access road to be constructed around the former Whirlpool building (their "Building 17").

It is recommended that this request be denied, for the following reasons:

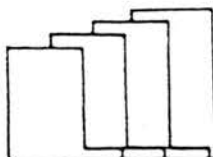
1. The land requested by Andrew Realty Corp. is located in one of the most narrow areas of the Northeast Corridor, being less than 60 feet wide in certain areas, and is further constricted by the piers of the Arcade Street bridge. Any future development of this property for light rail transit, along with trail use, would require the use of the entire width of the right of way in this area. Because of this physical limitation, the granting of any permanent rights in this area may jeopardize the future potential of this property for light rail transit and/or trail use, and therefore is not recommended.

2. For similar reasons, any temporary agreement that would allow Andrew Realty Corp. to use this property, such as a lease or a permit, must leave RCRRA the option to take the property back should it be needed for light rail transit purposes. Should this eventuality occur, RCRRA may be placed in the position of removing a roadway which is necessary for the operation of an adjoining business, in order to properly develop its own land. For this reason, this option is also not recommended.
3. The Whirlpool building is not occupied at this time.
4. An access roadway for fire protection should be feasible on the property that Andrew Realty Corp. already owns, without the use of the RCRRA right of way. A strip of land 20 feet wide is available along the edge of their Building 17 on which to construct a roadway. This roadway would require the removal of a loading dock which was previously used for rail shipping and delivery. There are other options at the building for delivery by truck. The use of the 20 foot strip would not affect the RCRRA right of way, and would be of acceptable width for fire protection services.
5. The option remains to discuss a temporary easement with Andrew Realty Corp. when a tenant is prepared to occupy the Whirlpool building.

RECOMMENDATION:

Due to the current and future risks involved with granting the use of this land, the request of Andrew Realty Corp. to use a portion of the Northeast Corridor for an access roadway be denied. This recommendation is contained in the proposed resolution.

KD/blk
Attachment



Quadrelle Realty Services

A DIVISION OF THE QUADRELLE GROUP, INC.

MANAGEMENT • LEASING • SALES • APPRAISALS • CONSULTANTS

UPS #0571 0966 816

June 20, 1994

Mr. David L. Sipila
Right of Way Specialist
Ramsey County Regional
Railroad Authority
665 Ramsey County Government Center - West
50 West Kellogg Boulevard
Saint Paul, MN 55102

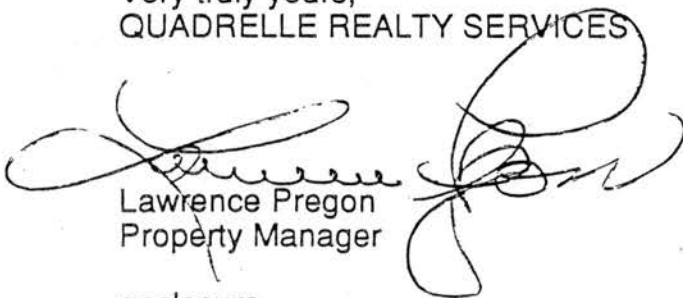
RE: Building 17 Roadway

Dear Mr. Sipila:

Pursuant to your letter of April 25, 1994 concerning an access road around Building 17, enclosed is Exhibit A, Site Plan Proposed South Expansion, prepared June 16, 1994 by Winsor Faricy Architects, Inc.

The Exhibit indicates the additional area (cross-hatched) needed to allow for a two-way access road around Building 17. Andrew Realty Corp. formally requests an easement for this area for the required access to Building 17.

