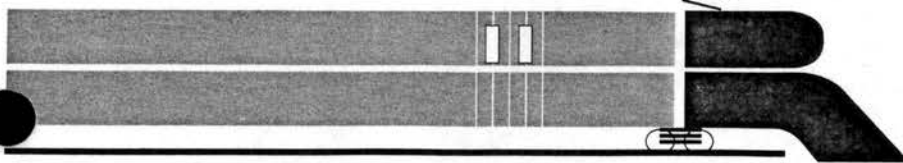




Ramsey County Regional Railroad Authority.
Records.

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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, AUGUST 9, 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 26, 1994
2. Downtown Minneapolis LRT Advisory Committee update
3. Presentation on 1990 Travel Behavior Inventory Summary Report

* Approval is requested

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 26, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, July 26, 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 (entered during item #2)
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Lawrence Pregon, Jim Cox, Rita During, Terry Schutten, Jim Van Houdt, Dave MacMillan, Karen Tero, Dave Sipila, Jill Goski, Kathryn DeSpiegelaere, and Gail Blaisdell.

Chairman Finley called the meeting to order at 10:55 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of July 12, 1994.

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Brenda Thomas.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of July 12, 1994, as written.

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

2. Approve Metro Light Rail Transit Powers Board budget and work plan for 1995.

Chairman Finley said that there is a \$40,000 roll-over from the Metro LRT Powers Board 1994 budget which will be used to supplement the budget. There has been discussion about sending out an RFP for consulting services. Ramsey County's contribution would decrease from \$30,030 in 1994 to \$22,820 in 1995.

Commissioner Brenda Thomas said she would like to see the 1994 budget explanation and questioned the amount of the consulting services. She also wanted an explanation of the expenses for the Regional LRT Business Partnership and the Metro Transit Education Committee.

Ms. Kathryn DeSpiegelaere said that the Business Partnership is an ongoing group that meets monthly. Their expenses would be quite minimal and would include mailing costs. The Joint Powers Board is considering bringing St. Louis LRT officials here, and that could be an expense in this category. The Metro Transit Education Committee is a broader-based education effort which includes, but not limited to, LRT.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
July 26, 1994

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Commissioner Thomas asked how much money was spent on public information activities in the previous year.

Ms. DeSpiegelaere said approximately \$20-25,000 was spent in 1994 on public information.

Commissioner Warren Schaber asked for clarification on whether this item has anything to do with Minnesotans for Light Rail Transit. Chairman Finley said no, it has nothing to do with that.

Commissioner Thomas asked if the Joint Powers Board (JPB) was established by the Legislature. Chairman Finley said yes and that under legislation, the JPB has specific functions to perform, including approval of all the technical aspects of light rail transit.

Commissioner Thomas asked whether funding for the JPB is wholly obtained from the participating counties. Chairman Finley said yes.

Commissioner Ahrens asked if Richardson & Richter Associates is the firm used for Administration/Policy Analysis. Chairman Finley said yes. The firm is paid an hourly rate of \$100. Commissioner Ahrens said she takes exception to doing this on an hourly basis, without a "not to exceed" amount. Chairman Finley said if the contract is renewed, it will have a "not to exceed" amount. If they do an RFP, this clause will be included.

Commissioner Thomas asked if the consultant also acts as the legislative representative. Chairman Finley said no. Ms. DeSpiegelaere said the Joint Powers Board uses their county's lobbyists for lobbying needs.

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

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.

Roll Call: Ayes - 7; Nays - 0
Motion adopted.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 26, 1994

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3. Deny request of Andrew Realty Corp. for an easement on Northeast Corridor right of way. (This item was originally scheduled as item #4)

Ms. Jill Goski introduced Mr. Larry Pregon and Mr. Jim Cox to the Board. Ms. Goski said staff is recommending this easement not be granted for several reasons, as outlined in the memo from staff. The area requested for an easement is in one of the most narrow areas of the Northeast Corridor right of way. Granting any temporary use would include the option to take the property back if it were needed for LRT. There is 20 feet from the building to the property line that could provide for a roadway to the building without an easement.

Mr. Larry Pregon, representing Andrew Realty, spoke to the committee on this request. He said that depending upon the reconstruction of the Arcade Street Bridge and how that is accomplished, the area of land that is being requested is about 15 feet from the piers to his company's property line. That piece of land is useless for the uses contemplated by the Rail Authority. It would be difficult to swing the roadway on one side of the bridge abutment and then swing it back.

Ms. DeSpiegelaere added that the City of St. Paul plans to replace the Arcade Street bridge in 1996.

Chairman Finley asked if Mr. Pregon was asking for a temporary easement.

Mr. Pregon said that there is an additional 60,000 sq. ft. of leasable space in the lower level of Seeger Square. The problem with leasing this space to potential lessees is lack of accessibility. Seeger Square needs two-way access to be able to go from the lower level up and around Building 17.

Commissioner Schaber asked how granting or not granting a temporary easement would affect Ramsey County's future plans.

Ms. DeSpiegelaere said the RRA will need this piece of property at some point for LRT and trail and possibly for a Phalen roadway.

Chairman Finley asked David MacMillan what we could do to ensure that the County gets the property back if a temporary easement were granted.

Mr. MacMillan said from a legal standpoint the county could draft a document to state that the Rail Authority will get the land back when needed. There is no legal problem, but a more sensitive situation arises from an economic and political standpoint if there are tenants who will need that space for roadway purposes.

Commissioner Wedell said granting the request would change a use of the building, and if there are tenants in the building, it will be difficult to take back an easement. There are many unknowns here.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 26, 1994

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Mr. Pregon said since September of 1985, Seeger Square has been developed in phases. Several phases have been completed -- Rainbow, Drug Emporium, Blockbuster Video, etc. Building 17 is the most difficult phase in the development of this area and with this easement it would be easier to lease space.

Chairman Finley said the request is not really clear. He, as well as the Board, is in favor of economic development, especially within this area of the city, but there needs to be a clearer picture of what plans are being made for this area. Commissioner Schaber suggested that staff contact the City of St. Paul and get information as to how the Phalen Corridor, the new Arcade Street bridge, and any other future plans for the area will affect this easement.

Commissioner Schaber said he would like to accommodate Mr. Pregon's request, but the Rail Authority needs to know what is really being proposed. He asked if they planned to warehouse the property.

Mr. Pregon said warehousing is a last resort. He envisions more sports-related endeavors -- coffee/soft drink shops, rollerblade sharpening shop, etc.

Chairman Finley suggested a meeting with St. Paul PED staff to show us how this all ties together.

Ms. DeSpiegelaere asked Mr. Pregon and Mr. Cox to provide a specific plan with dimensions specified for the easement they are requesting.

Commissioner Schaber asked for better photographs and additional material to get a better perspective of the area in question.

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

WHEREAS, Ramsey County Regional Railroad Authority has received a request from Andrew Realty Corp. for an easement on 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, Ramsey County Regional Railroad Authority staff has recommended that this request be denied at the present time, with the option of discussing the request at a time when a tenant was ready to occupy Building 17; and

WHEREAS, Ramsey County Regional Railroad Authority desires to cooperate in the economic redevelopment of the area in question, while at the same time preserving its property for future light rail transit use; and

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July 26, 1994

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WHEREAS, Information on other factors, including the timing of replacing the Arcade Street bridge, location of the future Arcade Street bridge piers, City of St. Paul redevelopment plans, and the exact property being requested by Andrew Realty Corp., has been identified as relevant to this decision; and

WHEREAS, The decision on whether to grant this request should be made with the full knowledge of all the factors involved, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority tables the request of Andrew Realty Corp. for an easement on a portion of the Northeast Corridor right of way until further information can be obtained and reviewed.

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

4. Approve budget adjustment of \$79,000 for maintenance activities for Northeast Corridor right of way. (This item was originally scheduled as item #3)

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

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

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
July 26, 1994

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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

Roll Call: Ayes - 7; Nays - 0
Motion adopted.

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

Originating Department

[Signature] 5/1/94
Authorized Signature Date

Board Action Requested

Update on Downtown Minneapolis LRT alignments

DISCUSSION ONLY

Request Justification

Commissioner Dick Wedell is a member of the Downtown Minneapolis LRT Task Force. Discussions of surface and tunnel alignments are occurring and will be further discussed at the Regional Railroad Authority meeting.

Skyway News report is attached.

Budgeting and Accounting *[Signature]* 7/28/94
County Attorney *[Signature]*
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

August 9, 1994

[Signature]
Signature

8/4/94

Board Date

Date

SAINT PAUL Skyway News

VOL. 24 NO. 29 JULY 19-25, 1994 DOWNTOWN'S COMMUNITY

new Technology Could Change LRT Plans

What a light-rail transit (LRT) system could look like in the Twin Cities is changing. The difference people would notice most, if LRT ever gets built, is in the part of the system that won't move — the stations.

The bulky platforms planners had said were needed could be avoided because of advances in LRT technology.

"Go out to Marquette and Sixth Street, in front of Norwest Center [in Minneapolis], and envision something 300 feet long, 39 feet high and however wide they would need to make it and all the structures on it they would need . . . and you have, in my mind, a huge impediment to not only vehicular traffic but pedestrian traffic," said Bob Greenberg, downtown Minneapolis property owner and Downtown Council representative on the Downtown LRT Advisory Committee.

These high platforms had been envisioned for all 20 stops along the central-corridor connection between downtown Minneapolis and downtown Saint Paul. The high platforms had been resisted by both cities, but their bulk was even less welcome on downtown Saint Paul's narrower streets.

However, LRT planners said the high platforms were needed because the only trains that could travel fast enough had raised floors. But the technological problems that existed with low-floor trains have been addressed by transit authorities in Portland, Ore., said Hennepin County's LRT director, Ken Stevens, who described those trains at the Downtown Minneapolis LRT Advisory Committee's July 13 meeting. Oregon combined high floors at the front multi-media end of its trains with low floors — that match the height of the sidewalk — in the middle, he said.

Set to begin running in Portland in five

years, the combination trains have all passengers boarding at street level, so no bulky, raised platforms are needed.

The combination trains leave "a little question mark in the middle . . . and people are saying we can work with this," Stevens said. "They clearly aid in the urban design issues where there are surface alignments."

The various agencies and authorities working on LRT are expected to make a decision about the low-floor technology this fall, said Dennis Probst, vice president at BRW Inc., the engineering consulting firm that has been helping to plan LRT. Several other cities are reportedly looking at how the low-floor technology can be incorporated into their LRT systems as well.

But the combination trains may do more than solve the problems some people have had with the prospect of hulking LRT platforms. The combination trains have also reopened for discussion decisions that were made about where LRT should best be routed.

A previous downtown Minneapolis advisory group had decided that the best place to run LRT around the center of the city was on Marquette and Second avenues. But at the end of the July 13 meeting, Probst was directed to get more information about using Third Avenue without the high platforms. Another idea that may be reconsidered without the high platforms is the proposal to run LRT two ways on one street, such as on Marquette Avenue, instead of making a loop on two streets.

Proponents of tunneling LRT under downtown Minneapolis could also see the combination trains hurting their lobbying effort. Stevens said the trains that will be used in Portland could make a surface alignment more palatable.

Towers condominium building property owner and transportation consultant Kris Ziifle disagreed. The most important arguments against a surface alignment remain, she said. Consumers are going to want LRT

to be speedy and comfortable if they are going to use it, she said, and keeping it on the surface would mean it would move as slow as a bus and leave commuters out in the cold and snow.

But support for tunneling additional LRT lines under downtown Portland has decreased since that city's initial routes have been built, said Robert Packard III, a partner at the Portland-based planning firm of Zimmer Gunsul Frasca Partnership, which has been helping plan the Twin Cities' LRT system.

Downtown Minneapolis tunnel proponents have said that if the system starts out with a surface alignment, the addition of new tracks and the congestion that would follow would require that a tunnel be built anyway.

Packard said cost was one of the major reasons support for a tunnel has waned in Portland. In Minneapolis, however, the city's limestone substrata would reportedly make tunneling more affordable. Members of the advisory committee also asked Packard questions about Portland's mild winters to point out the difficulties of comparing one city's situation with the other's.

The LRT lines through Portland have spurred economic activity in the city, Packard said. For example, Saks Fifth Avenue opened next to an LRT stop because of accessibility, he said.

LRT's benefits will be especially strong when stops are near areas that need some redevelopment, said Dick Allendorf, senior vice president at Eberhardt, a commercial real estate company, and a member of the advisory group.

However, if LRT stations stick with the high platforms, the stations could be seen as a barrier to development, Allendorf said. He said that by incorporating low-floor technology and getting rid of high platforms, LRT planners could make the system a catalyst for development activity.

— John Manning

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Presentation on 1990 Travel Behavior Inventory Summary Report
<i>[Signature]</i>	8/1/94	
Authorized Signature	Date	
		<u>DISCUSSION ONLY</u>

Request Justification

Mark Filipi of the Metropolitan Council will attend the Regional Railroad Authority meeting and will provide information on the Travel Behavior Inventory. A copy of the report is attached.

Budgeting and Accounting <i>[Signature]</i> 7/28/94		Date / Time Received By
County Attorney <i>[Signature]</i>		
Risk Manager _____		
Data Processing _____		
Previous Action taken on Request _____		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	<i>[Signature]</i>	Date
August 9, 1994	<i>[Signature]</i>	8/4/94
Board Date	Signature	Date

June 1994



Regional *Report*

1990 Travel Behavior Inventory Summary Report

Twin Cities
Metropolitan Area



Metropolitan Council

June 1994

1990 Travel Behavior Inventory Summary Report

Twin Cities Metropolitan Area



Contributing Organizations:

Metropolitan Council, Transportation Advisory Board,
Regional Transit Board, and Minnesota Department of Transportation



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1990 Travel Behavior Inventory Summary Report

Writers: Stephen Alderson, Mark Fillipi, Bill Barrett
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EXECUTIVE SUMMARY

Daily travel, the ability to get where we need be, is important to all of us. This report is about daily travel in the Twin Cities metropolitan area as revealed in a major 1990 study. "The daily rat race is picking up," proclaimed one early news report on the study. Indeed, total traffic in the region took a significant jump in the 20 years since a similar travel behavior study was last done in 1970. Population, and the number of households, jobs, workers and licensed drivers were all increasing during that time. An expanding urban region with a highly mobile populace creates a dynamic new picture of daily travel.

Consider some of these significant findings:

- The car has become "king." The number of two-car households has doubled since 1970. The preferred way to travel within the region is clearly driving alone, accounting for almost half of all trips and over 80 percent of all work-related travel.
- Today the typical area resident is making more and longer trips than 20 years ago. The average traveler now spends one and a half hours per day traveling in the region, makes 5 trips and covers 32 miles. The average distance traveled to work is 9 miles and takes 20 minutes.
- The importance of public transit to the region's residents is somewhat hidden in the overall travel statistics. Although buses moved only 2.5 percent of all trips and 5.5 percent of all work trips, bus trips were reported by 10 percent of all households, representing 1 in 20 people in the region. Within the lowest quartile of households by income, nearly one in five used transit.

Jobs, homes and travel have moved to the suburbs.

- In 1970, 54 percent of the region's households were outside Minneapolis/St. Paul; by 1990, the number was 69 percent.
- In 1970, 44 percent of the region's jobs were outside Minneapolis/St. Paul; by 1990, the number was 63 percent.

- Commuters no longer travel inward in the morning and outward at night. Instead, they commute throughout the region, with suburb-to suburb commuting outweighing suburb-to-city.

Lifestyle change has greatly influenced travel in the Twin Cities area.

- Nearly seven of every ten women over age 16 were in the work force in 1990.
- There were 600,000 more licensed drivers in 1990 than in 1970; the number of licensed women drivers now equals licensed men drivers.
- The number of people ages 65 years and older with licenses increased from 66 percent in 1970 to 84 percent in 1990.
- A majority of households now have two cars; 33 percent had two cars in 1970 and 65 percent had two cars in 1990.
- Households without cars fell to under 10 percent of all households and represented only five percent of the population, meaning 95 out of every 100 persons is in a household with a car.

The afternoon "rush hour" is not dominated by work-oriented travel. Shopping trips and other service-related travel constitute a significant proportion of late afternoon trips. This trend reflects the needs of two-worker households. Many destinations—like day-care pickups and grocery shopping—are stops on the way home from work and reflect the way that busy people cope with the time demands of contemporary society.

Societal change, plus growth and dispersal of the region's population and work force, have been accompanied by an explosion in travel in the past 20 years. The greatest change of all has occurred in vehicle-miles traveled, which best measures the demand for highway capacity. The region's population grew by 20 percent from 1970 to 1990, but daily vehicle-miles - traveled increased by 130 percent. Four factors are at work multiplying travel. The combined influence of these four factors added up to an increase in daily travel of over 32 million vehicle miles:

- Population growth added 8 million miles of daily vehicle travel.
- Higher per-capita rates of personal travel added 9 million miles of daily vehicle travel. In large part this is due to more workers going to more jobs.
- Switching from a car pool or bus to driving alone (decline in auto occupancy) added 5 million miles of daily vehicle travel.
- Longer trips caused by the spread of development added another 10 million miles of daily vehicle travel.

Traffic is a highly complex response to urban expansion, new societal norms and the need to access millions of individual destinations. Personal mobility has become paramount. The region's population is expected to increase to 2.7 million by the year 2010; nearly all of this growth is predicted for the suburbs. If increased trip distances follow the new suburban and exurban growth as in the past, it may fuel a continued explosion of vehicle-miles traveled.

INTRODUCTION

Study Purpose and Overview

The 1990 Travel Behavior Inventory (TBI) is a comprehensive travel survey of the Minneapolis-St. Paul metropolitan area and the first available since 1970. The TBI documents when, why and how Twin Cities residents and businesses use the region's highways and public transit. This data has been used to refine and update the region's computerized travel forecasting models and provides a factual basis for decisions about highway and transit improvements.

The Metropolitan Council, Minnesota Department of Transportation, Regional Transit Board and Transportation Advisory Board were the lead agencies for the TBI and principal users of the study. Collecting travel information in 1990 allowed for coordination with the demographic data base of the 1990 census.

The TBI used several coordinated surveys to gain a comprehensive overview of travel by vehicles. Travel surveys were conducted over a period of nine months, during May to December 1990. The Home Interview Survey was the centerpiece of the TBI; almost 10,000 randomly selected households kept a travel diary for one day. In addition to the Home Interview Survey, employees and visitors at 250 work places provided information on their commute to and from work; 9,000 drivers entering the metropolitan area at 30 selected locations

answered questions about their trips; and 24,000 bus riders responded to on-board surveys of their transit use.

Data was also collected at special locations—downtown Minneapolis and St. Paul, the University of Minnesota, the airport and two shopping centers. In addition to the travel surveys, the TBI recorded data on economic activity and development using an inventory of third quarter 1990 employment, and aerial photos flown in April.

Finally, the study updated travel geographic units (Traffic Assignment Zones), and associated highway and transit networks.

The final products of the TBI are the revised travel forecast models. These include models for predicting future travel by purpose, time of day, travel mode and travel route. The TBI data and forecasting procedures provide the region with federally required planning and research tools to apply to transportation problems and issues in the 1990s.

Organization of the Summary Report

As the region has grown and changed, so have the means and methods of travel. A summary of the major changes in the region is provided in Chapter 1. Regional travel behavior

has been studied since 1949. Throughout the report this historical background is used. A perspective on travel change is critical to preparing policy for the future.

Chapters 2 and 3 provide an overview of major findings regarding 1990 daily travel in the region. Drawn primarily from the findings of the Home Interview Survey, the picture of daily travel is supplemented with findings from the other travel surveys. The year 1990 is significant because it marks a point at which interstate construction was finished in the

region (with the exception of a few miles of I-394). From this decade forward we will primarily use the "in-place" transportation network. Because traffic is channeled to the main transportation arteries, 1990 travel patterns will persist and intensify.

Chapter 4 concludes with a review of the major trends revealed in the data surveys of the 1990 TBI.



Photo courtesy Regional Transit Board

1. THE REGION—1970 TO 1990

The Twin Cities metropolitan area includes the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington. In 1990, these seven counties had a total population of 2,288,721 living in 875,504 households. The number of working residents totaled 1,243,637; the unemployment rate was 4.6 percent. The Twin Cities area was sixteenth largest in 1990 population among the nation's 25 largest metropolitan statistical areas. Between 1980 and 1990, its rate of growth ranked twelfth. In 1990, the region's average household size was 2.56, compared to 2.63 nationally.

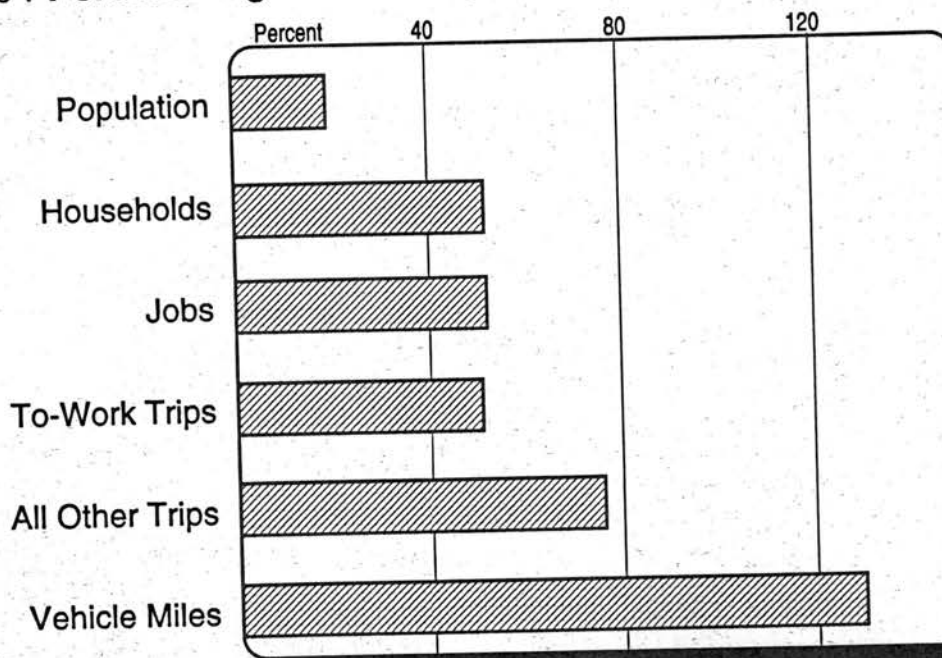
Increased personal mobility has been a hallmark of the last two decades. Region-wide daily vehicle miles of travel increased 130 percent, while population grew by only 20 percent. Three major demographic forces lie behind travel growth in the region. They are: population and household growth, the dispersal of housing and jobs outward in the region, and lifestyle changes. The Twin Cities' households and work force increased more than population. The post-war movement of households to the suburbs continued and became reinforced as job growth shifted from the central cities to the suburbs. These changes resulted in more people making more and longer trips, primarily by automobile.

Growth

The average metro resident spends one to one and one-half hours each day traveling in a vehicle of some type. Daily trips may be to work, a movie, or anything in between, be it as mundane as grocery shopping or as critical as an emergency hospital run. A trip made reflects someone following their interests or meeting their needs. Increase in travel is a barometer of economic strength, because travel takes time and money. As the region grows, so does travel, although there is not a simple one-to-one relationship with population, as is discussed in the data that follows. In the past two decades:

- The region's population grew from 1.875 million in 1970, to 2.289 million in 1990 (a 22 percent increase).
- The number of households grew from 574,000 in 1970, to 876,000 in 1990 (a 53 percent increase). However, the average household size fell from 3.3 to 2.56 during the same time period.
- The age group responsible for most of the travel—those aged 18 to 65—grew by 43 percent between 1970 and 1990.

These demographic changes were reflected in increased travel. Work travel increased in proportion to new jobs. Other travel purposes increased at even greater rates, causing a large overall increase in total trips. The greatest change of all occurred in vehicle-miles traveled,

Figure 1 **Percent Regional Change 1970 to 1990**

which best measures the demand for highway capacity. More and longer trips pushed up vehicle miles by 130 percent in 20 years. See Figure 1.

Dispersal

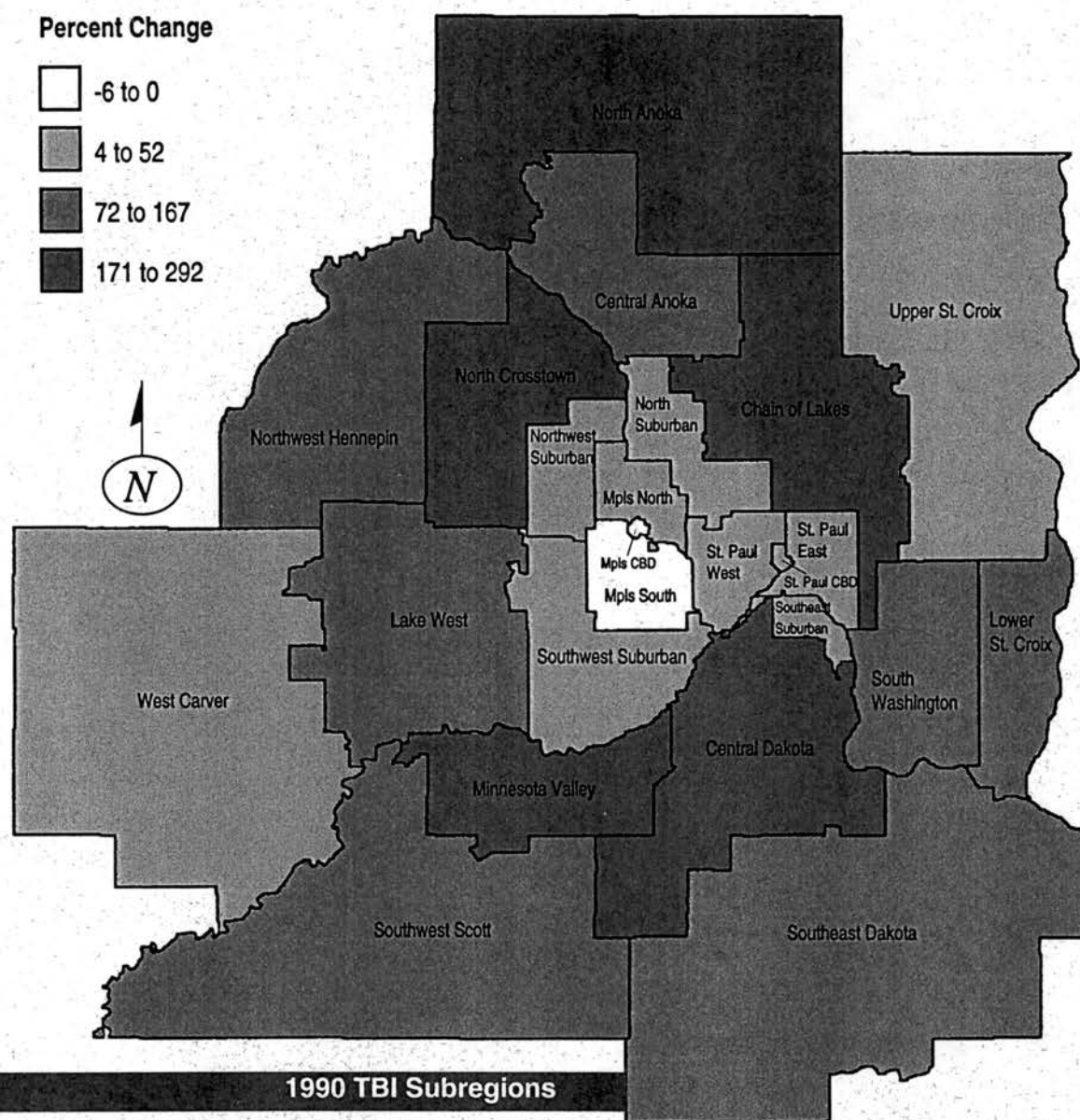
Twenty years of growth in jobs and homes has pushed the margins of development in the Twin Cities area further and further from the historical centers of St. Paul and Minneapolis. This outward reach of urban development had two effects on regional travel. The first was that most new daily travel occurs in the developed and developing suburbs. Demand for travel destined to either Minneapolis or St. Paul is just over one in four regional trips. The second effect of outward growth is the dispersing of trip origins and destinations, leading to more crosstown and circumferential

travel patterns. Even though jobs are following homes to the suburbs, the average distances between places are increasing. This is mirrored most directly in the average distance of a daily trip, which has increased by 21 percent.

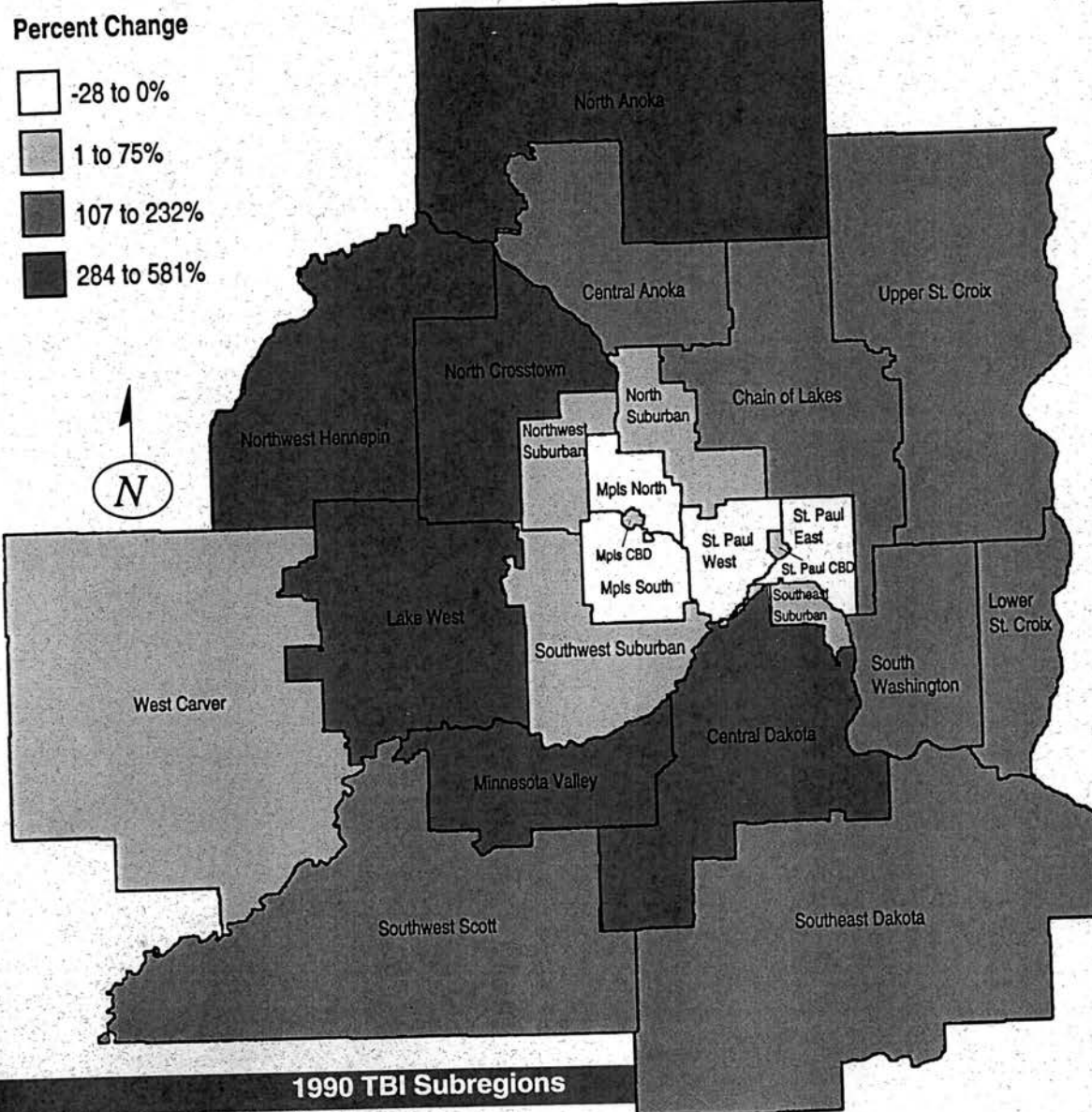
In the past two decades:

- The share of land in urban use within the region grew 35 percent. This increase occurred at the region's margins, primarily in the policy areas designated as developing suburbs.
- In 1970, 54 percent of the region's households were located outside Minneapolis and St. Paul; by 1990, 69 percent were outside the two cities. The number of households in the central cities did, however, increase by 2.2 percent—all in the city of St. Paul. See Map 1.
- The total number of jobs in the region

Map 1 Increase in Households—1970 to 1990



Map 2 Increase in Jobs—1970 to 1990



increased from 853,000 to 1,289,000; nearly all net growth occurred in the suburbs or beyond. Between 1970 and 1990, the percentage of regional jobs located outside the central cities increased from 44 to 63 percent. See Map 2.

-Each of the above influenced the spreading out of travel origins and destinations.

Lifestyle

As lifestyles change, travel behavior adapts to follow. Getting a driver's license, or a job, forming a household, and meeting the needs of household members—each of these influences travel. How important is mobility? Somewhere between 15 and 20 percent of the average household budget goes to transportation.

A number of important urban lifestyle changes in the past 20 years have impacted travel, including:

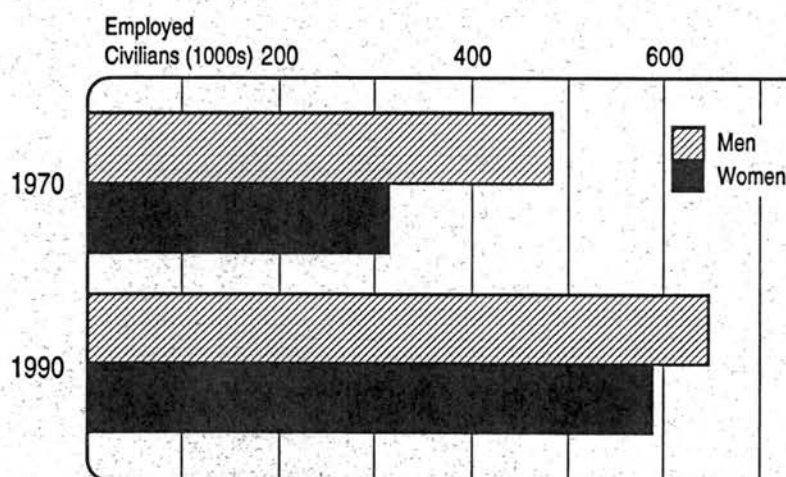
-A larger percentage of the total population is employed full or part time. In 1970, it was 40 percent. By 1990, 54 percent of the population was employed, generating both more work trips and more personal income.

-More women are in the work force. The participation rate of women in the work force jumped almost 19 percent from 1970 to 1990. By 1990, 68 percent of women aged 16 and over were in the work force. The participation rate for men stayed nearly constant at 82 percent. See Figure 2.

-The percent of families that have two or more workers grew from 38 percent in 1970 to 69 percent in 1990.

-More people in the region have driver's licenses. The total grew from 1,220,000 in 1970 to 1,814,000 in 1990. The number of women with licenses grew to the same level as licensed men drivers. This had occurred by 1985. Historically a lower proportion of women drove cars. Persons without licenses

Figure 2 **Employed Labor Force by Gender (Metro Area)**



use transit because driving is not an option for them. As more can drive they tend to make driving their choice. See Figure 3.

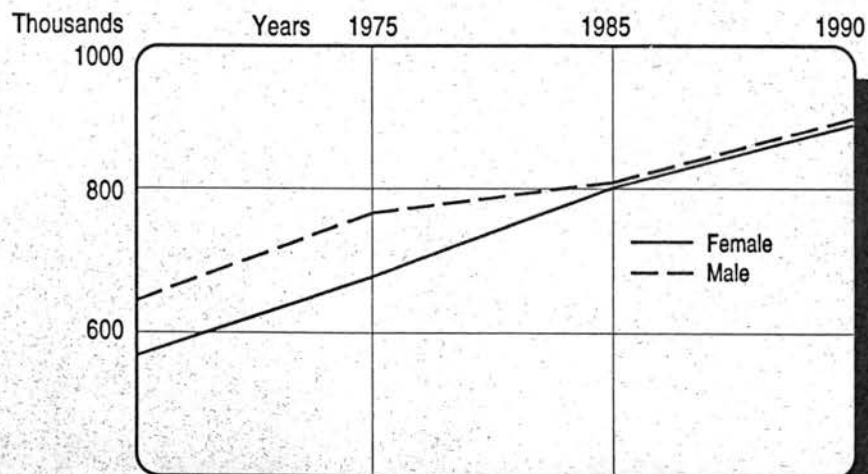
-People over age 65 are more mobile as retirement lifestyles change. In 1970, approximately 66 percent of those 65 and older had driver's licenses; in 1990, 84 percent of senior citizens had driver's licenses.

-More families have two cars. In 1970, 33 percent of all households had two or more cars. In 1990, the figure jumped to 65 percent.

These changes are reflected in the growing use of the region's highways. They have not, however, resulted in more demand for public transit service. Approximately the same number

of public transit trips were made in 1990 as in 1970. But automobiles dominate travel to an even greater degree today because so many people have shifted from car-pooling to driving alone during the last two decades. On a daily basis, drive-alone travel now accounts for almost half of all trip-making and 80 percent of home-to-work travel. This unprecedented growth in auto travel has provided unparalleled personal mobility. Unfortunately, it is also creating growing concern about energy use and the health of the environment. Further, it means that the nine percent of households without automobiles do not have equal access to travel. Households without autos make less than one-quarter the daily number of trip of households reporting that they have cars.

Figure 3 Licensed Drivers 1970-1990 (Metro Area)



2. REGIONAL TRAVEL

The Average Travel Day

The Travel Behavior Inventory (TBI) uses the home interview data to portray a typical weekday of auto, carpool and bus travel in the Twin Cities metropolitan area. The basic unit of the TBI is the "person trip." This is a journey in a vehicle as either a driver or passenger. In some cases, "vehicle trips" will be used in this report. This is a trip by a vehicle, regardless of the number of people in it. When vehicle trips are cited as the unit of measure, it will be noted. For the most part, tables in this report include only auto and public bus travel (they exclude pedestrian, bicycle and school-bus trips) because auto and public buses create the overwhelming majority of demand for highways in the region.

The seven-county metropolitan area's transportation system accommodated an average of 9,305,600 person-trips on an average weekday in 1990. Of this travel, 8,860,600 of the trips were by residents of the seven counties. Some travel by residents of the region (162,500 person-trips daily) consists of trips to and/or from places outside the seven counties. Most of the travel by residents (98 percent, or 8,698,100 daily person-trips) occurs entirely within the borders of the seven counties. This resident-generated travel produces 2,635,050 hours of personal travel time each day—about one hour per resident. These trips cover 55,350,650 miles, or an average of 24 miles per day per regional resident.¹

On a typical weekday, about 83.5 percent of all regional residents make one or more trips, each traveler devoting an average of about 15.8 minutes to a trip. During the course of the day, residents make an average of 3.87 trips. Over 93 percent of all trips are by automobile drivers and passengers. On an average day, regional residents generate:

- 6,417,500 trips as automobile drivers (72.4%);
- 1,857,100 trips as automobile passengers (21.0%);
- 225,100 trips as public transit passengers (2.5%);
- 311,800 trips as school bus passengers (3.5%); and
- 49,100 trips by other vehicles—motorcycles, taxis, etc. (0.6%)

The regional transportation system accommodates 6,711,300 vehicle trips in automobiles on an average weekday and another 320,000 estimated trips in heavy commercial vehicles including buses. Total auto trips include those by both residents and nonresidents.

¹This compares to the 1.5 hours spent and 32 miles traveled per day cited in other parts of this report. The one-hour, 24-mile average is for all regional residents; the 1.5 hour, 32-mile average is for all residents who make at least one trip in a given day.

The Twin Cities metropolitan area contains 2,968 square miles of land and water area. In this area in 1990 there were:

- 2,288,721 persons;
- 875,504 households;
- 2,103,600 persons five years or older;
- 1,243,637 employed full-or part-time; and
- 602,600 full-or part-time students.

The 875,504 households occupy a portion of 922,224 housing units (there is a vacancy rate at any one time of about five percent). Occupied housing units by type:

- 604,893 are single-family including mobile homes (69.1%);
- 38,438 are two-family (4.4%);
- 232,173 are multi-family (26.5%);
- and
- 593,959 are owner-occupied (67.9%); and
- 281,545 are renter-occupied (32.1%).

The average household:

- has 2.56 members;
- owns 1.74 autos; and
- produces 10.1 person-trips per day.

Travel has a daily rhythm and a majority of metropolitan citizens travel at one time or another during the day. The hourly movement of people to and from work, shopping, school and other destinations is a pattern that has remained relatively unchanged for decades. The home is critical to the daily cycle because most metropolitan traffic (95.2 percent) is the result of travel by the region's own residents, and most travel (about 67 percent) has one end of the trip at the home of the trip-maker.

In the course of an average weekday, the volume of travel fluctuates from only a few thousand person-trips in the early morning hours, to over 800,000 per hour during the afternoon peak travel hours. Figure 4 indicates the volume of trips by time of day.

Travel purpose varies over the day from mostly work trips in the morning hours, to mostly trips to home in the evening and night-

Figure 4 Number of Person-Trips by Time of Day

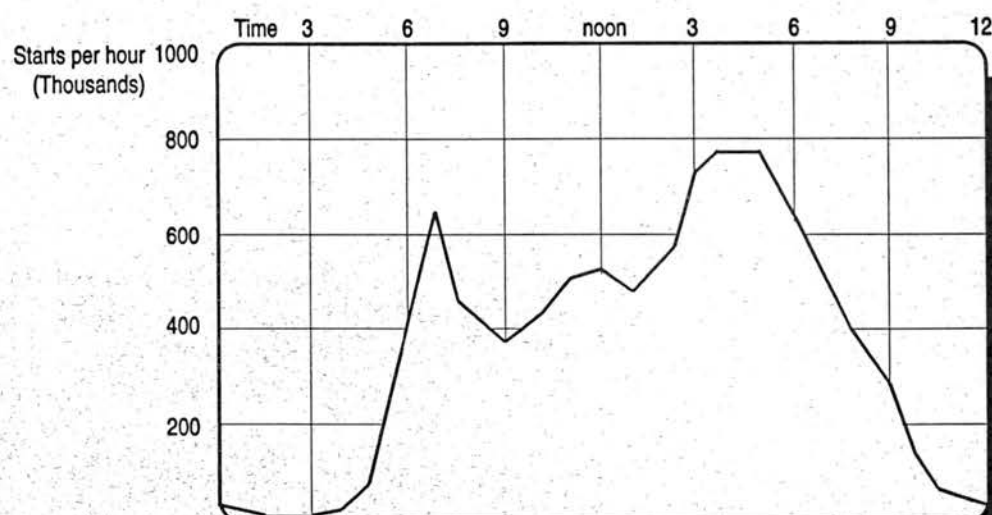
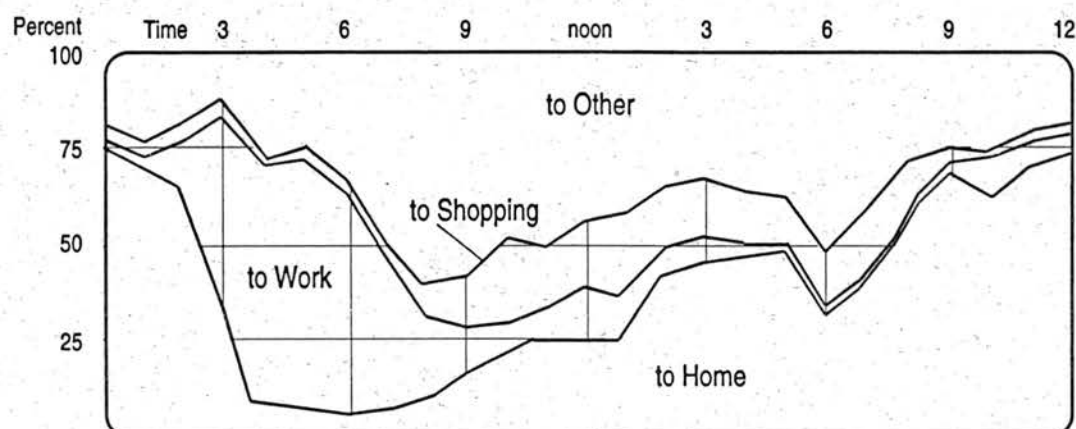


Figure 5 Purpose of Travel as Percent of Travel by Time of Day

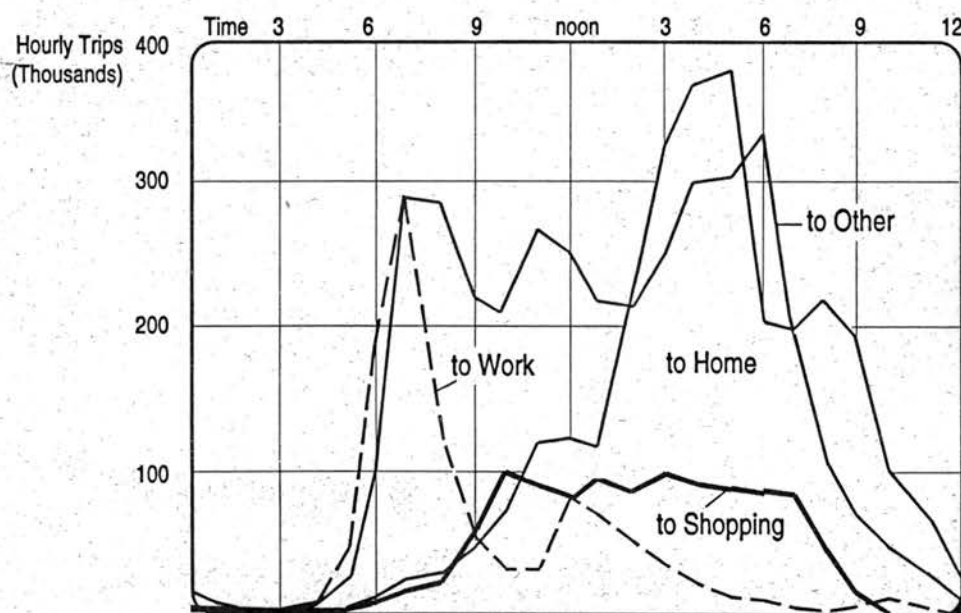


time hours (see Figure 5). Two other interesting findings emerge from the figures. First, shopping constitutes a significant proportion of trips throughout the 24-hour period. The majority of shopping trips occur between 9 a.m. to 9 p.m.; however, compared to 1970,

shopping now occurs more often in the afternoon and evening hours.

The second finding emerges from the comparison of trends indicated by the work-bound and home-bound trips.

Figure 6 Total Trips by Purpose of Travel by Time of Day



Whereas the work-bound trips primarily start in the morning hours and begin to taper off by 8 a.m., the home-bound trips exhibit a significantly different pattern. The proportion of home-bound trips begins increasing in the same time period as the work-bound trips begin to decrease. But home-bound trips continue to increase until approximately 5 p.m., when other trips become more predominant for a two-hour period. The home-bound trips then again constitute the major portion of the trip starts until 3 a.m.

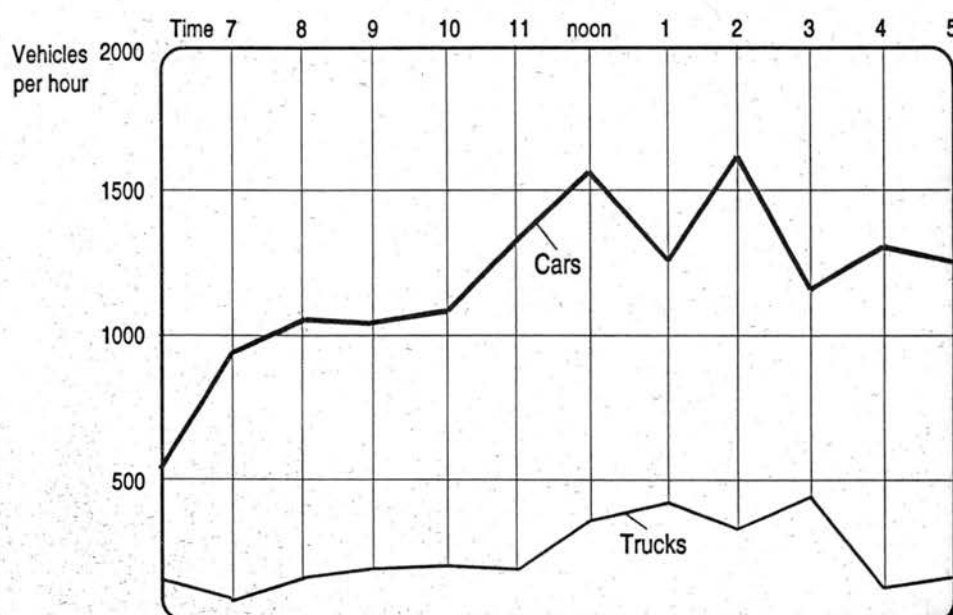
However, looking only at Figure 5, which presents the daily proportions of trip purposes, can be misleading. Figure 6 presents the same trip data, but charts the absolute number of trip starts for each purpose. This figure shows the home-bound trip starts generally decreasing after reaching a peak at 5 p.m., whereas the previous figure indicates an apparent increase in home-bound trip starts. Obviously, the

apparent surge in home-bound activity shown in Figure 5 in the evening hours is more a result of the general decrease of other trip purposes than to a significant increase in home-bound trips.

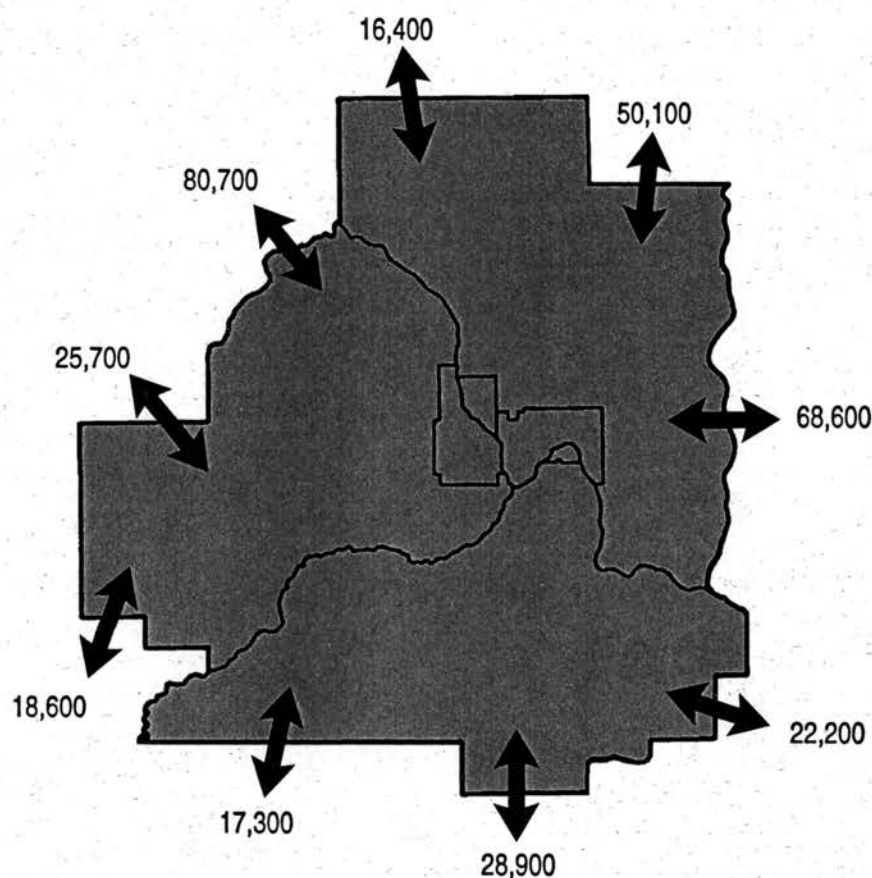
Through and External Travel

On an average weekday, 6,711,300 automobiles make trips in the seven-county metropolitan area. Of these trips, 293,800 automobiles are entering, leaving, or passing through the region. Through-travel (autos passing through the area) and external travel (traffic that has one end of the trip outside the region) have a minimal impact on regional highway travel or highway capacity need. Together, they comprise about 4.4 percent of the total travel. Alone, external traffic represents about 4.0 percent.