Very truly yours,
QUADRELLE REALTY SERVICES


Lawrence Pregon
Property Manager

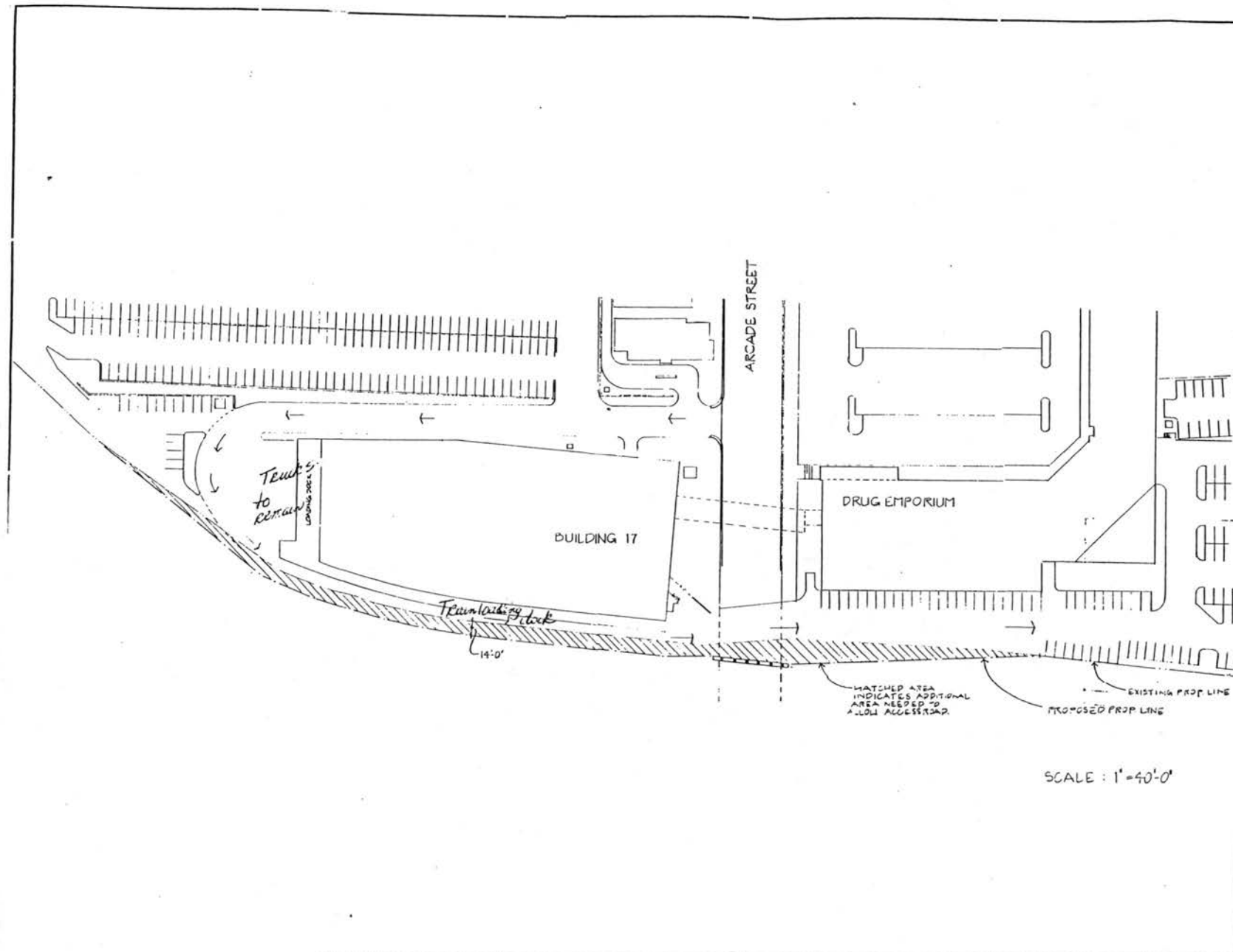
enclosure

cc: Ron Zamansky
Jim Cox
Dave Gontareck - PED



Member of
International Council
of Shopping Centers





I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Architect under the laws of the State of Minnesota.

Name	
Registration No.	Date 09/04
Project No. 9405-7401	Drawn By TET
No.	Revision
	Date

Winsor/Faricy Architects, Inc.
 Saint Paul, Minnesota 55102
 612 227 0855

SEEGER SQUARE
 SITE PLAN
 PROPOSED
 SOUTH EXPANTION

EXHIBIT - A