Figure 7 Composition of Through-Travel by Time of Day



Map 3 **Average Daily Volumes of External and Through-Travel Number of Vehicles**



The total number of vehicles involved in through-traffic on an average day is 328,500: 89 percent are automobiles and 11 percent are trucks. Travel through the region is somewhat time-dependent. Figure 7 illustrates that although through-trips occur all during the day, they reach their highest levels and peak during midday.

Through and external travel generally is not concentrated in location, as shown in Map 3. However, the influence of the interstate

highways can be observed in the counts at the region's borders. About 74,000 workers arrive daily to work in the region from places outside the seven counties. Approximately 24,000 residents depart from the region daily to work in places outside the seven counties.

Daily person trips leaving the region: 218,400. Daily person trips entering the region: 216,400. Daily person trips passing through the region: 51,400.

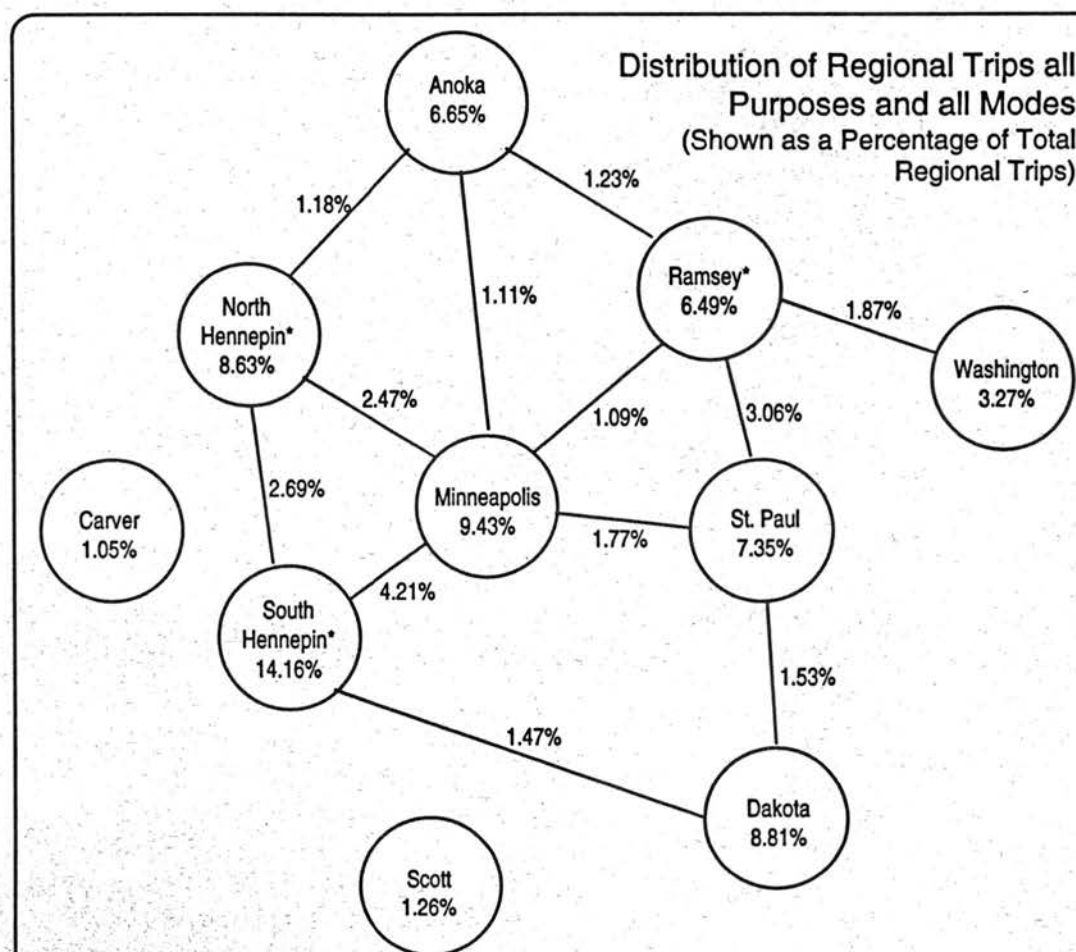
Where People Travel— Origins and Destinations

The traditional view of trip origins and destinations is “into the city in the morning and back to the suburbs in the evening.” In the Twin Cities area, trip orientation has always been influenced by the fact that there were two downtowns to go to, and that both Minne-

apolis and St. Paul were surrounded by bedroom suburbs in the immediate post-WWII period. As a result, the region has never had one central major traffic generator similar to the Chicago Loop.

This “morning in and evening out” image is out of date due to two major developments. First, destinations such as workplaces and shopping locations have built up in the suburbs

Figure 8 **Origins and Destinations of all Trips**



* Does not include Central Cities

Note: All other interchanges between counties and central cities are less than 1% of regional total trips

along with the bedrooms. Secondly, the region's interstate and other freeways form a network crossing and surrounding the central cities and suburbs. This network facilitates trips among and between the suburbs and cities in more than just a radial fashion. Because of a low density, dispersed pattern of development surrounding the two older central cities, a dispersed pattern of travel has developed. If a picture were taken of all the trip tracks it would look like a ball of string.

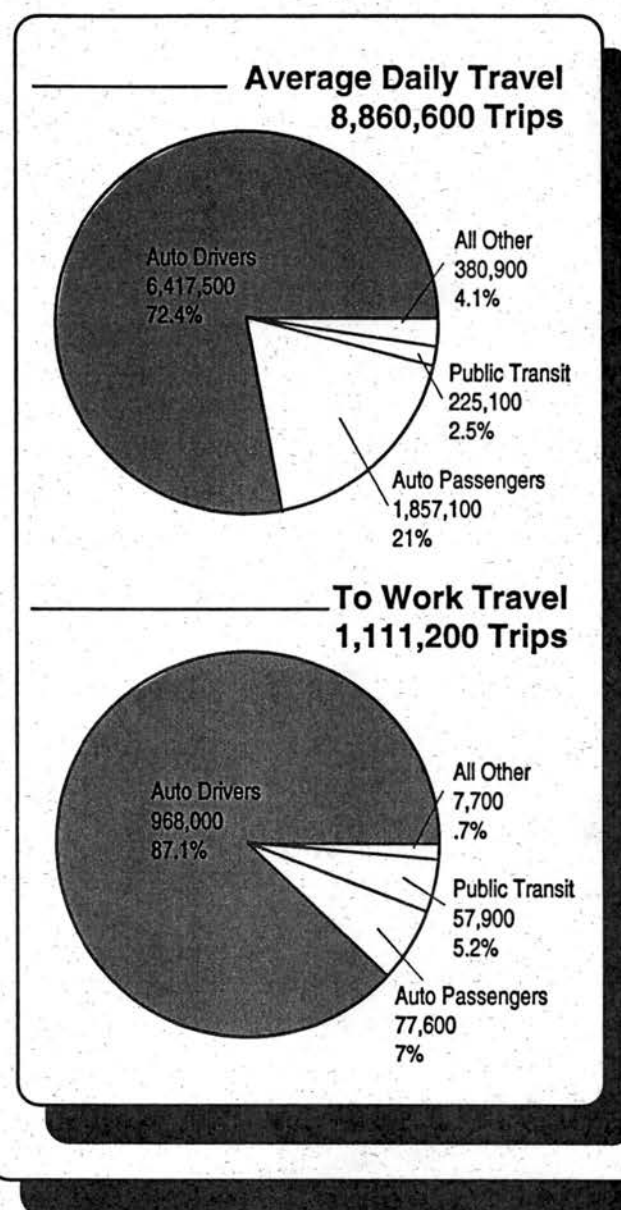
Grouping travel origins and destinations by major geographic areas (the two central cities and the counties outside the cities) shows that no one area, suburban or central city, is the focus of travel in the region. Figure 8 summarizes patterns of trip origins and destinations for movements within and between the two central cities and the counties. The numbers shown are percentages of all daily trip movements. Lines between the circles show movements from county to county or city, and figures within circles indicate the percent of daily trips that both originate and end in that area.

The south Hennepin County suburbs generate and retain just over 14 percent of all regional travel, and attract another eight to nine percent of all travel. The two central cities generate and retain about 18 percent of regional travel and attract another six to seven percent. Three out of every four trips in the region are suburban or rural. One in four trips involves the central cities.

How People Travel – Modes

In the Twin Cities there are numerous modes of travel: walking, biking, using a car, (including pickups, vans and motorcycles) and riding in a bus or school bus. Car users may drive alone or ride with another person. Depending on where people live and where they are going, they may have no choice but to use a car. Where public transit can be used the selection is related to cost, convenience, personal preference, habit and other consider-

**Figure 9 Choice of Travel Mode
All Trips and To Work Trips**



ations. Walking and biking are available to some in good weather and with short enough distances, but for the most part are not covered in this study. Figure 9 and Tables 1 and 2 summarize TBI findings regarding vehicle mode of travel.

Travel by car accounts for some 93.4 percent of all person-trips made by residents of the region. The selection of travel mode varies

Table 1 Comparative Profile -- Public Transit and Auto Travel

	Of all residents traveling in the region, those persons traveling as . . .			
	Auto Drivers	Auto Passengers	Transit Passengers	
Comprise	72.4%	21.0%	2.5%	of all regional trips
Comprise	88.0%	6.5%	5.2%	of all trips between home and work
Comprise	61.7%	12.2%	24.9%	of all trips to both CBDs
Spend	69.2%	21.8%	3.8%	of all the time spent in travel
Comprise	70.5%	18.5%	7.4%	of all trips starting in the Central Cities
Comprise	75.6%	20.4%	1.2%	of all trips starting in the Fully Developed Suburbs*
Comprise	72.4%	22.4%	0.5%	of all trips starting in the Developing Suburbs
Comprise	68.5%	23.8%	0.1%	of all trips starting in the Rural Area
Comprise	75.5%	20.3%	3.6%	of all elderly travel (over 60)
Comprise	74.0%	21.6%	3.6%	of all elderly travel (over 65)
Comprise	67.2%	26.0%	5.7%	of all elderly travel (over 75)
Comprise	70.9%	14.2%	5.5%	of all a.m. peak period trips

* For definition, see the Metropolitan Council's *Metropolitan Development and Investment Framework*

Note: This table does not show school bus mode or other modes which account for a small proportion of total trips. As a result, the percentages above do not add to 100.

according to the purpose of the travel. Fewer auto passenger trips are made to work; a higher portion of these trips are made by auto drivers. Public transit use is at its highest during peak-hour periods because transit is so closely related to work travel. Travelers also use a combination of transit and another mode during the same day. Ten percent of households, containing five percent of the region's population, reported using transit on the

average travel day. Transit also carries seven out of every 100 trips starting in the central cities.

Table 1 compares the characteristic profiles of auto drivers, auto passengers and public transit passengers. Especially significant is the role of transit in relation to the Central Business Districts (CBDs). The public-transit share of all trips to or from the CBD areas is 24.9 percent. Also, whereas public-transit comprises only

Table 2 Person-Trips by Travel Mode and Purpose

Purpose of Trip	Total Trips	% Auto Drivers	% Auto Passengers	% Public Bus	%Other
Went Home	2,942,300	71.1	21.4	2.7	4.8
Went To Work	1,111,200	87.1	7.0	5.2	.7
Work Related Business	488,600	91.5	5.9	0.9	1.7
Attended School	283,100	19.0	23.0	3.4*	54.6
Dropped off/ Picked up Others	734,500	80.3	18.9	0.02	.78
Went to Other Transportation	65,300	27.4	28.4	33.8	10.4
Shopping	1,090,300	74.7	23.3	1.8	.2
Other	2,145,300	66.9	30.0	1.5	1.6
Total	8,860,600	72.4	21.0	2.5	4.1

* Includes trips to school only by public (not school) bus.

2.5 percent of all trips, it comprises just over 5.2 percent of trips to or from work, 7.4 percent of all trips by central city residents, and 3.6 percent of trips by the elderly.

Demographics and Travel

Both age and gender differences can be seen when looking at personal rates of travel. Between 1970 and 1990 there have been noticeable changes in travel rates for both women and men. In 1970 young men made the most trips per day. In 1970 older persons

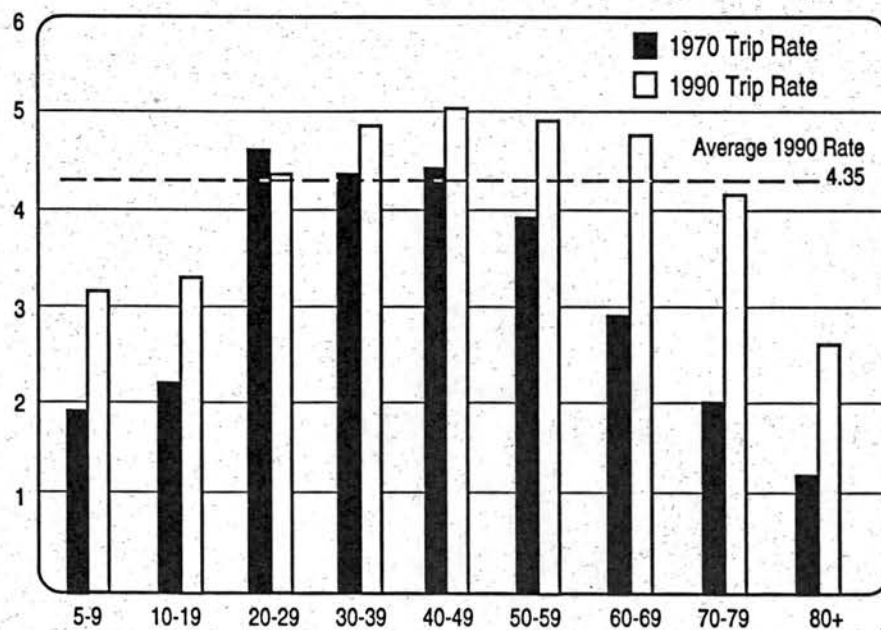
made significantly fewer trips, per capita, than younger travelers. By 1990, trip-making by older persons in the region and by women had changed significantly. Figures 10 and 11 show average daily trips for men and women by age.

By 1990 the highest rates of travel were for men in the 40- to 49-year-old age group. Overall the rate of travel across all age groups was no different for men than women (4.35 trips per traveler compared to 4.34). Trip rates for persons 70 years of age or more have doubled for both men and women. Across all ages the frequency of daily travel is up. Figures 10 and 11 clearly show the greatest

Figures 10 and 11 **Daily Travel Rates**

Travel by Age — Males

Average daily trips per person



Travel by Age — Females

Average daily trips per person

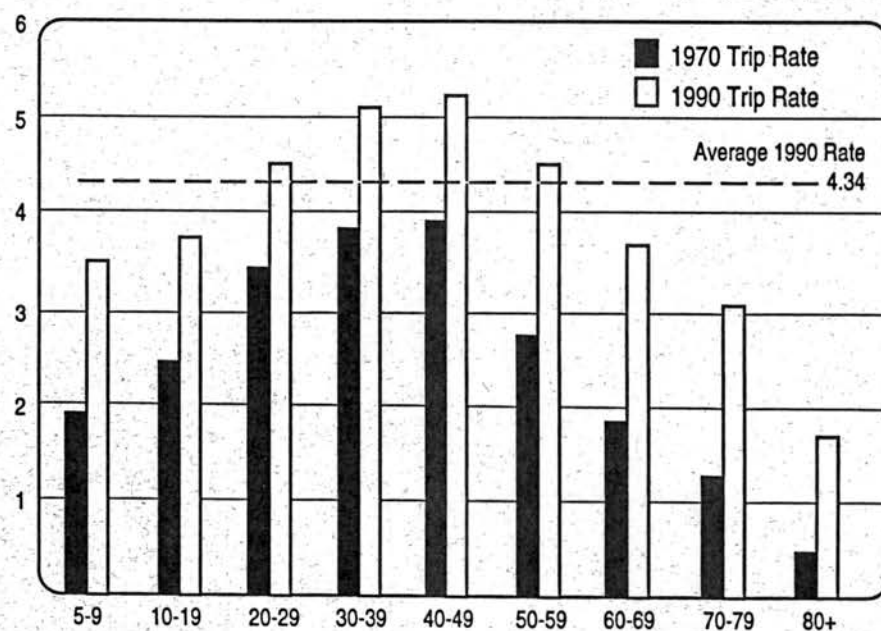
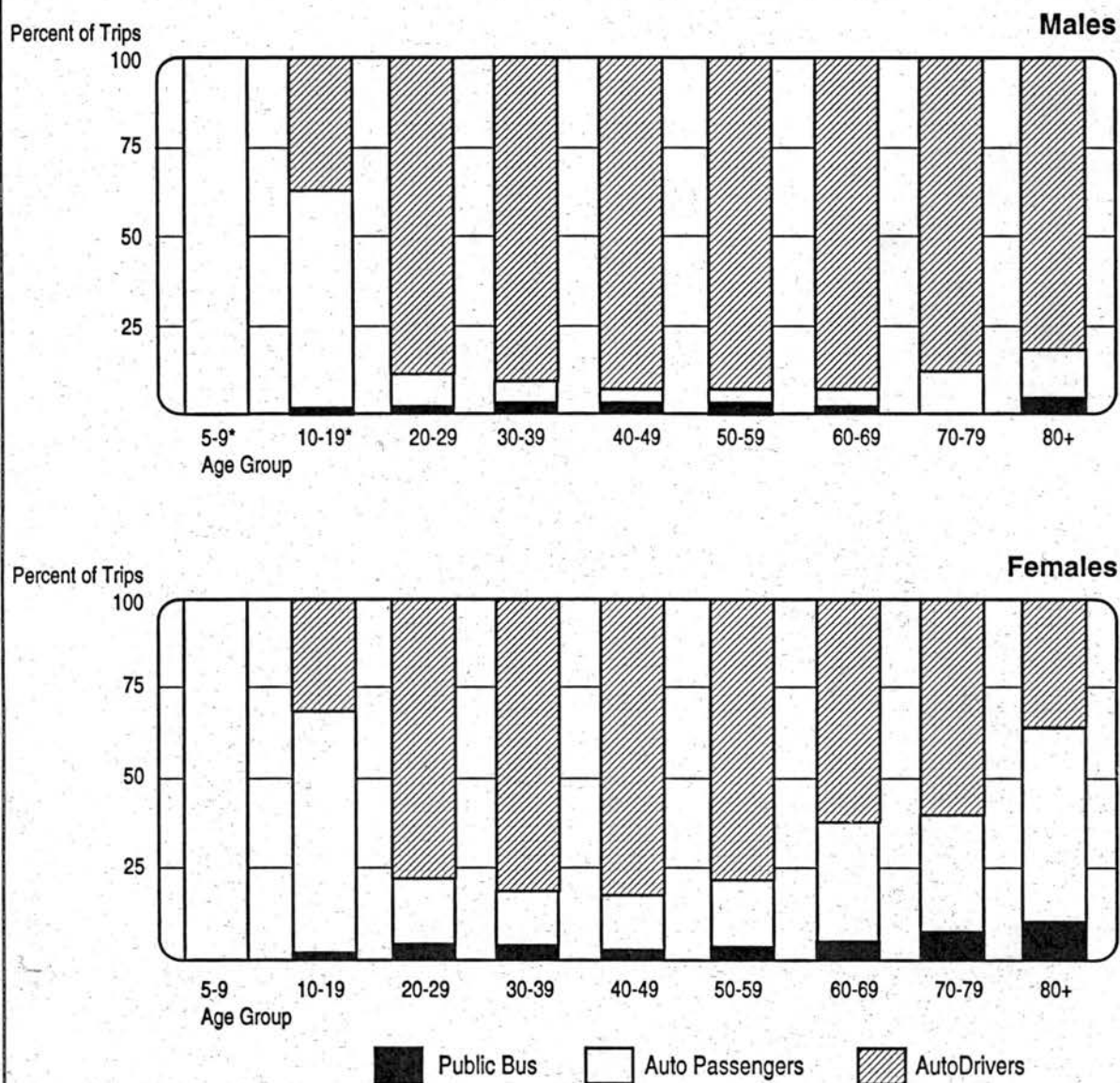


Figure 12 and 13 **Daily Travel Mode and Age**

*Does not include school bus, taxi, motorcycle, other

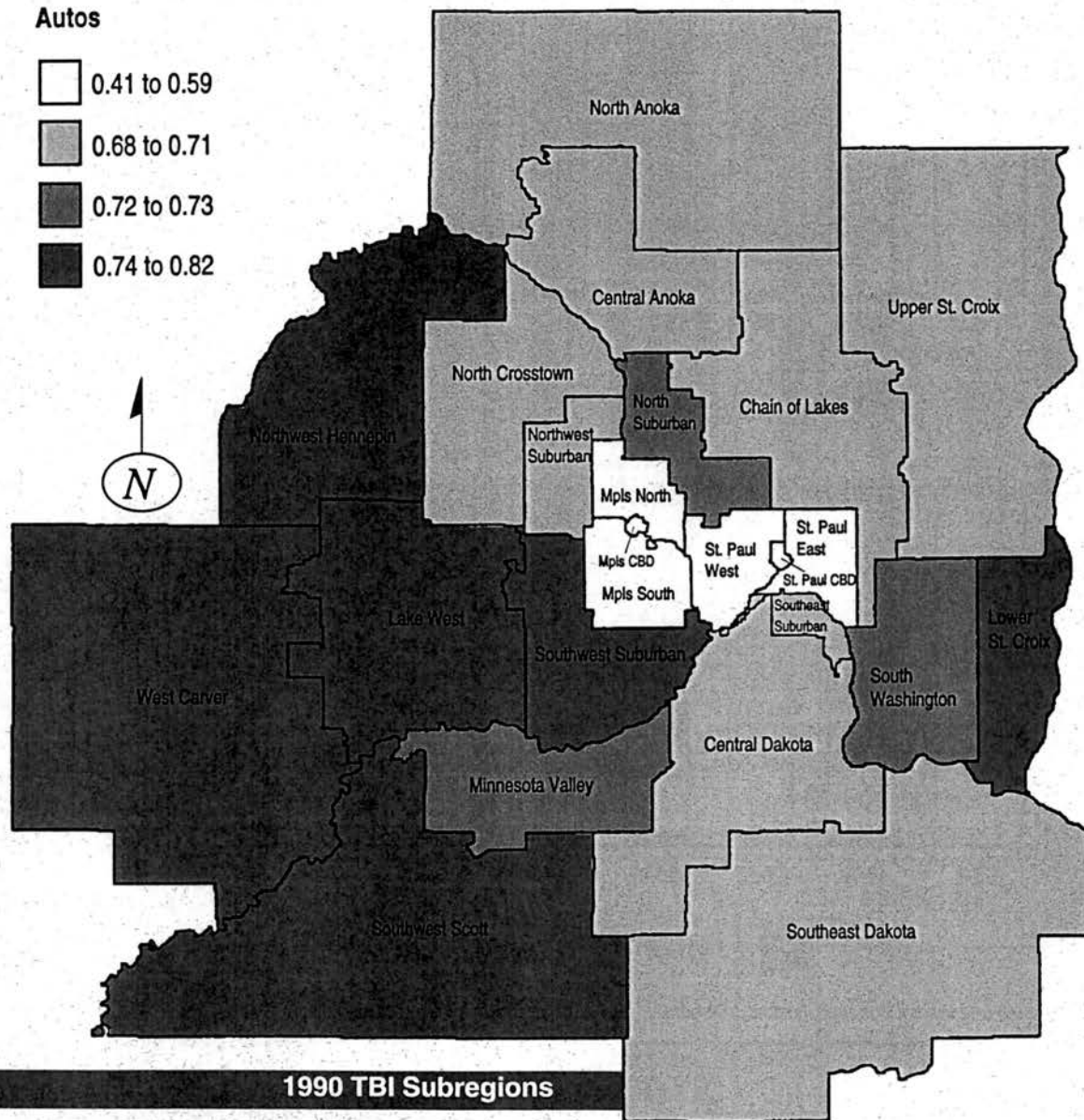
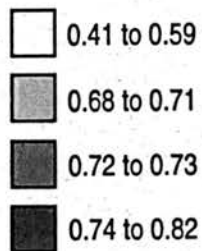
increases have been among older travelers and women.

Use of the automobile varies greatly depending on both sex and age. The two youngest age groups are primarily passengers. Beyond age 19, men are almost always auto drivers. Women were found to be passengers more frequently. Figures 12 and 13 show the mode by age and gender.

Other factors also influence the travel choice, such as the economic circumstances of the household, ability to drive a car, availability of a vehicle, travel time, and simple access to modes of transportation. Map 4 shows average auto ownership in the region aggregated to TBI subregions. The area of greatest transit use is in the central cities where autos per household are the fewest. Such households

Map 4 **Autos per Person**

Autos



make far more transit trips. (See Figures 14 and 15.)

Figure 14 shows the impact of the two-or-more-car households on daily travel. Such households account for over three-fourths of all travel. The 41 percent of households with one or no cars make less than 25 percent of all

daily person trips. Conversely, as shown in Figure 15, these households make 71 percent of all transit trips.

All travelers consider time in choosing how to make trips. Use of the car normally means a shorter trip time, unless parking and walking at one end of the trip become a factor. Transit

Figure 14 **Percent of all Person Trips by Car Ownership**

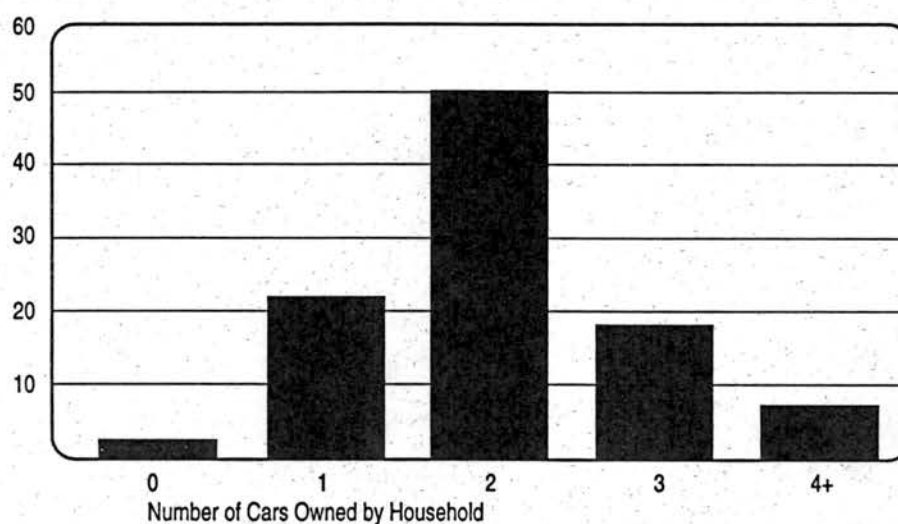
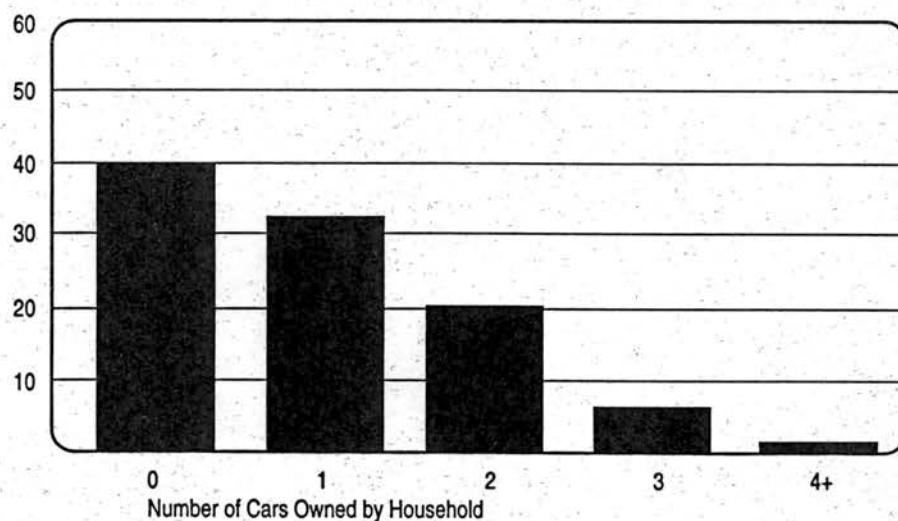


Figure 15 **Percent of Transit Trips by Car Ownership**



trips made in 1990 had trip times, on the average, of 10 to 15 minutes longer than by car. Table 3 gives regional trip times by purpose and mode.

The average time to work is 21.2 minutes. The fastest mode for home-based work trips is auto passenger. The average time of 19.2 minutes (as opposed to 20.7 minutes for drivers) probably reflects the passenger's shorter trip as they are picked up or dropped off on the way by the driver. The difference between auto driver and passenger times was more pronounced in 1970: 19.2 minutes for the driver and 16.9 minutes for the passenger. The

increasing presence of car pools within the same household may be the cause for converging travel times. Traveling to work by public transit averages 31.3 minutes, about 50 percent longer than by car. This ratio improved since 1970 when transit work trips averaged 33.6 minutes, 70 percent longer than by car.

Table 4 gives the average trip distances of the major purposes and modes. While 1990 trip times remain similar to 1970, trip distances increased. The average distance traveled to work is 9.2 miles. Travelers that use public transit average shorter trips to work.

Table 3 Regional Average Trip in Minutes

Purpose	All Modes	Auto Drivers	Auto Passengers	Public Bus
Home-based Work	21.2	20.7	19.2	31.3
Home-based Shopping	11.3	11.8	13.4	21.2
Home-based School	18.2	18.1	10.5	28.2
Home-based Other	20.0	14.6	15.1	25.9
All Purposes	15.8	15.5	14.5	25.8

Table 4 Regional Average Trip in Miles

Purpose	All Modes	Auto Drivers	Auto Passengers	Public Bus
Home-based Work	9.2	9.8	8.0	6.3
Home-based Shopping	4.2	3.7	4.7	3.8
Home-based School	4.0	8.3	3.1	3.9
Home-based Other	5.6	5.8	5.8	4.1
All Purposes	5.9	6.6	5.4	5.2

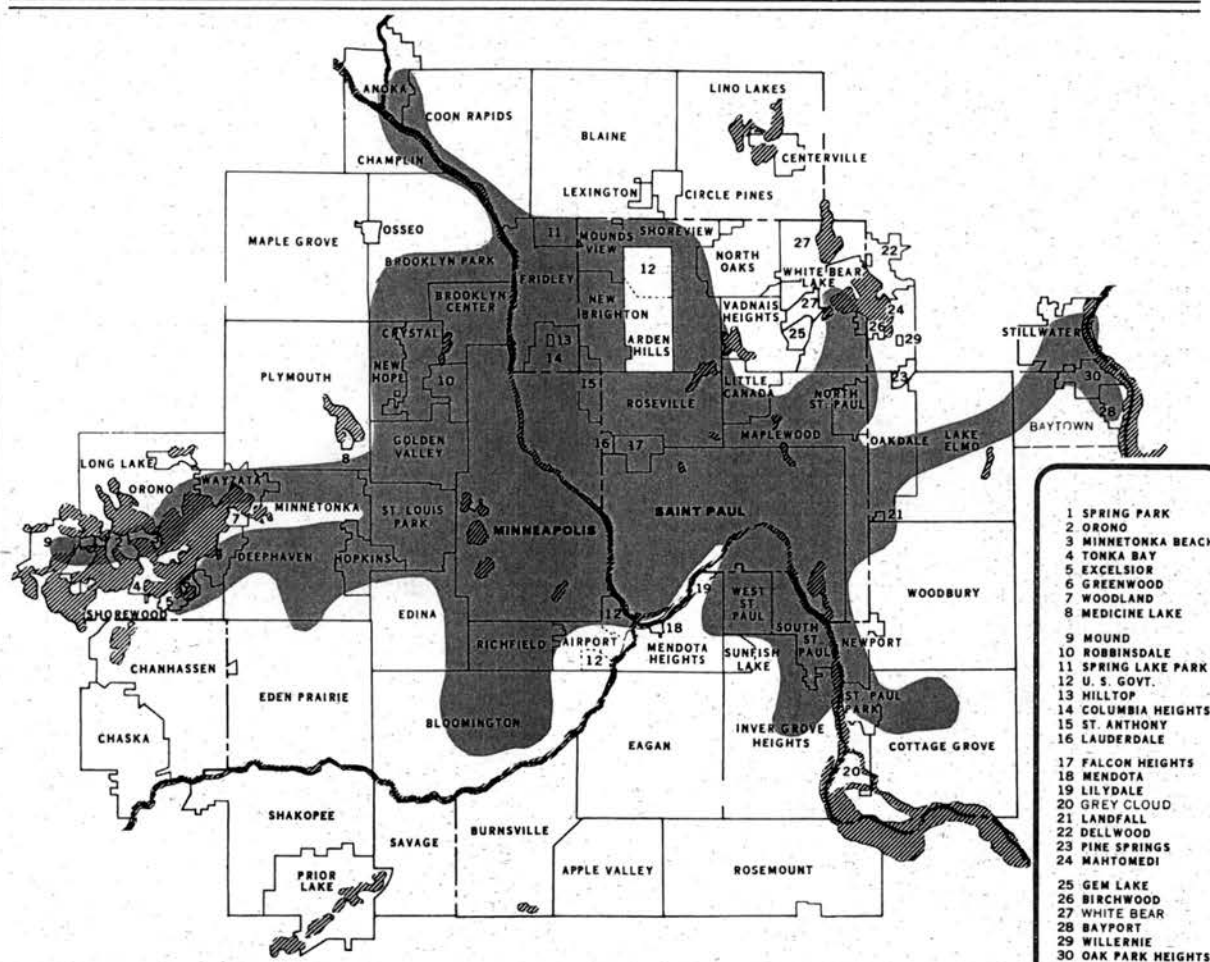
The Role of Transit

The region's transportation system is very oriented to privately-owned vehicles using an extensive network of roadways and highways. As outward growth from the central cities continues, suburban residents often find themselves with no other choice than the automobile to make their trips. The TBI Home Interview Survey found that only 2.5 percent of the total trips made were on public transit. Over 70 percent more trips were carried by

school buses than were carried by public transit.

Nonetheless, public transit is an important part of the region's transportation system. A significant proportion of the developed portion of the metropolitan area is served by public bus and Metro Mobility (a service for people with disabilities) transit. Residents of the region in 1990 made an average of 225,100 transit trips each weekday. Ten percent of all households reported at least one trip by bus each weekday. Map 5 illustrates the area of the region that is served by midday public transit service.

Map 5 Transit Service Coverage Weekday Midday Service



Note: This map depicts the areas that are served midday with regular-route bus service. Peak-hour express service extends the transit service area to additional outlying destinations such as Shakopee and Burnsville, but the midday service area more clearly represents the portion of the region where transit access is regular and service is frequent.

To check the home interview and supplement its small sample of transit users, independent surveys were made in 1988 and updated in 1990. The surveys were conducted on board regular-route buses. The on-board surveys validated the total number of trips reported in the home interview. These surveys, and the home interview, found that walking was the primary means of reaching the bus. Seventy-eight percent of the bus users walked to the bus and just over eighty percent then walked to their final destination after getting off the bus. Walking to the bus means that the person walked from wherever their trip actually started to the bus stop.

The primary use of the bus system was for trips between home and work. Over 59 percent of the trips were for this purpose. The remainder of the trips were generally evenly distributed among trips for shopping, school, university/college, personal business and other.

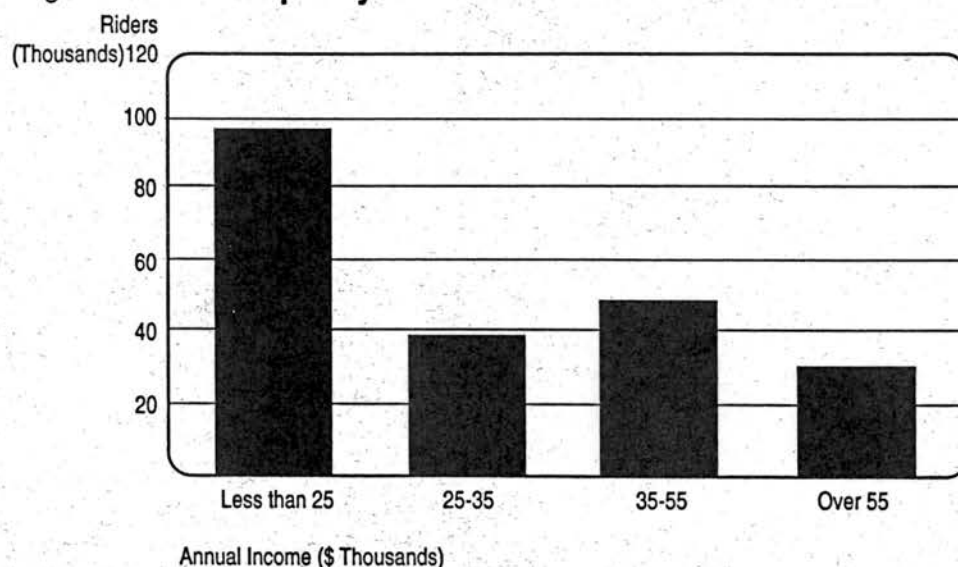
Three-quarters of bus riders ride only one bus in their trip, and almost twenty-four percent ride two (use a transfer). Bus riders are predominantly between the ages of 18 and 44, and almost two-thirds are women. Twenty-six percent of the riders are "captive," in that their

household had no vehicles available, and twenty-seven percent of riders stated that their household vehicle was not available for them to make their trip. Forty-six percent of the riders stated that a vehicle, other than the bus, was available for them to use to make the trip. Thus, on the average, bus riders were roughly split 50-50 between choice and captive.

The average transit trip length (in minutes) is the shortest it has been in years. In 1990, the average trip length was 26 minutes, compared to 28 minutes in 1958 and 33 minutes in 1970. This decrease in average trip time is due in part to the increased use of cars for longer trips. Increase in the speed of public transit has been limited to higher speed express service on the freeways, most of which was not available in 1970. Regular-route speeds have not increased appreciably. Nonetheless, on the average, bus trips are made in good time and overall average distances traveled by bus have increased, so one can conclude that transit service in 1990 appears to be superior to 1970.

Figure 16 shows the distribution of bus trips by annual household income of the trip maker. The reported average income of bus riders from the on-board survey was below regional

Figure 16 **Bus Trips by Household Income**

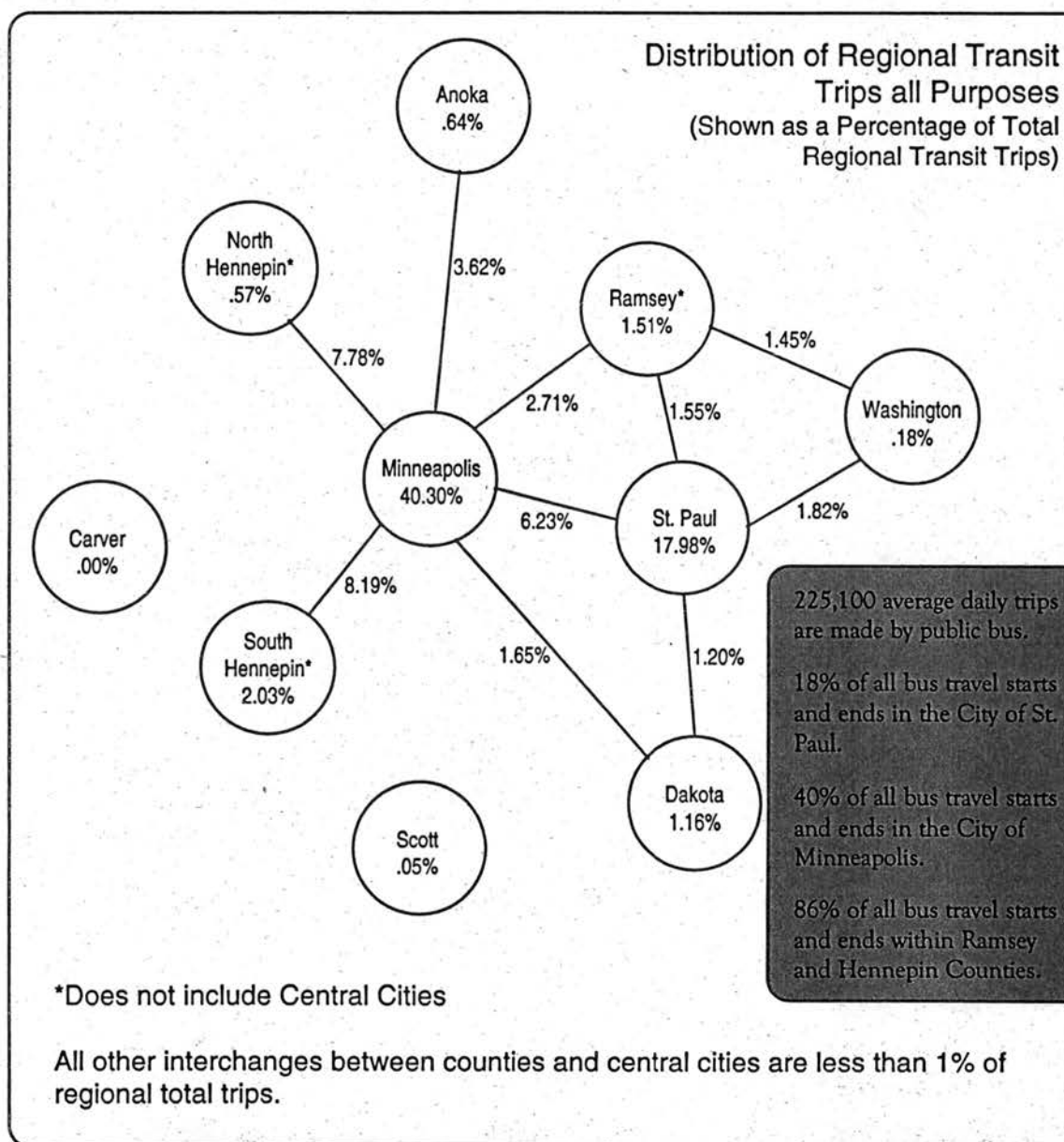


average income, and 40 percent of transit trips come from households without cars. This shows that bus riders are more often members of lower income households in comparison to other travelers in the region.

Figure 17 summarizes patterns of transit trip origins and destinations for movements within and between the two central cities and the

counties. The numbers shown are percentages of all daily transit trip movements. Lines between the circles show movements from county to county or city, and figures within circles indicate the percent of daily transit trips that both originate and end in that area. Sixty-five percent of all transit travel never leaves the central cities. Only six percent of transit trips occur in the areas entirely outside the

Figure 17 **Distribution of Regional Public Transit Trips—1990**



central cities. Of the remaining approximately 30 percent, all trips have one end in one of the central cities. As measured by average daily trip-making, transit within the suburbs is almost nonexistent. While the concentration of transit travel in the central cities corresponds to lower income levels and greater development densities, it also reflects the availability of transit service.

The Role of the Auto

Auto ownership has exploded over the last 20 years. Seven-county residents owned approximately 1,520,600 vehicles in 1990, about 1.7 per household. There are about 1.5 persons per automobile in the region. In contrast the 1970 TBI reported that there were

1.25 automobiles per household and 2.61 persons per automobile. It is clear that people have become increasingly reliant on cars for their travel. One important influence on this trend has been the increase in the number of people who are employed. With paid work people have the means to buy cars. Table 5 evaluates the relative characteristics of households and the relationship to the number of automobiles owned.

Households owning no cars tend to be either one- or two-person households, lower income and more often located in the center cities (see Map 6, Percent of Households With No Cars). As would be expected these households generate the larger share of all transit travel. Map 7 shows the distribution of autos per household by TBI subregion. With the exception of southern Dakota County, there is a

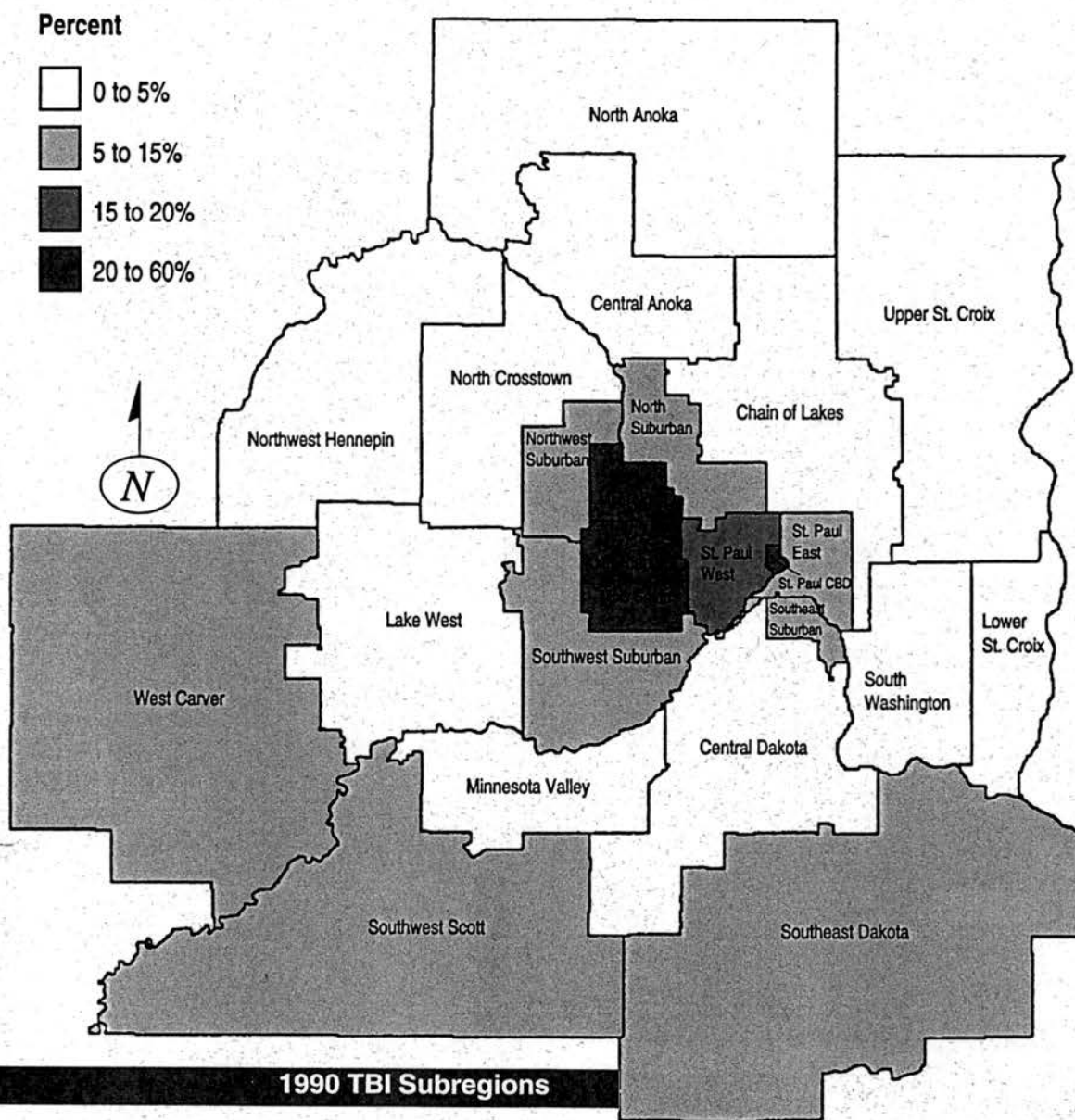
Table 5 Household Characteristics by Autos Owned

	Of all households in the region, those owning ...					
	No Cars	One Car	Two Cars	Three Cars	Four or More Cars	
Comprise	9.5%	31.9%	41.3%	12.7%	4.6%	of all households
Comprise	4.8%	22.4%	49.5%	16.8%	6.5%	of all persons
Earn	3.3%	21.9%	51.1%	17.1%	6.6%	of all earnings*
Comprise	11.7%	36.2%	37.5%	11.0%	3.6%	of central city residents**
Generate	2.2%	22.1%	50.0%	18.1%	7.6%	of all regional travel
Spend	2.8%	21.5%	49.4%	18.2%	8.1%	of all time spent in travel
Generate	40.2%	31.9%	20.1%	6.2%	1.6%	of all transit travel

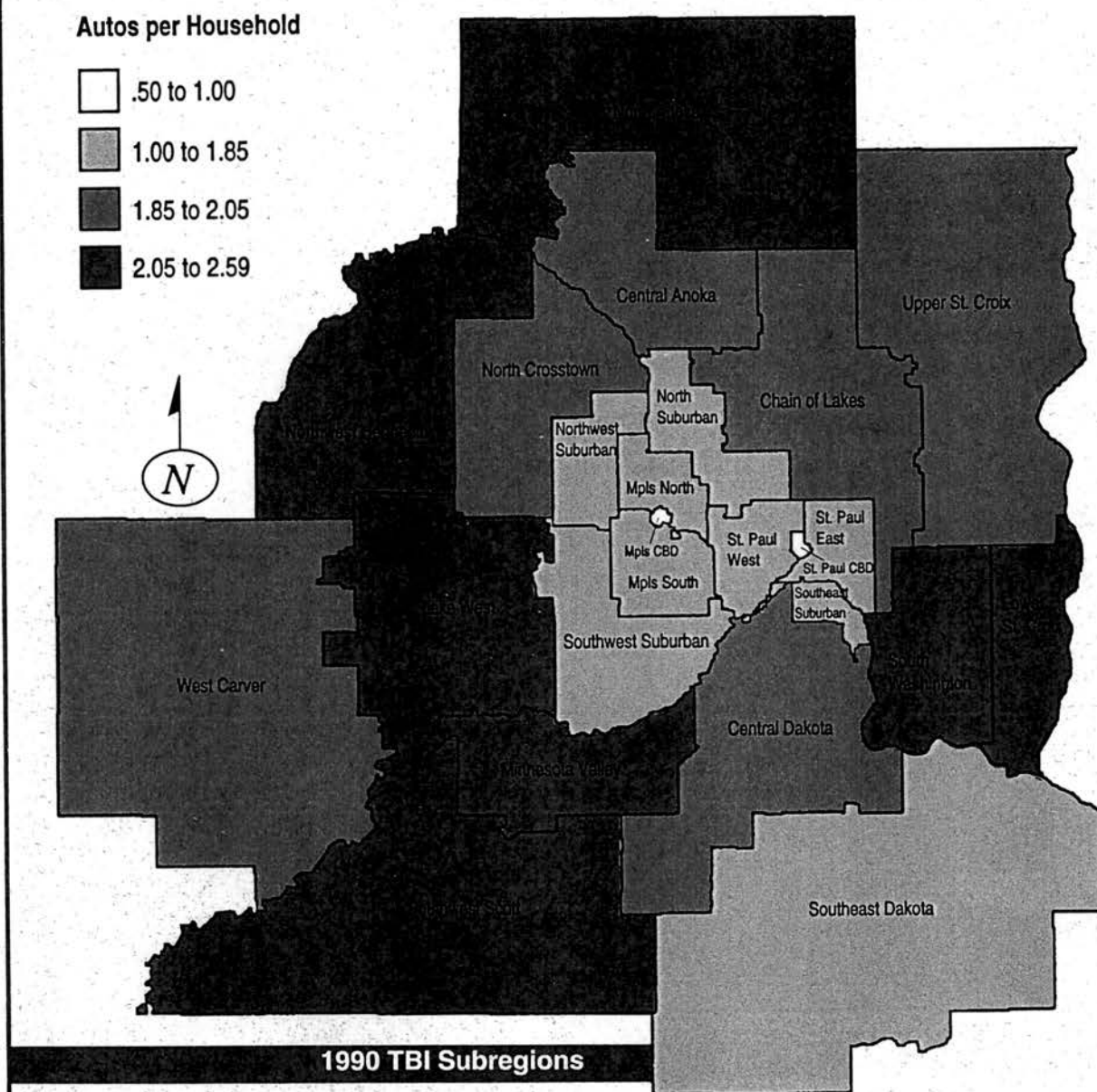
* Does not include records that did not respond to income question.

** Saint Paul and Minneapolis only.

Map 6 Percent of Households with No Car



Map 7 Autos per Household



direct correlation between more cars per household and distance outward from the center of the region. The first-ring suburbs and central cities average fewer than two cars per household, while the outer suburbs and rural areas have averages near or greater than two.

Auto ownership continues to grow in the region (see Table 6). Not only has the share of households without a car declined, but the share with two or more cars has greatly increased. As data back to 1958 shows, this is a

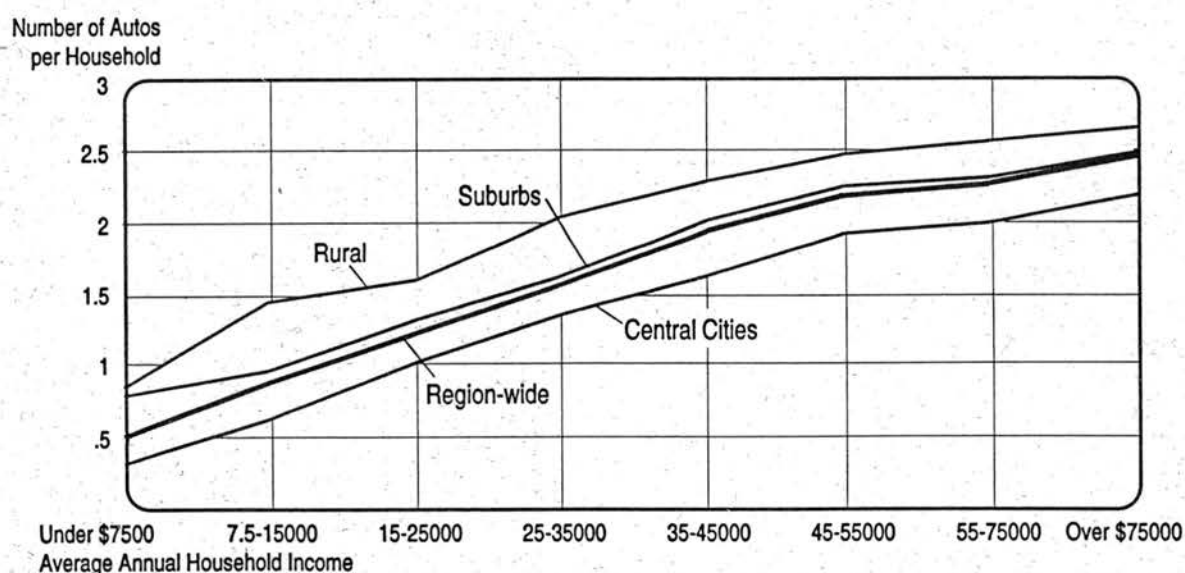
very long-term trend. But it seems to be slowing; the rate of change in all categories was much smaller in the last 10 years. Income and auto ownership are directly related; as income rises the number of automobiles available to a household increases (see Figure 18).

Income does more than influence the number of cars a household owns. It also affects the number of trips made and distance traveled per household. Households with two or more cars represent only 58 percent of households, but

Table 6 Number of Households Classified by Auto Ownership

	1958	1970	1982	1990
No Cars	69,000 (17%)	85,848 (15%)	72,222 (10%)	82,730 (9.5%)
1 Car	255,000 (63%)	298,830 (52%)	259,999 (36%)	279,640 (31.9%)
2 or More Cars	84,000 (20%)	188,902 (33%)	389,998 (54%)	513,130 (58.6%)

Figure 18 Average Number of Autos by Household Income



make over 75 percent of regional trips.

As income goes up, both the number of trips (see Figure 19) and the length of those trips increase. Although the length of the trips increases, the duration of those trips in minutes

remains generally within a narrow time band of 17 to 19 minutes, as is illustrated in Figure 20. Trip length increases by about 40 percent for higher-income households (Figure 21).

Figure 19 Trips per Household by Income

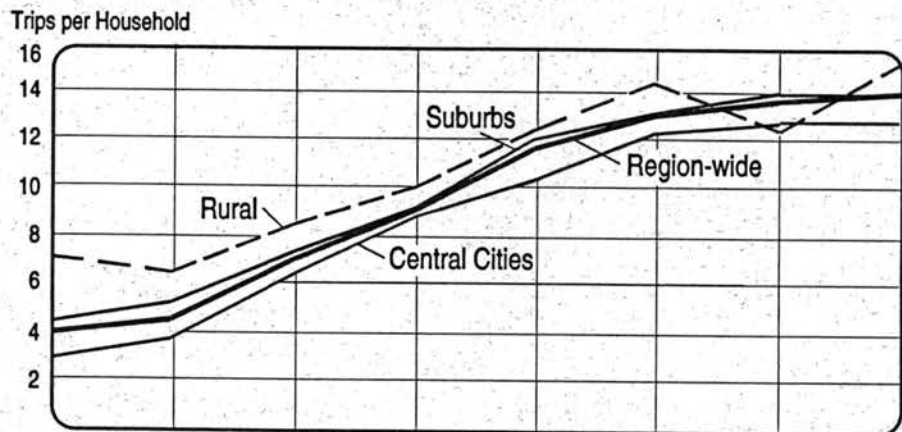


Figure 20 Average Trip Duration by Income

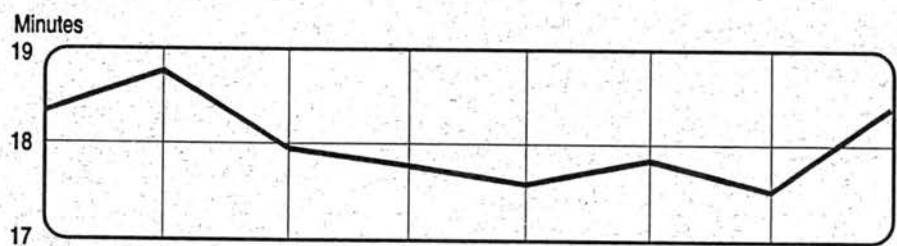
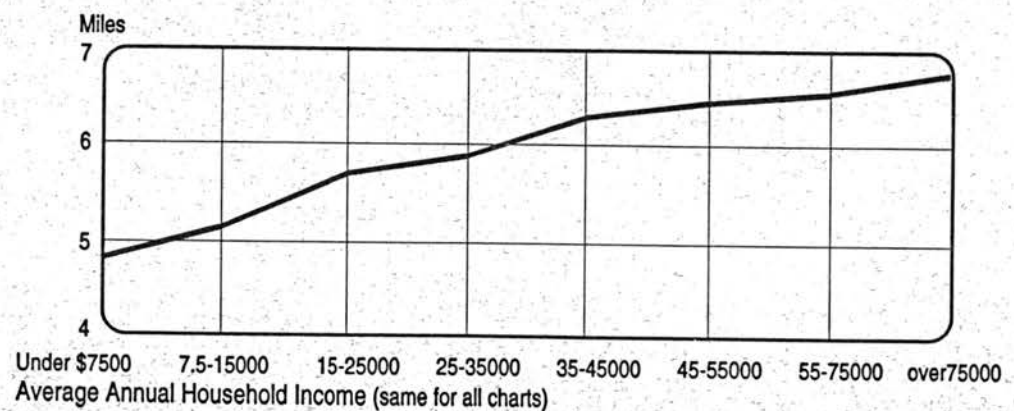


Figure 21 Average Trip Length by Income



Auto Occupancy

An average passenger vehicle traveling in the Twin Cities region had 1.29 occupants in 1990, compared to 1.50 in 1970. The average occupancy of an auto varies according to the driver's purpose for the trip, as is shown in Table 7. The table also illustrates how occupancy has declined more sharply in the last 20 years compared to long-term data back to 1950. This factor may already have played itself out in terms of real effect on the need for highway capacity. The work-trip occupancy, which effects peak-lane demand, can scarcely fall much further.

The region's residents spend approximately 2,635,000 total daily person-hours traveling about 55,350,600 miles. Of the 2 million residents who are five years of age or older, about 336,500—or 16.5 percent—do not make a trip on a typical weekday.

The average metro traveler spends 92 minutes in travel per day—almost double the 1970 average of just under 50 minutes—making 5.2 trips. (Note that the trip rate for those who actually make trips is higher than that reported per capita earlier in the report; the per-capita calculation includes nontravelers.) In 92

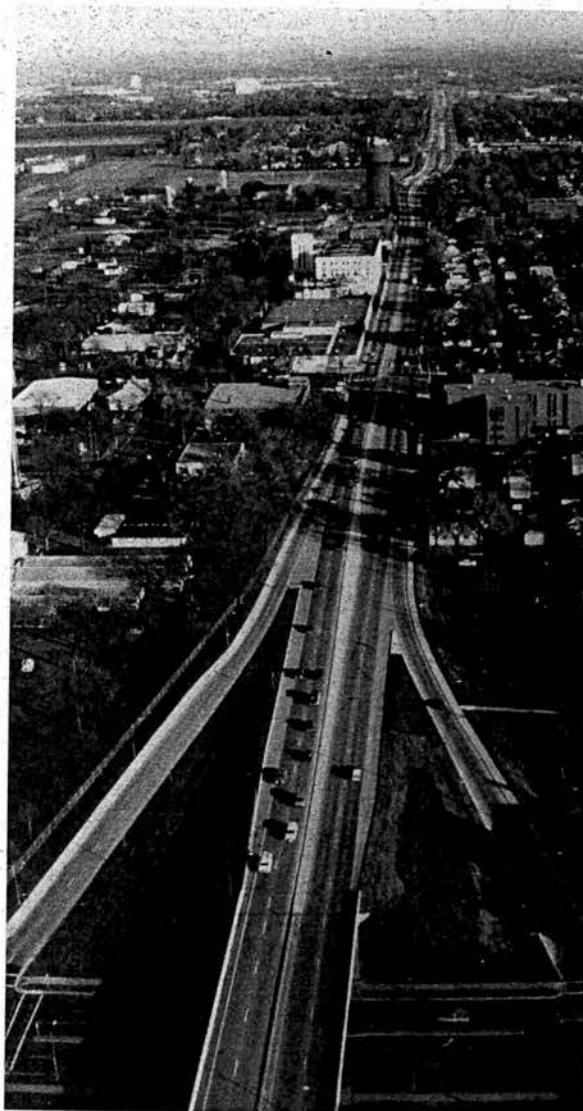


Photo courtesy Minnesota Department of Transportation

Table 7 Auto Occupancy by Trip Purpose

Trips To:	1949	1958	1970	1990
Home	1.49	1.51	1.52	1.30
Work	1.12	1.12	1.19	1.08
Shopping	1.67	1.79	1.48	1.31
School	1.36	1.36	2.31	2.21
All Auto Trips	1.55	1.57	1.50	1.29

minutes the average traveler covers 32 miles (up from 19.6 in 1970), at an average overall rate of 21 miles per hour.

The average distance for all trips is 5.9 miles, and the average time is 15.8 minutes (see Table 8). Auto driver trips are longer in miles than transit trips, but considerably shorter in time. Maps 8 and 9 illustrate average trip distance and times in the seven-county area by TBI subregions. Trips to the two CBDs

exhibit some special characteristics. These two special generators would be expected to attract trips from all over the region. When comparing data for the two CBDs to regional averages it appears that the Minneapolis CBD attracts trips that are longer in time and greater in distance. St. Paul, on the other hand, shows shorter transit travel.

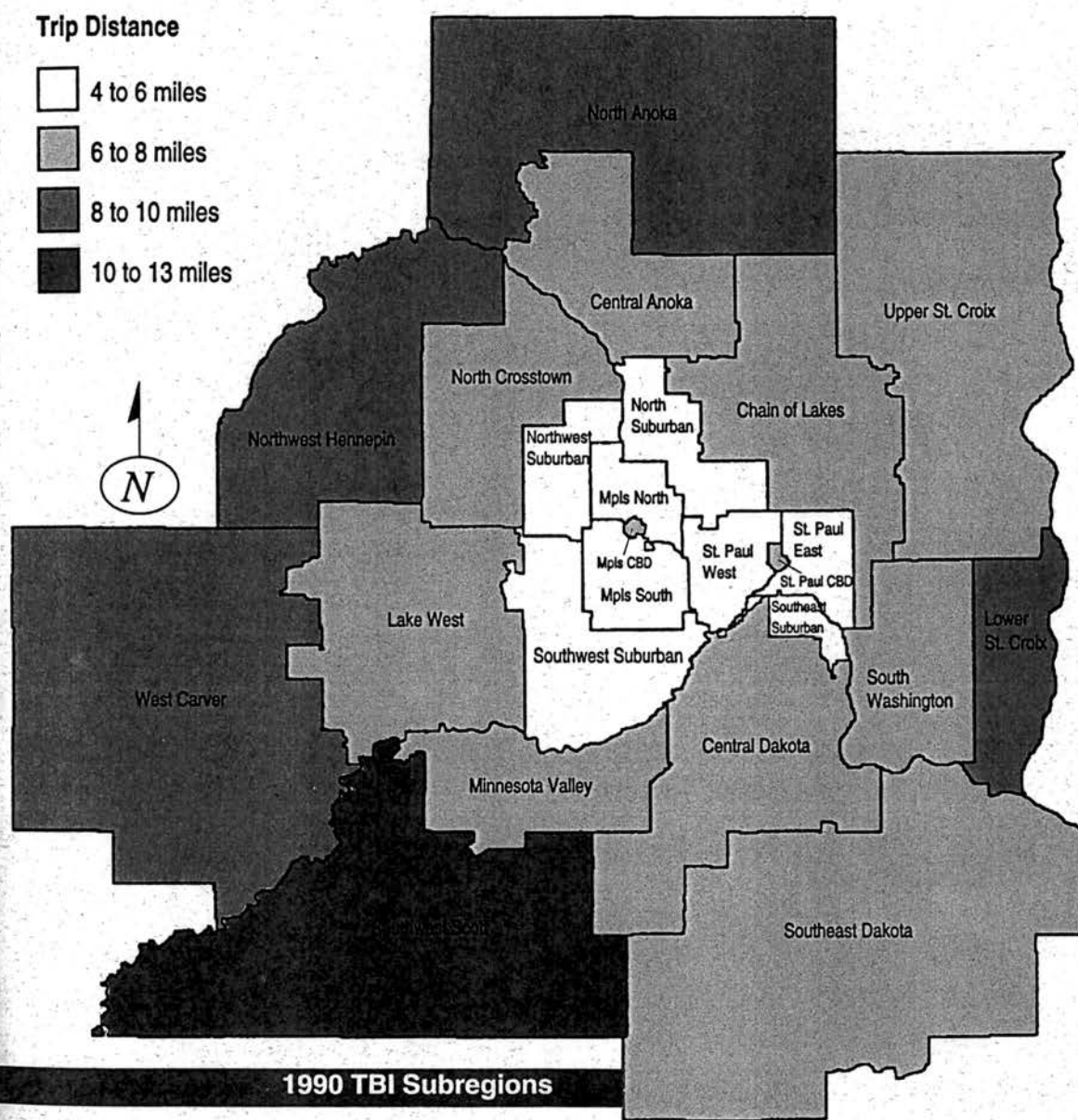
In the 32-year span from 1958 to 1990, a time of increasing population and urbanization,

Table 8 Regional Trip Time and Distance Compared to Central Business Districts

	Average Distance in Miles Trips Oriented to:			Average Time in Minutes Trips Oriented To:		
	All Trips	Mpls. CBD	St. Paul CBD	All Trips	Mpls. CBD	St. Paul CBD
Total Person Trips	5.9	7.9	7.5	15.8	24.4	20.9
- As Auto Drivers	6.2	8.5	8.5	15.5	22.4	20.3
- As Transit Passengers	5.2	6.3	4.9	25.8	27.6	23.7
All HBW* Trips	9.2	9.3	9.3	21.2	26.9	24.0
- As Auto Drivers	9.5	10.4	10.9	20.7	26.1	24.2
- As Transit Passengers	6.3	7.1	5.2	31.3	29.8	25.1
All HB* Shopping Trips	4.2	7.6	6.3	12.4	25.1	21.0
- As Auto Drivers	4.0	7.4	9.2	11.8	21.5	20.7
- As Transit Passengers	3.8	11.3	4.9	21.2	26.0	22.6

HBW = Home-based work HB = Home-based

Map 8 Average Trip Distance for all Trips



Map 9 Average per Trip Time for all Trips

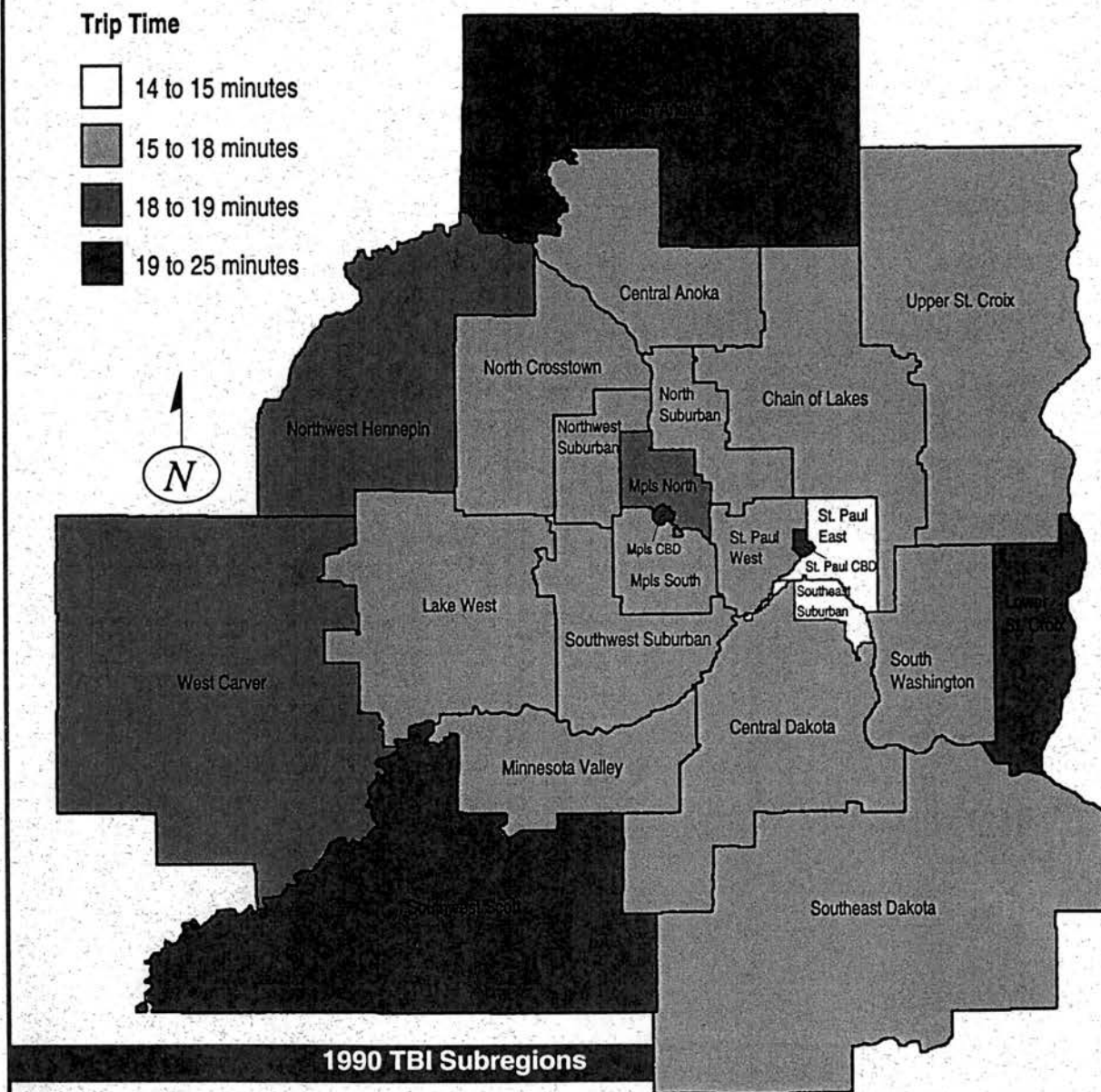




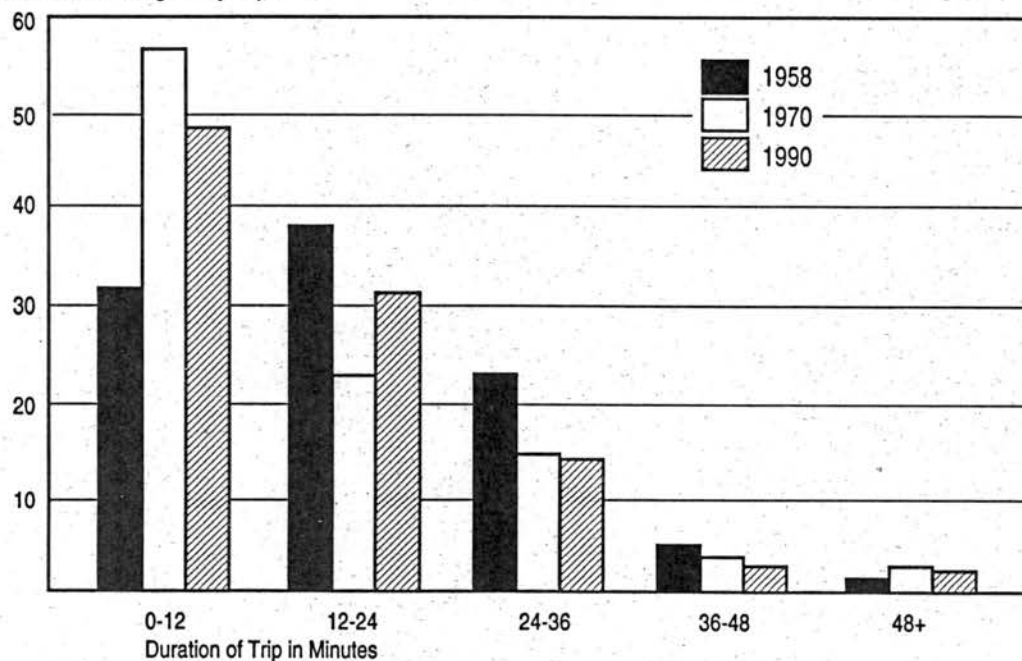
Photo courtesy Regional Transit Board

the average time of driver trips has shortened. The share of trips that take 12 minutes or less has grown significantly (see Figure 22).

Forty years ago, when there were no freeways and a higher proportion of trips were made on transit, only one-third of travelers made trips of less than 12 minutes. With the introduction of freeways and the shift to the auto (which was well along by 1970) over 55 percent of trips were 12 minutes or less. Since 1970 the trend has reversed: in 1990 only 48 percent of travel occurs as these very short trips. With the continued expansion of urban development at the margins of the region, and assuming that very few new freeways will be built in the next 20 years, average trip times should continue to increase.

Figure 22 **Average Auto Trip Driver Time**

Percent of Average Daily Trips



Peak-Period Travel

Peak-period travel has historically been a twice-daily phenomenon. During the peak periods, travel makes the most demands on the capacity of the regional transportation system. Generally, continuation of this trend is confirmed by the 1990 Travel Behavior Inventory. However, the percentage of total daily travel of the two "peak" periods has declined. Figure 23 illustrates the daily pattern of trip starts for 1949, 1970 and 1990. It can be observed that in 1949, daily traffic reached higher peaks (as a percentage of total daily traffic) than it did in later surveys. This is not to say that the volumes in the peak periods decreased, only that their share of the average daily weekday traffic decreased, and that more of that daily traffic is being carried in the off-peak hours.

In Figure 24, the average number of persons traveling per quarter-hour is illustrated. The upper line shows the volume of trips already in motion and the lower line shows trip starts. The two lines exhibit the same shape because,

on the average, a trip is one-quarter of an hour long, so the volume of trips in motion follows a curve similar to the time persons start their trips. Because of the effect of trip duration, there are normally two to two-and-a-half more trips in motion to every new trip starting. This figure also reveals just how many persons are actually taking a trip at any one moment. The values shown are accumulated for quarter-hour intervals. The curves reveal that from 6 a.m. to 9 p.m. there are always 110,000 or more persons traveling. As seen earlier, there are two distinct peaks of trip volumes, one of nearly 200,000 person trips per quarter-hour in the morning and one of over 250,000 in the afternoon. During this 15-hour period, 5 to 11 percent of the population over age five is always on the move in a vehicle somewhere in the region.

The midday volume of trips continues at roughly two-thirds of the morning level, and there is a two-hour period in the afternoon that equals or exceeds the morning one-hour peak. The experience of congestion is much

Figure 23 Percent of Passenger Car Trips by Time of Day

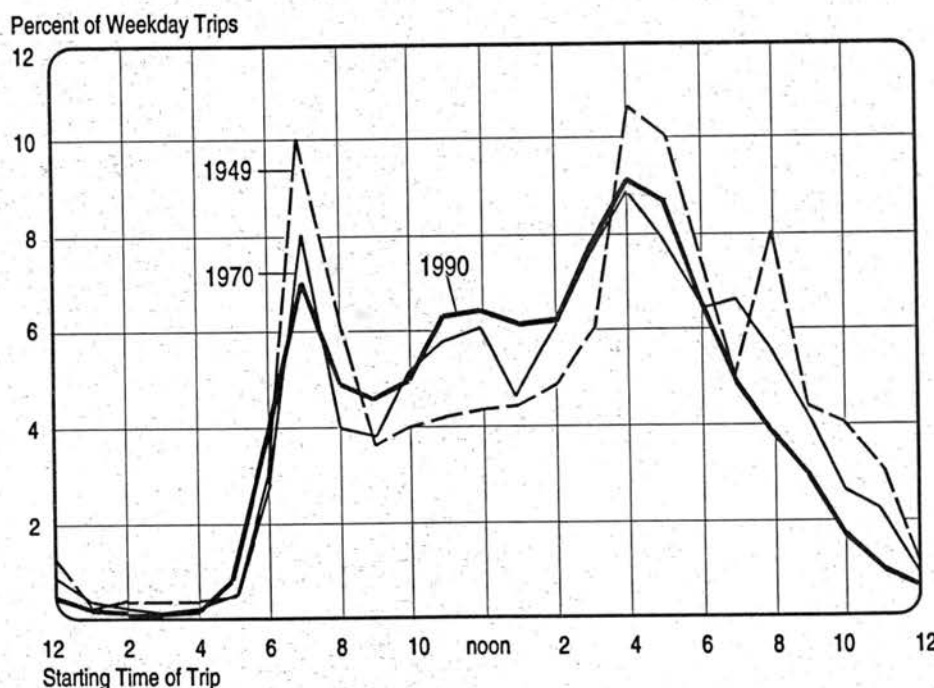
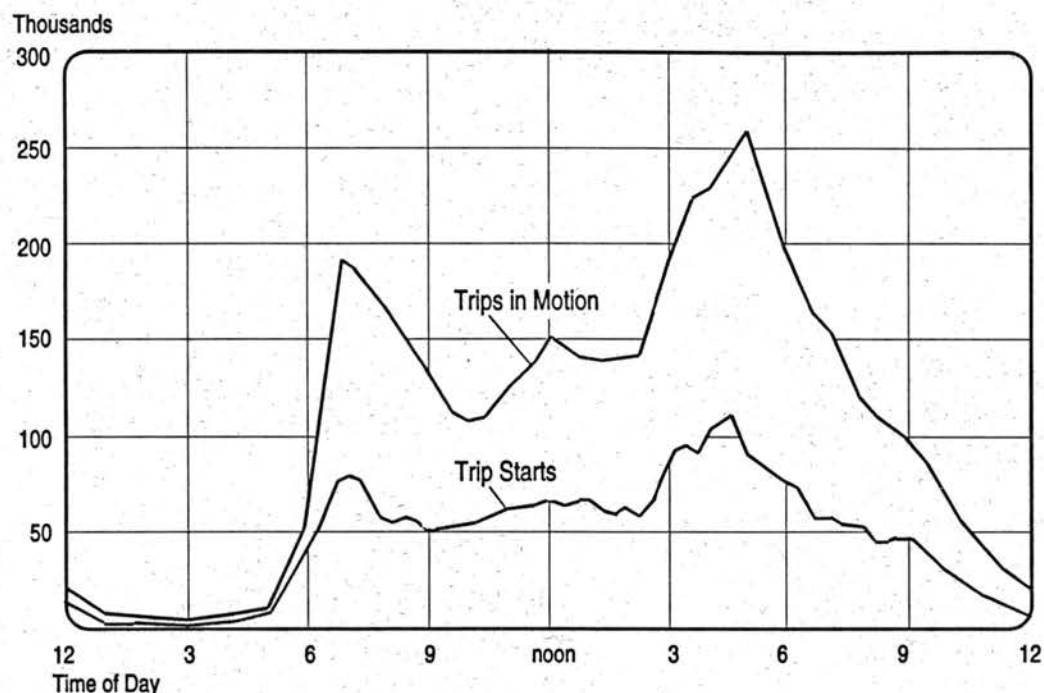


Figure 24 **Average Person-Trip Starts and Trips in Motion**

greater in the afternoon as the highway system holds to and maintains the highest traffic levels of the day.

The composition of the afternoon and morning peak periods varies considerably. Table 9 compares the peak period and off-peak

Table 9 **Comparative Profile Peak Period Travel versus Off-Peak Travel**

	Of All Person Trips in the Region, Those Occurring During . . .			
	Morning Peak Period*	Afternoon Peak Period**	Off-Peak Period	
Comprise	17.1% (1,514,032)	25.7% (2,272,887)	57.2% (5,073,716)	Of All Trips
Comprise	27.2% (61,174)	31.0% (69,723)	41.8% (94,231)	Of All Transit Trips
Comprise	30.0% (381,498)	30.0% (381,347)	40.0% (509,064)	Of All Work Trips
Comprise	6.9% (70,817)	26.7% (274,989)	66.4% (683,195)	Of All Shopping Trips
Comprise	18.1% (10,042,957)	26.0% (14,378,339)	55.9% (30,929,339)	Of All Person Miles of Travel
Comprise	19.4% (511,116)	25.5% (671,670)	55.1% (1,452,271)	Of All Person Hours of Travel

* Morning peak-period extends from 6:45 a.m. to 9:44 a.m.

** Afternoon peak-period extends from 3:00 p.m. to 5:59 p.m.

characteristics of person trips in the region. It is a common belief that rush-hour traffic is largely made up of work-oriented travelers. This trip purpose contributes a large number of peak trips to the region's road system, however, not the majority. Only in the morning peak hour does work-oriented traffic provide 50 percent or more of the trips (see Figure 25). The afternoon

peak period is dominated by nonwork travel. Figure 26 presents the same information in absolute numbers.

Figure 27 illustrates the peaking characteristics of selected heavy traffic generated in the metropolitan region.

Figure 25 Split of Work-Oriented versus Nonwork-Oriented Trips

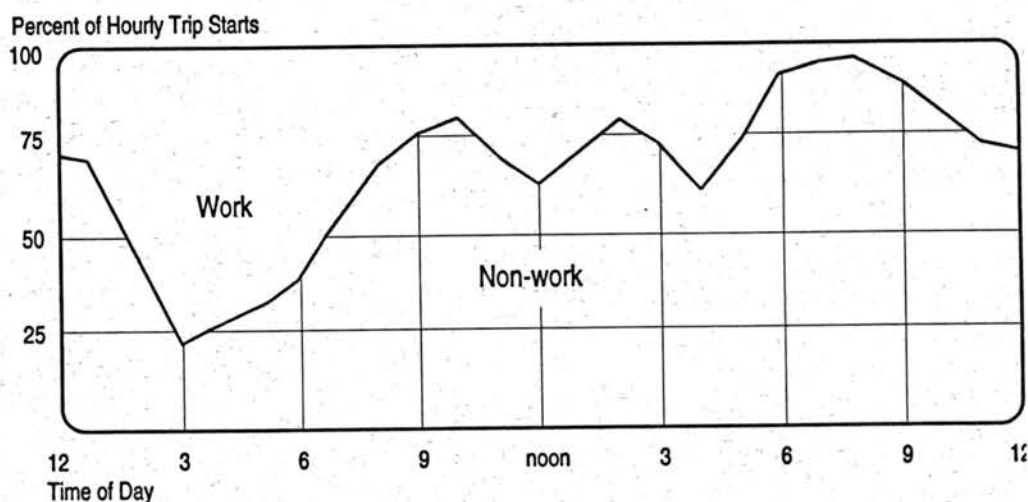


Figure 26 Number of Person Trips by Time of Day

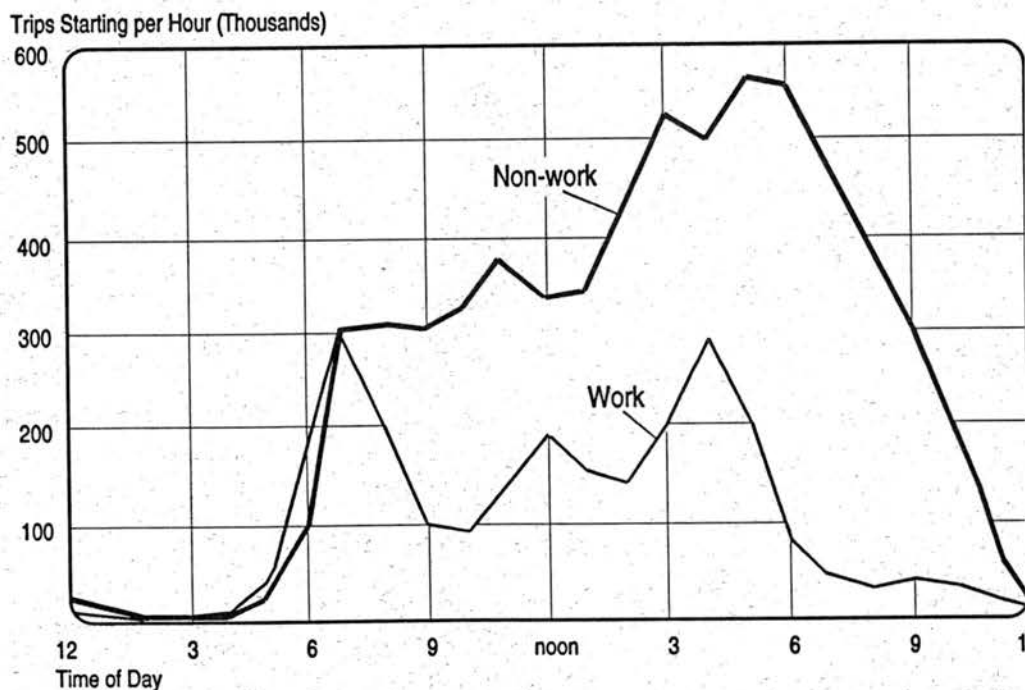
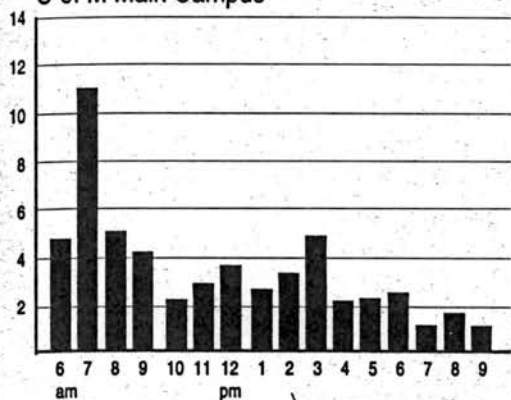
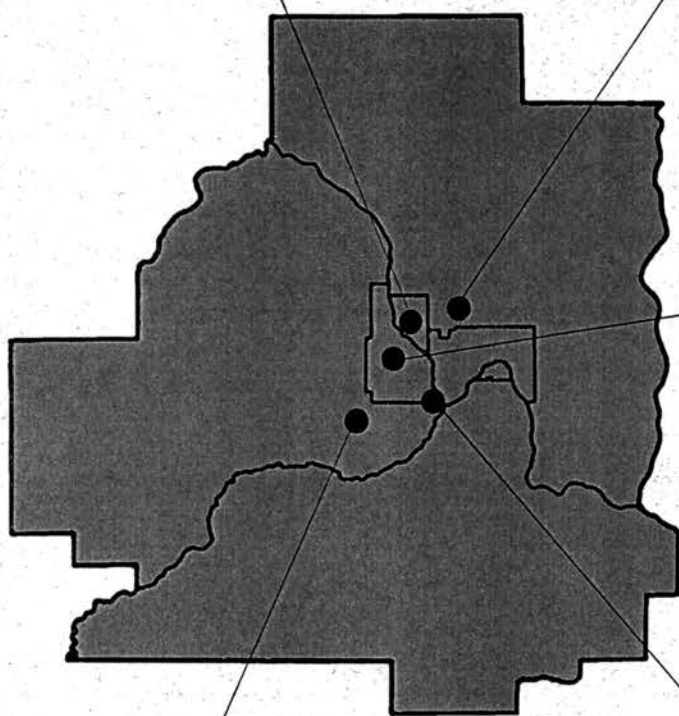
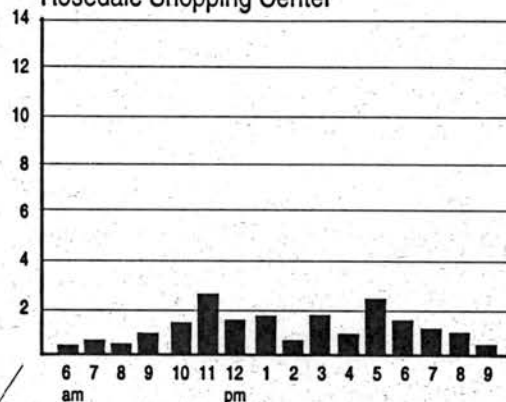


Figure 27 Profiles of Arrivals at Selected Major Generators

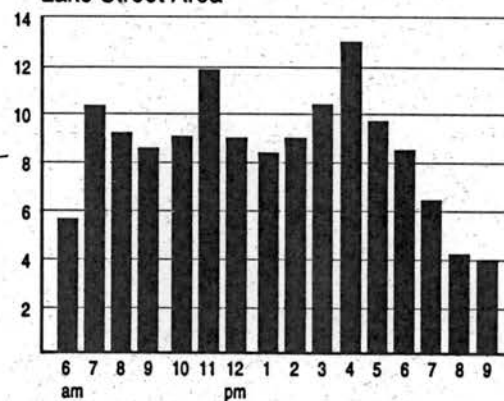
U of M Main Campus



Rosedale Shopping Center

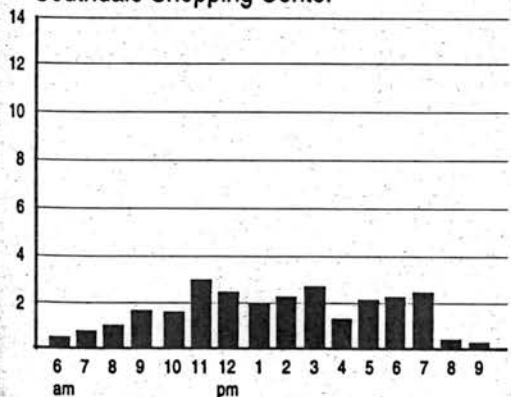


Lake Street Area

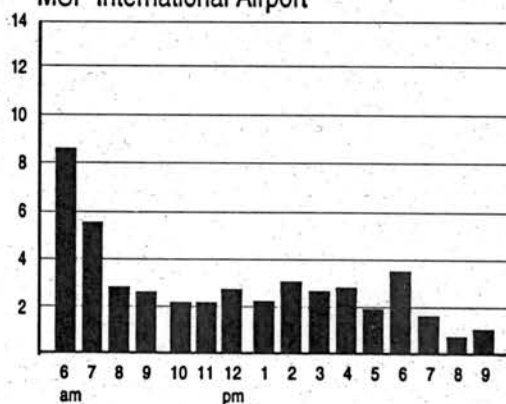


Each bar chart represents
person trip arrivals in thousands

Southdale Shopping Center

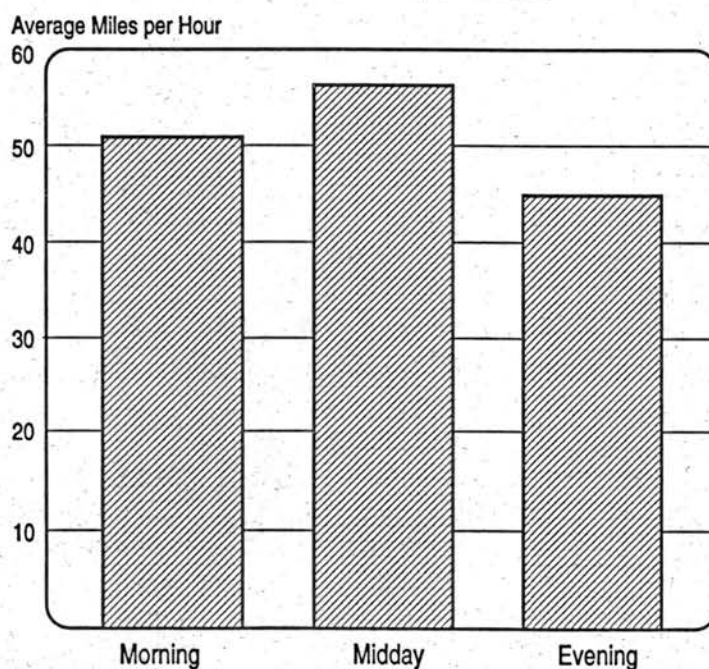


MSP International Airport



There is considerable variation in the peaking characteristics, depending on the particular site. Shopping centers tend to have more even traffic patterns compared to sites like the airport or the university, which have morning peaks of travel. See also Figures 31 and 32 in Chapter 3, which show peaking characteristics of the two central business districts.

Figure 28 Average Freeway Speeds
Twin Cities Metro Area, Fall 1990



Highway Speeds

The Highway Speeds Study obtained a sample of the operating speeds on metropolitan area roadways. Speed data was collected to determine how speeds vary by time of day and by the direction of travel (inbound or outbound). Information on speeds was collected on a variety of road types, such as freeways, multi-lane divided highways, multi-lane undivided highways and high-volume, two-lane roads. The survey gathered data from over 100 miles of roadway. Table 10 summarizes the findings of the highway speed study.

The average overall speeds observed reveal a regional freeway system that gives very good service. During the evening peak, when the most traffic is on the system, the average for segments surveyed was about 45 miles per hour. Morning speeds were about 50 miles per hour. Midday speeds, on the average, are 5 to 10 miles per hour higher than the slowest speeds of the day. See Figure 28.

Table 10 Summary of Highway Speed Study Findings in Miles per Hour

Roadway Type	Average Speed	Morning (Peak Period)	Midday Average	Afternoon (Peak Period)
Freeway	51.1	51.2	56.0	46.0
Multi-Lane Divided	33.8	35.7	35.8	29.9
Multi-Lane Undivided	25.4	27.7	26.6	22.0
Two-Lane	36.5	39.6	40.3	30.2
All Roadway Types	34.8	35.0	34.9	28.7

3. TRAVEL and LAND USE

The nature of a location strongly influences traffic by the travel it attracts or generates. For example, a single farmstead generates little traffic, a regional shopping center generates a lot. Data from the home interview survey travel diaries is used to determine residential travel generation. Using factors such as the number of household members and cars available, the generation rates at the home end of a trip can be determined with some precision. Residential trip rates have proven to be more predictable than nonresidential rates, ranging from six to eight daily vehicle-trips per household.

Nonresidential areas, such as offices and shopping centers, show greater variability in traffic generation than do homes. A busy convenience store with a gas station can generate hundreds of trips in a day, while a dental office next door with the same number of employees on a similar-sized lot will generate only a few dozen. The purpose of this chapter is to illustrate the dynamic effect on traffic of change in location and intensity of land use.

This chapter looks at land use by major regional divisions and special locations. Location by the Metropolitan Council's development framework policy areas is considered first.¹ The policy areas are the Central Cities, Fully Developed Suburbs, Developing Suburbs and Rural Areas. In the suburbs and rural areas, the car is king; the central cities see more use of public transit.

Other special land-use locations were surveyed as "special generators". These were the Minneapolis and St. Paul Central Business Districts, the University of Minnesota East Bank Campus and the Minneapolis-St. Paul International Airport. Each area is unique in the nature of the travel it attracts. This, in turn, leads to a special travel character, including more-than-usual ridesharing—in both car pools and public transit.

Central City, Suburbs and Rural Areas

A trip outward from the center of either Minneapolis or St. Paul is a journey through time and style in development. The older parts of the cities lie at their centers, although the exact centers have been rebuilt several times and are not as historic as the blocks surrounding them. The center and older neighborhoods have and continue to be more densely covered with buildings. Population concentrates in the middle of the region but, journeying into the suburbs, becomes more dispersed as the rural fringes of the metro area are reached. Building practices vary depending on age of area

¹ The areas used in this report are generalized representations of the development framework areas. For a detailed description of the areas see the Council's *Metropolitan Development and Investment Framework*, published in 1988.

and neighborhood. In older areas, for instance, the garage is at the back of the property served by an alley. In houses built later, the garage was in the back but the drive was alongside the house. Finally, garages were attached to the house, resulting in wider lots and fewer homes per square mile. Neighborhood and corner stores along commercial streets change to groupings of retail and business buildings separated from homes or concentrated in shopping centers of varying sizes. A close-spaced grid of streets and alleys with frequently provided bus routes gives way to fewer, more curvilinear roads and highways, mainly devoid of transit service.

Patterns of development, and street and highway networks, are reflected in travel patterns and habits, creating differing needs and opportunities for the driver or transit user. Tables 11 to 15 summarize some of the key relationships between city, suburb and rural area.

Table 11 reveals some significant differences between the central cities, the suburbs and rural areas that are reflected in daily travel. The most households are in the developing suburbs; the most jobs are in the central cities. Jobs are more available in the fully developed suburbs where nearly two jobs can be found for each household. Both car ownership and family size increase from the central cities outward. The

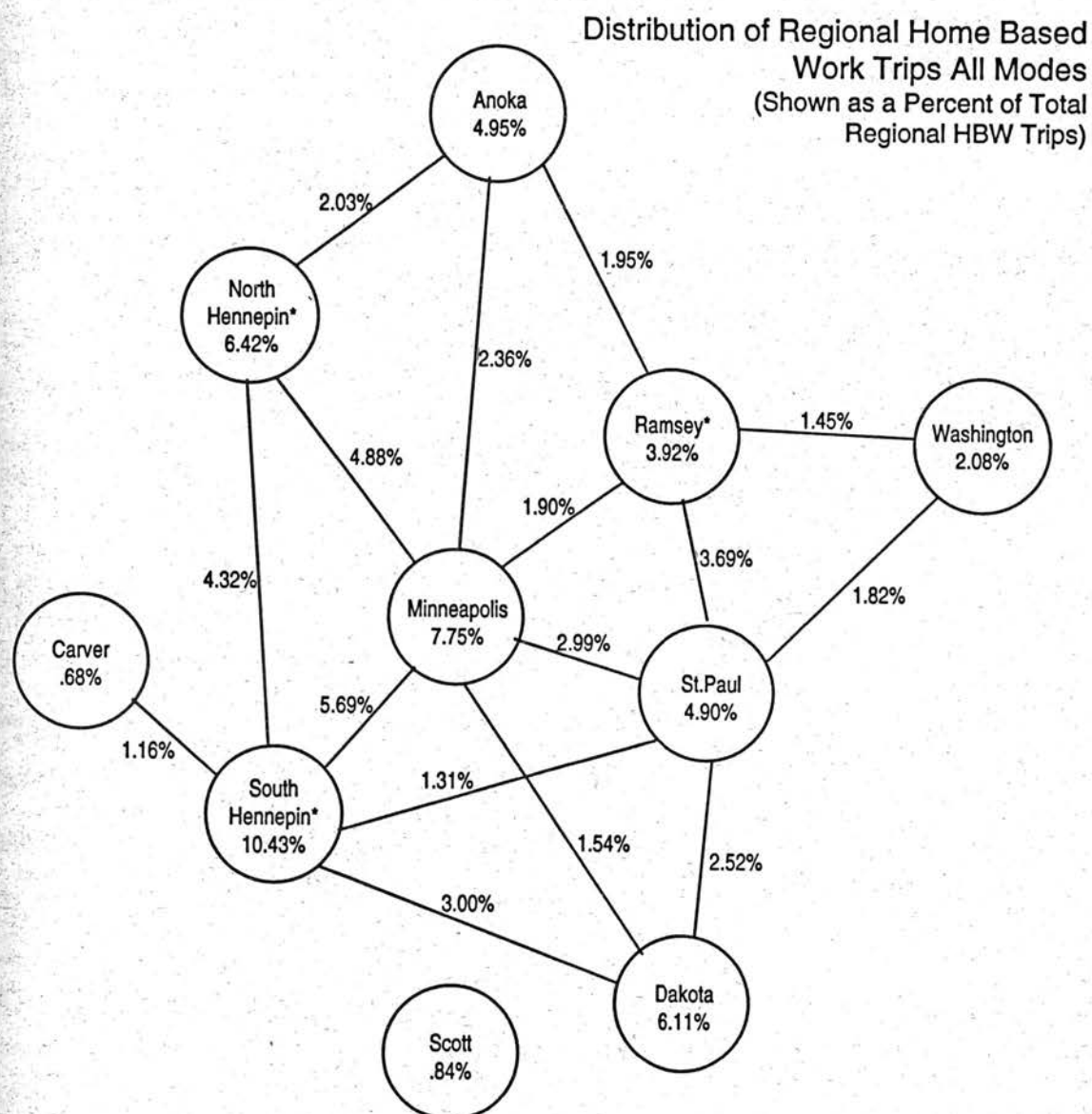
developed suburbs show households slightly larger than the central cities, and have more cars per household. In the developing suburbs and rural areas the typical household has three persons and two cars. A surplus of jobs, smaller households and fewer cars are found in the central cities. Lower car ownership is partly to be expected because fewer persons per household means less need for cars. The disparity is amplified by those not owning cars at all. Seventy percent of all households with cars are in the central cities. They form a captive group of transit users whose mobility is dependent on bus or car-pool arrangements. The fewest jobs are in the rural areas.

There are 1.3 to 1.5 jobs for each employed worker living in Minneapolis and St. Paul. But the surplus of available jobs does not mean that central-city residents work there. In fact, only 39 percent of Minneapolis job holders and 39 percent of St. Paul job holders actually work in their home city. This fact underscores the degree to which commuting has changed. Commuters no longer travel inward in the morning and outward at night. Instead they commute throughout the region, with suburb-to-suburb commuting outweighing suburb-to-city commuting.

The pattern of commuting travel is illustrated in Figure 29 for movements between and within the central cities and the counties outside of the central cities. These 10 geographic subareas

Table 11 Households, Cars, and Jobs by Development Framework Areas

AREA	Households	Households without Cars	Persons per Household	Cars per Household	Jobs	Jobs per Household
Central Cities	270,700	56,670	2.26	1.32	451,580	1.67
Developed Suburbs	208,700	15,338	2.34	1.69	376,674	1.80
Developing Suburbs	323,100	7,500	2.87	2.05	437,440	1.35
Rural	73,000	3,151	2.94	2.12	28,189	0.39
TOTAL	875,500	82,730	2.56	1.74	1,289,270	1.47

Figure 29 **Commuting Origins and Destinations**

* Does not include Central Cities

All other interchanges between counties and central cities are less than 1% of regional total trips.

Table 12 Number of Daily Trips by Development Framework Areas

AREA	All Trips	Transit Trips	Carpool Trips	Drive Alone Trips
Central Cities	2,396,645	177,239	947,112	1,184,869
Developed Suburbs	2,427,002	30,183	1,051,797	1,279,500
Developing Suburbs	3,354,030	16,341	1,558,777	1,620,089
Rural	593,385	885	280,672	266,514
TOTAL	8,860,634	225,128	3,889,885	4,384,737

exhibit diverse patterns of movement that depend heavily on the flexibility of the highway network and drive-alone mode. The south half of Hennepin County generates and retains just under 11 percent of all home-to-work travel. When commuting from other areas is included, south Hennepin County suburbs receive nearly one in five (19.6 percent) of all regional home-based work trips. Minneapolis and St. Paul combined are the destinations of slightly less than one in three (30 percent) of all work trips, including trips from within and between the two cities. This means that seven of every ten work trips are destined to suburban or rural destinations outside of the two central cities.

Table 12 indicates that the developing suburbs experience nearly a million more trips per day than either the central cities or fully developed suburbs. In part this is to be expected because the developing suburbs have the most households and nearly as many jobs as the central cities. However, it also reflects the large household size and greater car ownership found in the newer suburbs.

Nearly 80 percent of all transit travel occurs within the central cities. The proportion of travel by persons driving alone is nearly the same in all areas, about half of all trips, ranging from 48 percent in the developing suburbs to 52 percent in the fully developed suburbs.

Table 13 Travel Purpose by Development Framework Areas

AREA	Home-Based Work Trips	HB School Trips	HB Shopping Trips	HB Other	Nonhome Based Work	NHB Other
Central Cities	381,062	104,624	241,508	808,546	403,726	450,254
Developed Suburbs	335,169	81,035	305,568	803,644	357,988	536,556
Developing Suburbs	465,018	202,844	413,083	1,261,546	385,330	614,537
Rural	79,203	49,048	65,908	248,773	48,574	100,834
TOTAL	1,258,637	436,400	1,025,445	3,178,407	1,189,596	1,693,209

When trip purposes are tabulated by the development framework area of destination (Table 13), a remarkable uniformity appears, with one or two exceptions. Across all trip purposes the number of trips is about what would be expected given the relative number of households in each area. There are two exceptions to the generalization, which reflect the impact of lifestyle on travel. The developing suburbs have twice as many school trips as the central cities—from only 20 percent more households. Compared to the older suburbs, there are nearly three times the school trips from only 55 percent more households. This

reflects the concentration of younger households with school-age children in the outer suburbs.

The effect of density on travel is revealed by average trip distance for each of the development areas. (See Tables 14 and 15.) As expected, trips are shorter for drivers living in the central cities and fully developed suburbs, and longer for rural and developing suburban drivers. This relationship holds true for all trip purposes except the category "non-home-based other," where developed suburban trips are slightly less than central city trips. The relationship between shorter trips in inner

Table 14 Auto Driver Travel Time and Distance by Development Framework Areas

AREA	Home-Based Work Trip		HB-Other Trips		Nonhome-Based Other Trips		NHB-Work Trips	
	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles
Central Cities	22.37	8.14	15.87	5.00	15.36	4.55	17.34	5.86
Developed Suburbs	19.97	8.32	14.29	5.11	13.20	4.35	15.86	6.13
Developing Suburbs	20.91	9.99	14.36	5.84	13.54	5.25	17.47	7.95
Rural	21.99	12.84	15.81	8.15	14.20	6.52	18.06	9.92
AVERAGE	20.70	9.46	14.60	5.61	14.07	4.81	17.05	6.79

Table 15 Transit Rider Travel Time and Distance by Development Framework Areas

AREA	Home-Based Work Trip		HB-Other Trips		Nonhome-Based Other Trips		NHB-Work Trips	
	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles
Central Cities	29.98	5.65	25.43	3.91	20.72	3.69	22.87	5.15
Developed Suburbs	36.18	6.85	33.54	5.42	24.20	5.56	27.81	8.05
Developing Suburbs	38.44	12.76	23.61	12.74	30.64	8.81	34.27	14.55
Rural	Insufficient Data							
AVERAGE	31.25	6.25	25.94	4.11	21.76	4.24	24.63	6.44

locations and longer trips in outer locations also holds true for transit trips across all trip-purpose categories.

Tables 14 and 15 indicate those living in the center of the region are meeting their travel needs running up fewer car miles. (See also Map 8, in Chapter Two, indicating total trip distances.) Rural commuters travel 50 percent further than central-city commuters. Suburban bus commuters go up to two times as far. The difference between central city and rural driving time is not large. Drivers appear to travel the same reported number of minutes, give or take 15 percent. (The actual difference is only two minutes or less for each trip purpose.)

The Central Business Districts

In the 20 years between 1970 and 1990, the Central Business Districts (CBDs) saw significant changes in the organization of their space. Many older buildings are gone, and new office and retail complexes have been built on

the cleared sites. In spite of all the demolition and construction, data from the U.S. Census and state Department of Jobs and Training reveal that the rebuilding of the CBDs has been accompanied by only modest changes in overall numbers of downtown residents and employees. Numbers of workers far exceed residents in the two CBDs. Table 16 summarizes the changes over the 20-year period.

Functional changes have taken place in the CBDs of most large urban areas, including those of Minneapolis and St. Paul. The two downtowns have been shifting from their past role as retail and industrial centers to more office-oriented uses.

As might be expected given this modest growth, the CBDs have stabilized as travel generators. In fact, looking back as far as 19 when such data was first collected, there has been a drop in person-trips arriving in the CBDs (see Table 17).

One way of measuring the role of the CBD trip attractor is to express the number of trip

Table 16 Summary of Central Business District Change in Population and Employment--1970 to 1990

DATA	ST. PAUL CBD			CHANGE 70-90
	1970	1980	1990	
Population	2,835	2,474	4,068	+1,233
Households	1,768	1,770	2,681	+913
Employment	54,200	51,000	56,880	+2,580
DATA	MINNEAPOLIS CBD			CHANGE 70-90
	1970	1980	1990	
Population	17,425	14,262	16,194	-1,231
Households	10,813	9,394	9,860	-953
Employment	107,843	113,591	123,032	+15,190

Table 17 Total Daily Arrivals in both Central Business Districts

	1949	1958	1970	1990
Total Person Trips	313,192	312,112	269,868	267,200
Auto Driver Trips	132,922	161,469	138,804	164,200
Transit Trips	123,030	80,703	45,340	66,650

Figure 30 Average Daily Central Business District Arrivals per Regional Resident

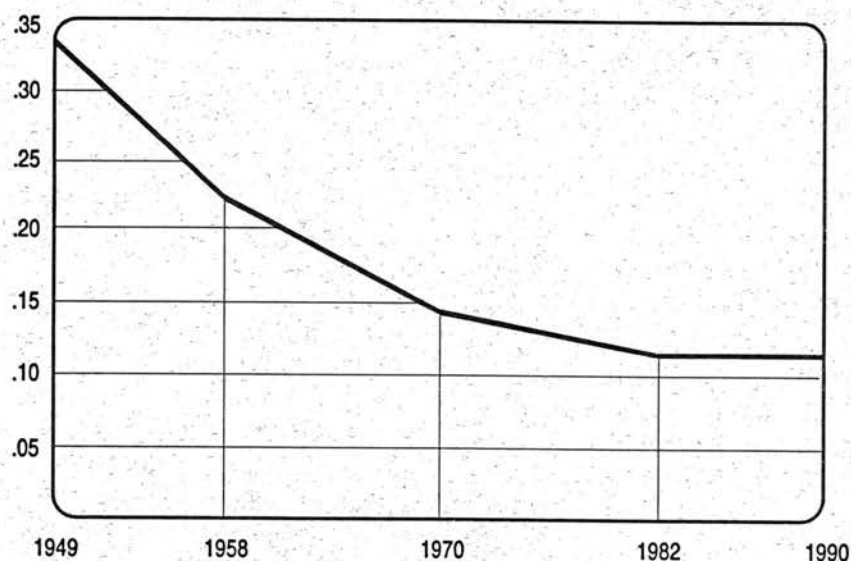


Table 18 Central Business District (CBD) Person Trips Average Weekday Arrivals

Trip Purpose at CBD Destination	CBD Person Trips, Average Weekday Arrivals Minneapolis				Saint Paul			
	1949	1958	1970	1990	1949	1958	1970	1990
Work	82,229	80,025	77,179	76,800	46,870	49,098	50,020	45,900
Shop	32,772	30,418	16,679	12,300	17,932	23,945	10,218	7,200
All Other Purposes	80,455	77,710	71,999	72,900	52,934	50,916	43,773	52,100
Total Arrivals	195,456	188,153	165,857	162,000	117,736	123,959	104,011	105,200

to them per resident. This statistic is shown over time in Figure 30. In the post-WWII period the CBDs attracted the equivalent of one trip a day from 33 percent of the region's population. Recently that has become the equivalent of one trip a day from about 12 percent of the population.

Both St. Paul and Minneapolis have experienced long-term declines in the number of person trips arriving in their respective CBDs. Table 18 shows the changing role of the CBDs. A major decline in the number of shopping trips to the CBDs is largely responsible for the overall decline of trips to these areas.

Table 19 shows the share of daily trips in the region that orient to the CBDs. Both city centers concentrate work travel and transit travel but play a small role in attracting total travel. The degree to which shopping trips no longer concentrate in the CBDs is apparent as well. Figures 31 and 32 show the pattern of arrivals in the morning peak period for the CBDs. The concentration of high volumes of trips in the core areas of each center requires peak deployment of transit buses in the day. Less than half as many buses are required in the off-peak as are running from 6 to 9 a.m. In the evening the bus fleet expands again for outward movements.

Maps 10 and 11 depict the geographic travel-sheds to the two CBDs. Each downtown has its own distinct travel-shed. Trips destined for the Minneapolis CBD originate in a relatively uniform circumferential pattern around the CBD at the center. Trip origins to the Minneapolis CBD are greatest from within the city, which generates 47 percent of all CBD trips. The suburbs southwest of the city contribute another 10 percent. The Minneapolis travel-shed also overlaps into the west half of St. Paul. Areas south of the Minnesota River in Scott and Dakota Counties do not contribute a significant portion of downtown Minneapolis travel.

The travel-shed to St. Paul's downtown is to the east, to areas immediately north and south, plus the city itself. Fifty percent of downtown St. Paul trips come from within St. Paul. The St. Paul travel-shed also overlaps into the south half of Minneapolis. This pattern of dispersed origins around the two most concentrated transit destinations causes the bus system to be routed and scheduled as two relatively separate operations.

Table 19 **Comparative Profile Central Business Districts**

	Of All Trips Occurring on an Average Weekday Those Oriented To or From		
	Minneapolis CBD	Saint Paul CBD	
Comprise	3.5%	2.3%	Of All Person Trips
Generate	3.0%	2.0%	Of All Auto Driver Trips
Generate	39.1%	17.2%	Of All Transit Trips
Spend	4.8%	2.7%	Of All Time Spent in Travel
Generate	7.7%	4.8%	Of All Work Oriented Trips
Generate	1.4%	0.6%	Of All Shopping Trips

Figure 31 The Morning Rush in St. Paul –
Central Business District

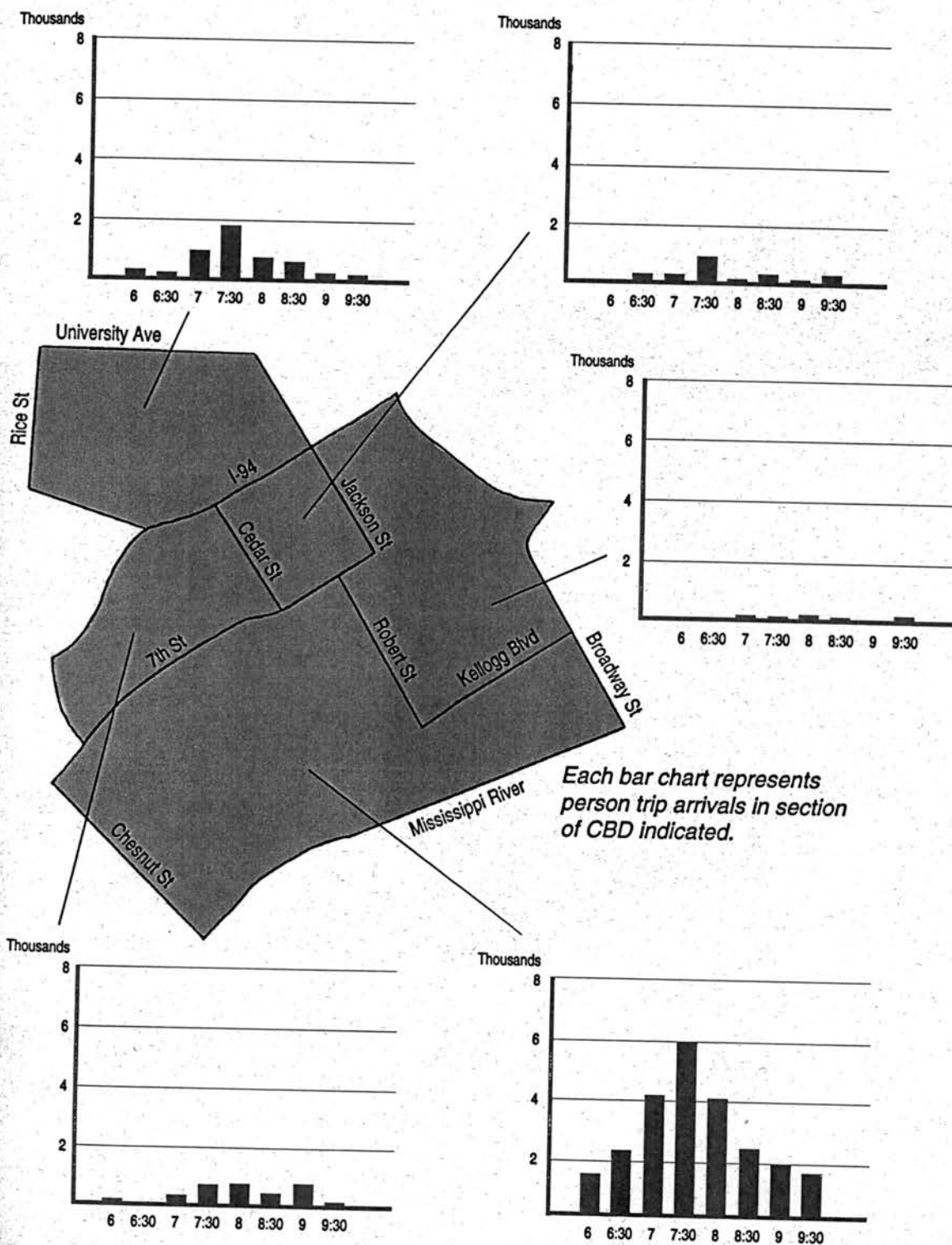
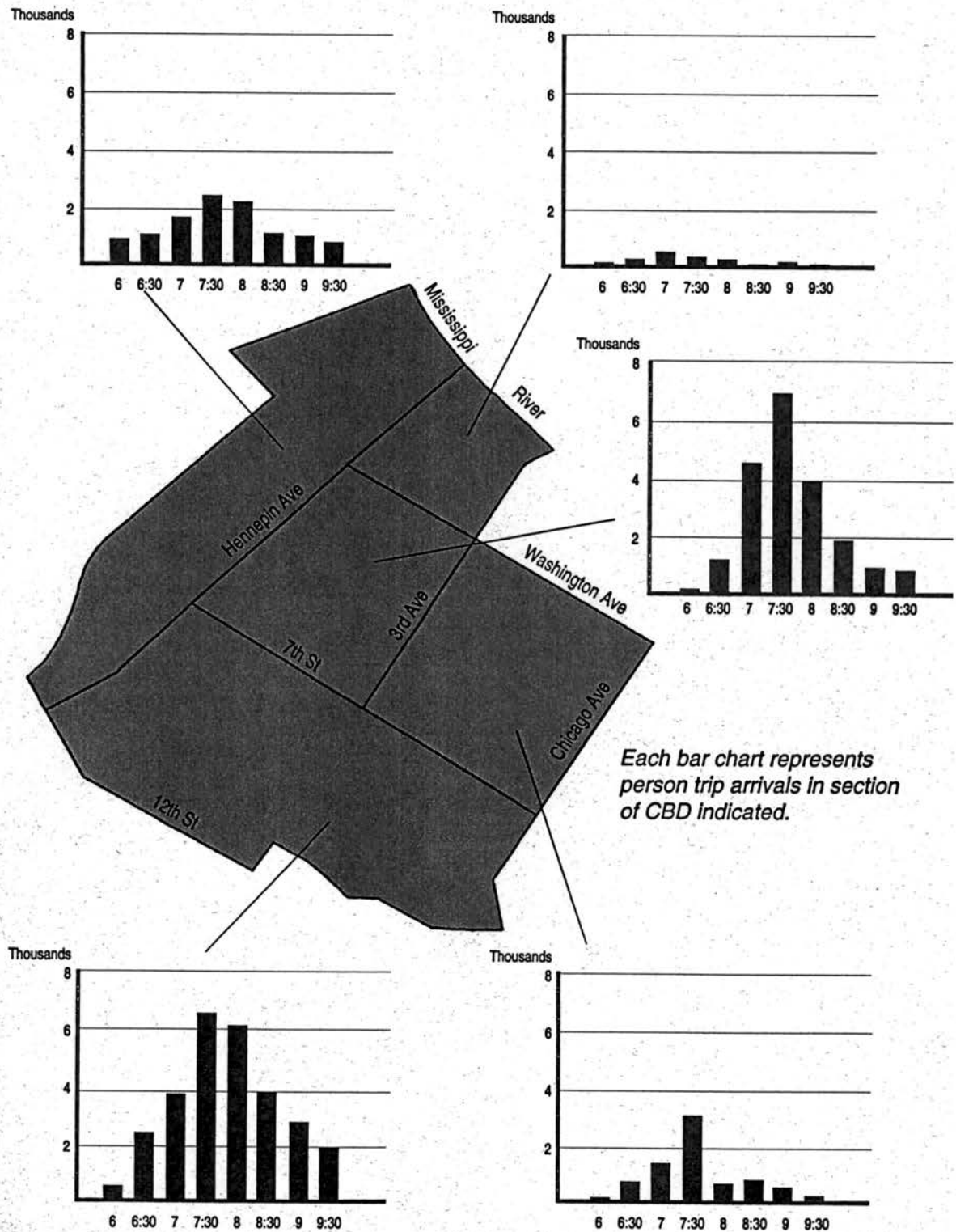
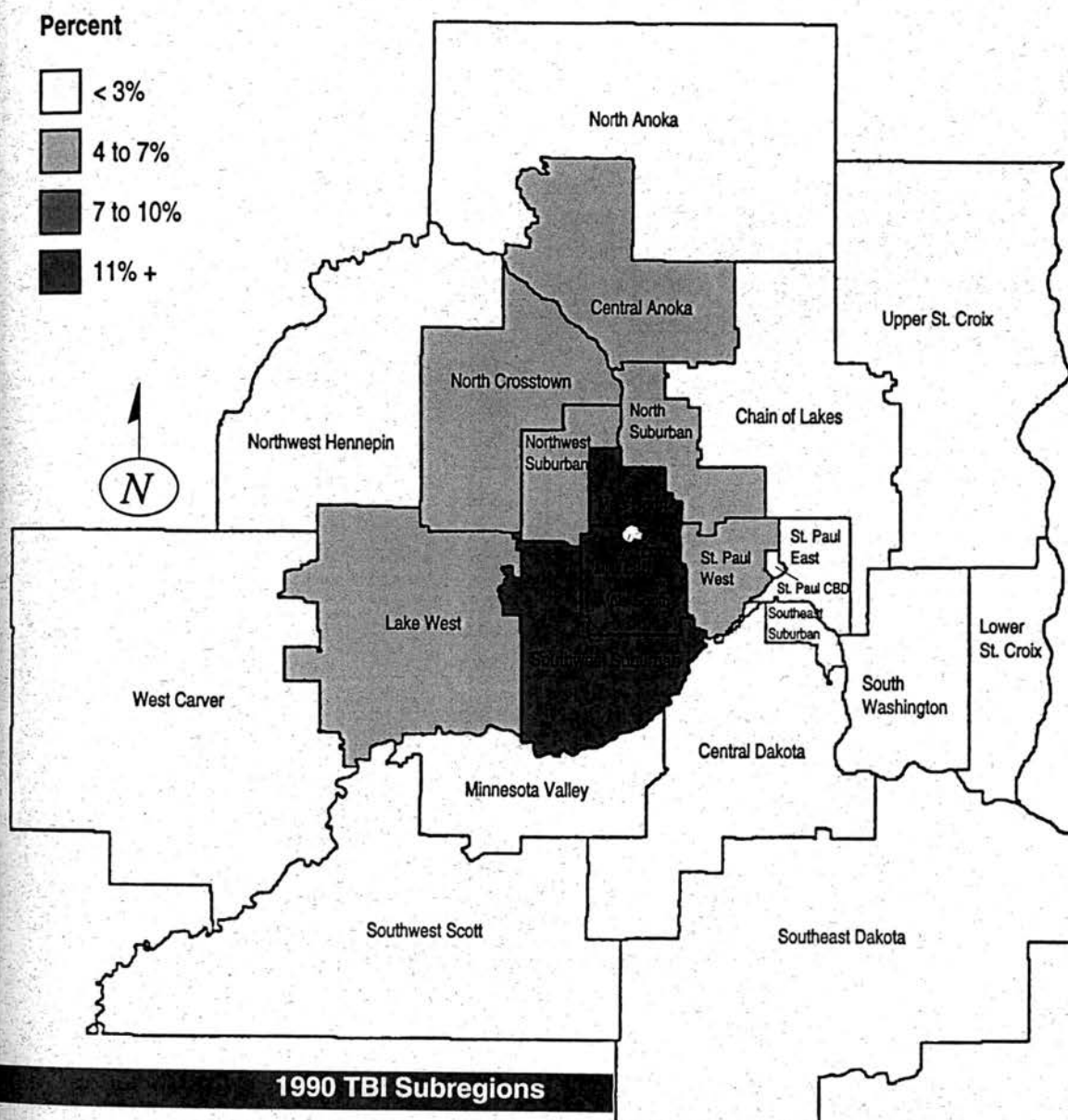


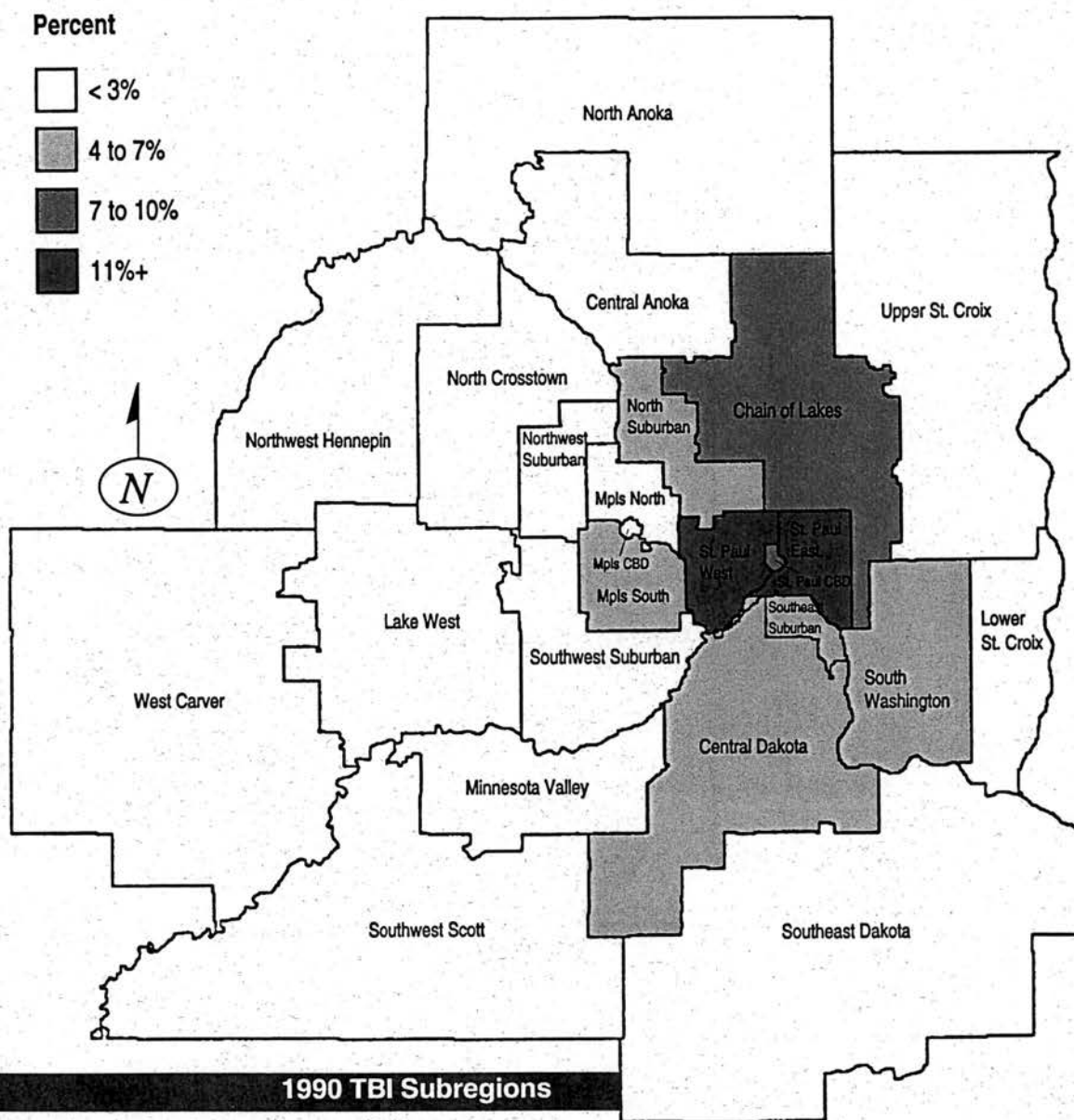
Figure 32 The Morning Rush in Minneapolis – Central Business District



Map 10 **Percent Origin of Trips Bound to
Minneapolis Central Business District**



Map 11 **Percent Origin of Trips Bound to
St. Paul Central Business District**



University of Minnesota

As part of the 1990 TBI, the main campus of the University of Minnesota was studied to determine the number of trips it generates. Traffic volume, occupancy, transit and pedestrian/bicycle trip counts were collected for an average weekday during the regular school year. In general terms, the study found that the Main Campus - East Bank generated 78,640 daily vehicular trips, with approximately nine percent of the total daily traffic in each of the peak hours. The study counted 35,590 pedestrians and 6,850 bicycles.

The total number of person-trips was 122,260, with 51 percent in vehicles, 15 percent in public transit, 29 percent as pedestrians and

5 percent on bicycles. The East Bank campus attracts the second-largest volume of trips in the region, behind only downtown Minneapolis. Other information gathered concurrently indicates the campus area has a total daytime population of 38,680 comprised of residents, nonresidents and faculty/staff. Figure 33 illustrates the vehicle trips for the university over the 10-hour survey period.

When pedestrian trips are added to those made by vehicles, the East Bank campus has three distinct peaks—morning, noon and afternoon. The vehicular traffic for the university shows only morning and afternoon peaks. Both are similar in size, unlike the regional pattern, which has significantly more trips in the afternoon peak.

Figure 33 **University of Minnesota Person Trips for a Ten-hour Period**

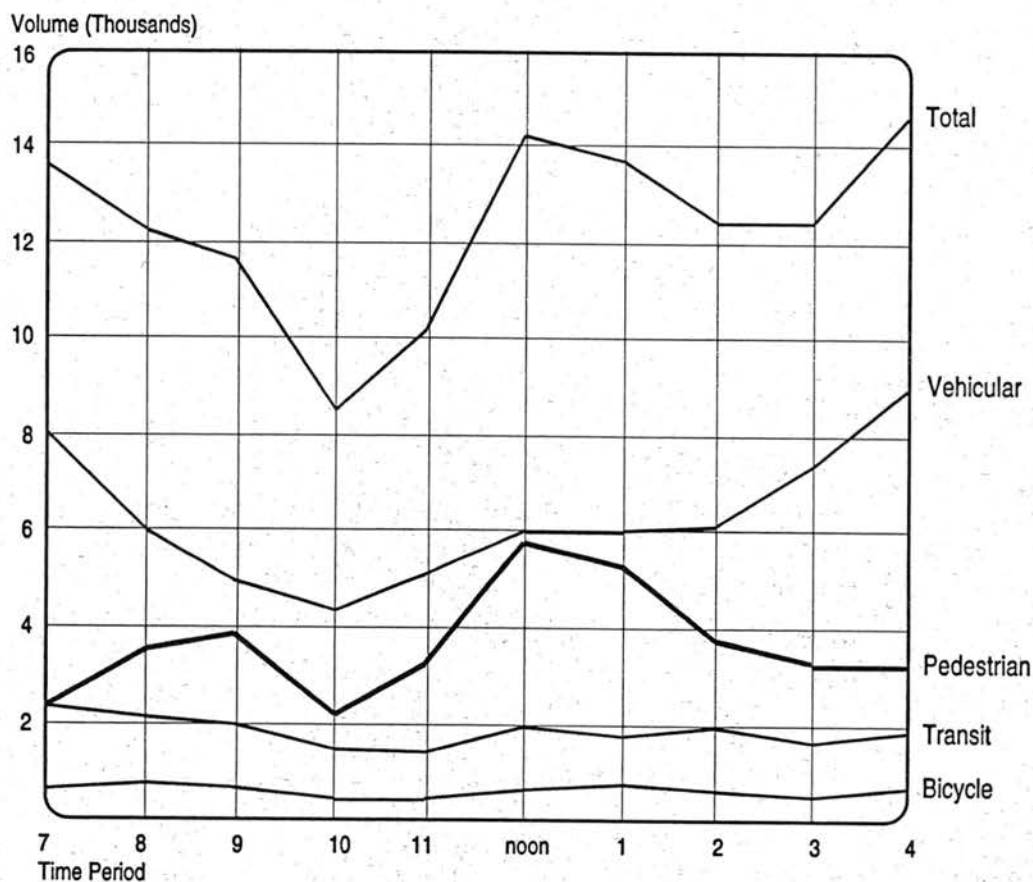


Figure 35 Mpls/ St. Paul International Airport Daily Traffic Volumes

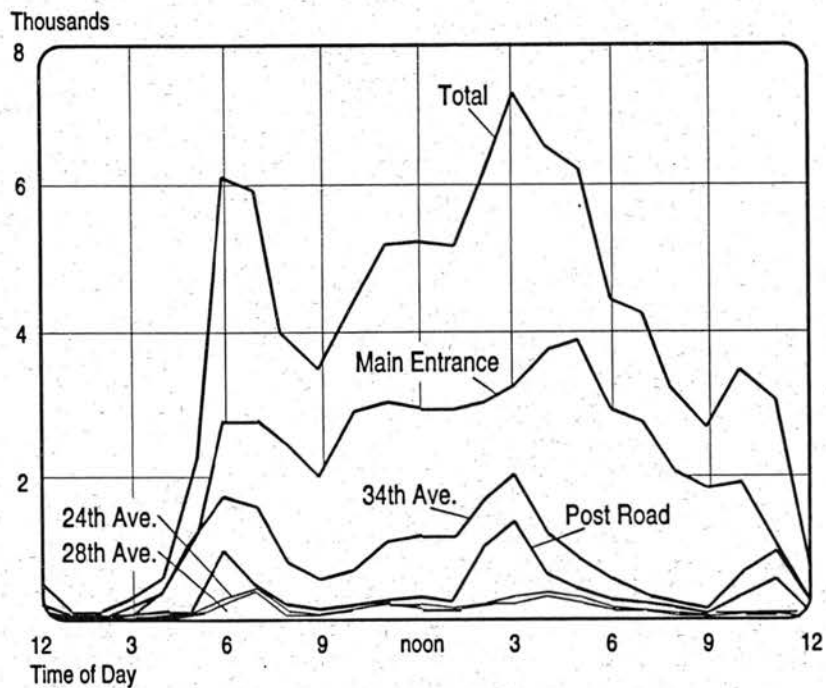


Table 21 Arriving Travelers Destination by City

Metropolitan Area Destination	Percent	Non-Metropolitan Area Destination	Percent
Minneapolis CBD	32.0	St. Cloud	1.3
Minneapolis Other	14.9	Rochester	0.8
Saint Paul CBD	6.9	Duluth	0.3
Saint Paul Other	5.4	Other Minnesota	4.1
Bloomington	18.2	Wisconsin	2.5
Minnetonka	2.4	Other	1.2
Plymouth	1.3		
Eagan	1.1		
Other Metro	7.6		
Total	89.8	Total	10.2

4. MAJOR FINDINGS

The findings of the 1990 Travel Behavior Inventory have provided a clear picture of how regional travel has changed since the last major survey was taken in 1970. But what does it mean for the future? Transportation infrastructure in the region and the nation faces a continuing crisis as long as demand for highways and transit seem to outrun our ability to pay for them. Just how persistent will the long-term upward curve of demand be, and is there anything that government can do to curb it?

This chapter looks at three factors critical to unraveling the long-term picture, how these factors have changed and what their future might be. These factors are:

- Trip rates in relation to changing households;
- Driving mode for work travel and all travel; and
- Trip distances (both time and miles).

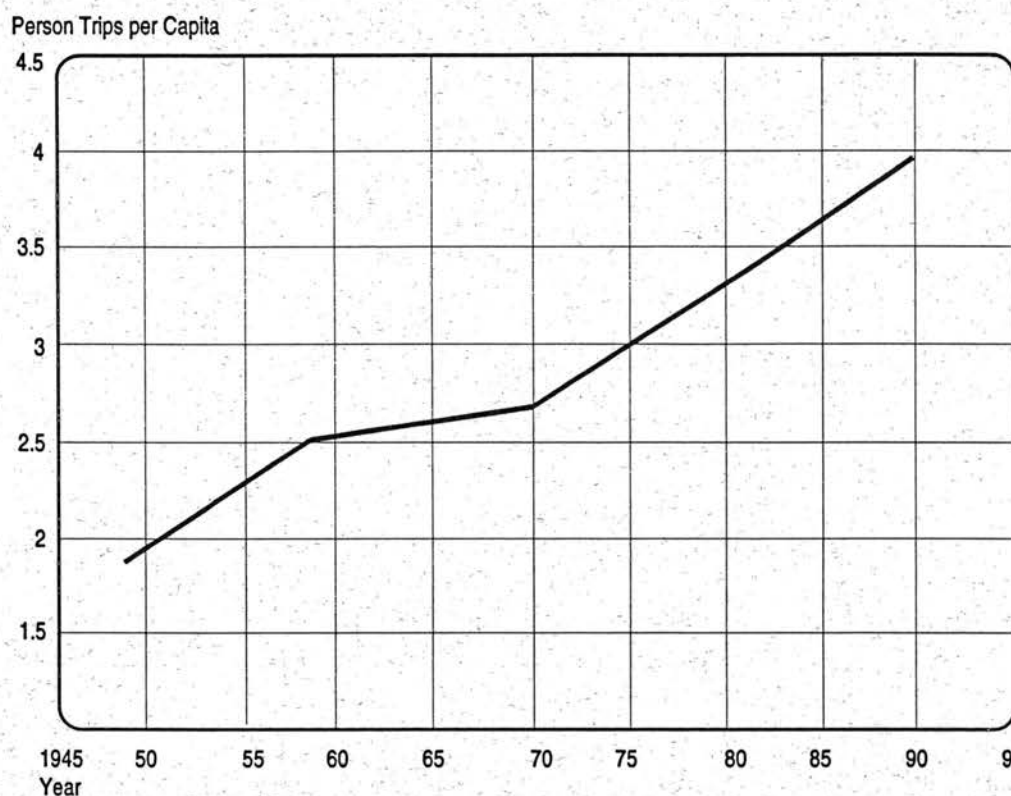
Trip rates drive the entire demand for travel, but trip rates per household are only part of the picture. Both the mode people choose to get around and how far they travel can and have magnified the needs for highways and bus miles. The total amount of travel as measured by vehicle-miles traveled and bus miles of service grew much more than was to be expected from the simple increase in the

number of trips made. This chapter concludes with a look at the future of mobility in the region, in light of the travel-demand trends projected from the interplay of demographics, trip mode and trip distance.

Trip Rates

Certainly the most dramatic factor in the long-term increase in travel demand over the past 50 years is the increase in the average daily rate of trips per person. This statistic has been accepted by most analysts, both lay and expert, as evidence of the increasing mobility of contemporary society. Figure 36 shows how this rate has more than doubled since first measured in the Twin Cities in the early post-WWII period. It is important to also evaluate rate per household, because households form the basic economic and social unit in our society. In spite of the large number of single-person households (25 percent of all households), 90 percent of all persons still live in two or more person households. These households make more trips per capita than single-person households.

Table 22 compares household trip rates for the past 20 years to per-capita rates and two other critical factors—household size and workers per household. It is significant that

Figure 36 **Per Capita Trip Rate Metropolitan Area**Table 22 **Trip Rates and Household Characteristics**

Year	Trips per Household	Persons per Household	Workers per Household	Trips per Capita
1970	8.88	3.27	1.30	2.7
1982	9.08	2.68	1.38	3.4
1990	10.12	2.56	1.42	3.9

household trip rates increased 26 percent from 1970 to 1990, while per capita trip rates increased 44 percent. The shrinking number of persons per household was accompanied by a significant increase in the average age of the population over that period. People entered the years of their lives when they travel more. This age change was also reflected in the increase in the number of workers per household. As long as there are more workers per household, more work trips are likely to be made.

When trip rates per household are broken down by purpose and household size, a

20-year persistent trend to increased trip-making can be seen. Table 23 shows by shaded cells those household classes (primarily in the larger households) where 1982 rates were higher than 1990. This is a counter trend to the overall upward change. The decline in home-based-other trips for larger households was partly a shift to higher rates of travel for nonhome-based trips. Overall, it is not possible to conclude that the basic trip rates are departing from the long-term upward movement. The increased frequency with which people make trips equals the impact of household and job growth in the explosion of regional travel in the last 20 years.

Table 23 Historic Trip Rate Comparisons by Household Size

Household Size	Daily Household Trip Rate		
	1970	1982	1990
HBW: 1 Person/household	0.571	0.548	0.707
HBW: 2 Persons/household	1.591	1.403	1.452
HBW: 3 Persons/household	2.128	2.005	2.386
HBW: 4 Persons/household	2.274	2.211	2.411
HBW: 5 Persons/household	2.239	2.302	2.416
HBW: 6+ Persons/household	2.585	2.838	2.546
HBO: 1 Person/household	0.927	1.407	1.659
HBO: 2 Persons/household	2.532	3.271	3.601
HBO: 3 Persons/household	3.689	5.057	4.775
HBO: 4 Persons/household	5.194	7.383	6.938
HBO: 5 Persons/household	6.607	10.444	8.974
HBO: 6+ Persons/household	9.162	12.550	11.314
NHB: 1 Person/household	0.503	1.005	1.217
NHB: 2 Persons/household	1.419	2.134	2.260
NHB: 3 Persons/household	2.059	2.777	3.008
NHB: 4 Persons/household	2.159	3.702	3.588
NHB: 5 Persons/household	2.708	3.698	3.830
NHB: 6+ Persons/household	3.124	4.875	4.125

HBW = Home-based Work, HBO = Home-based Other, NHB = Nonhome based
 Note: shaded cells are the values where 1982 rates were higher than 1990.

Driving Alone

Driving alone is the way most people in the region travel, especially for trips to work. Because this habit has developed slowly, its importance was not clearly recognized even as the trend continued. Many changes accompanied this trend. These have included the expanding role of women in the paid labor force, and the reduction in family size as working couples have fewer children and spend more hours out at jobs. Seniors who were raised as drivers travel more than did their parents. All these factors lead to more personal activity in any day, and more activity leads to increased travel. Driving alone frees the traveler from the schedules of others. The trend to single occupancy in one's own car has taken hold in response to the desire for personal freedom of movement.

If traffic had grown only in proportion to new households and jobs, it would have increased 50 percent. Due in large part to a shift to driving alone, daily vehicle trips in the Twin Cities area grew 88 percent between 1970 and 1990. Households own more cars than they once did, more people have become licensed drivers, and people are choosing to drive alone more and more.

This is especially true of work trips. The work trip is repetitive, and most people make it as short as possible. Travelers wish to control their arrival time and not be dependent

on others. This encourages people to take their own cars and guarantee themselves reliability and timeliness. Of all work trips taken in 1990, 80 percent were people driving alone. This compares to 61.2 percent in 1970 (see Figure 37 and Table 24, below).

Travel Time and Distance

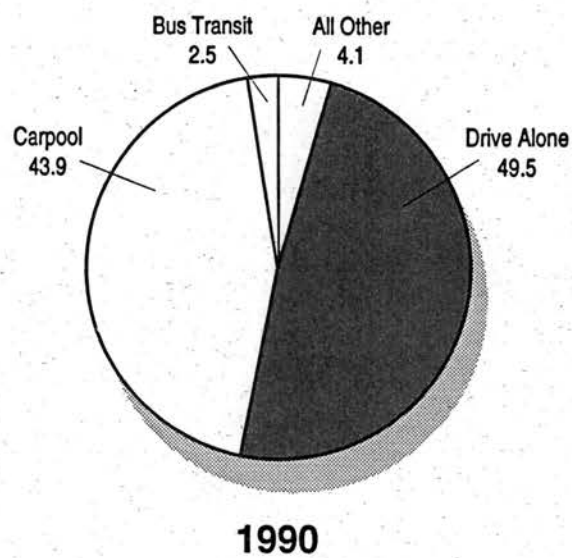
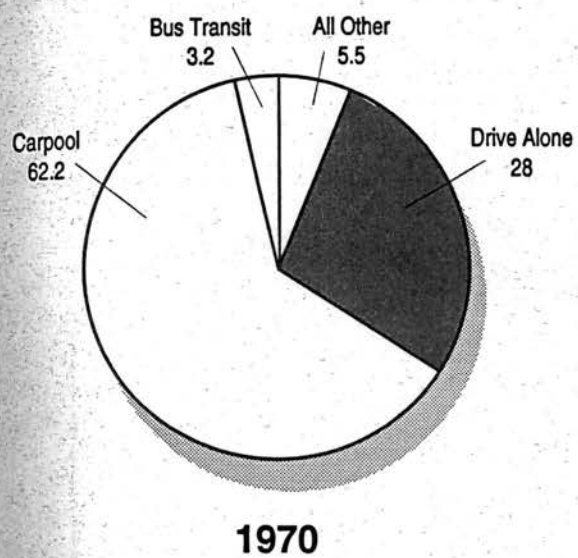
Given a major regional increase in travel, and the physical growth of the metropolitan area, it is surprising that average travel times have actually declined since 1970. As expected, average trip distances have increased because of large-scale suburban growth, which also spreads out points of travel origin and destination. Figure 38 compares trip duration and distance for transit passengers and auto drivers for all trips and work trips. Except for auto drivers going to work, reported travel time averages have decreased. Because people are driving further the time decrease indicates that the actual trip is being made at better average speeds. The overall increase in average vehicle trip distance from 5.09 miles to 6.55 miles between 1970 and 1990 has had a very significant impact on traffic. Coupled with the shift to driving alone, the increase in distance of trips has further multiplied the effect on travel of population increase alone.

Table 24 Number of Trips by Mode and Purpose

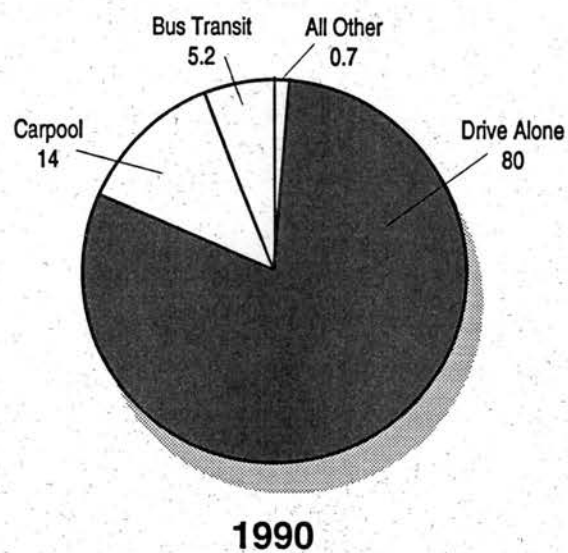
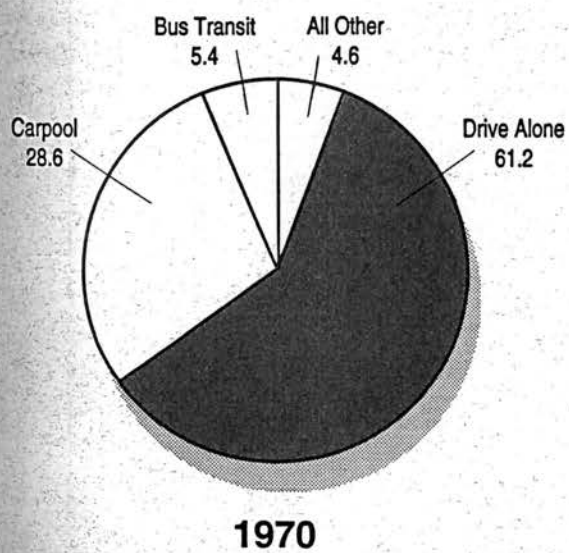
MODE	Home Based Work	%	Non Home Based Work	%	Total Trips	%
Drive Alone	1,066,973	83.9	892,945	73.8	4,384,737	49.5
Car Pool	135,268	10.6	249,444	20.6	3,889,883	43.9
All Other Modes	69,666	5.5	67,979	5.6	586,014	6.6
Total	1,271,907	100.0	1,210,368	100.0	8,860,634	100.0

Figure 37 Mode of all Trips and Work Trips

Percent All Trips — Metro Area



Percent Work Trips — Metro Area

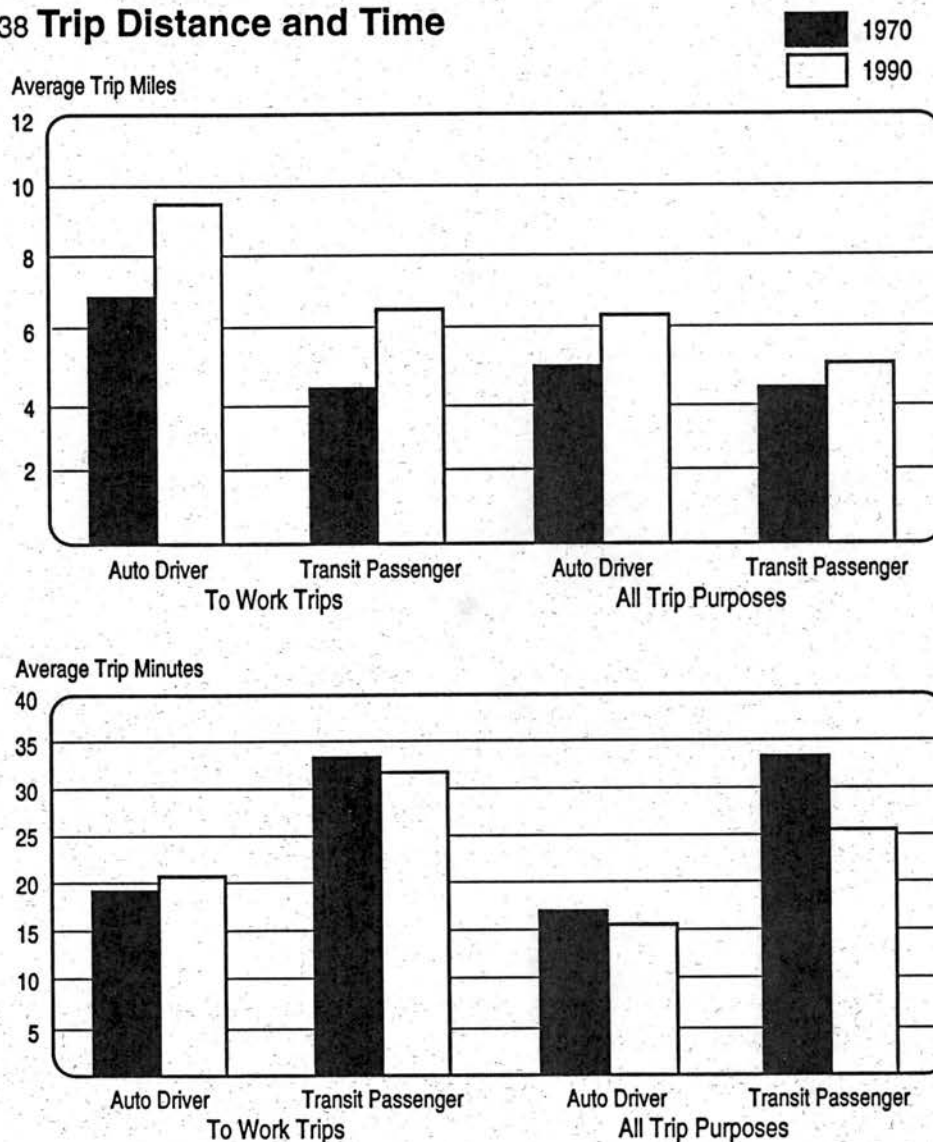


The Future of Mobility

This discussion of changing trip rates, mode choice and trip distance has, to this point, only served to illustrate why it is so challenging to develop accurate means to forecast the demand for travel. Each causative factor discussed above multiplies the effect of a basic increase in the number of travelers. As the population increases to 2.7 million or more residents in the next century, will travel continue to grow faster or slower than the number of potential travelers?

The travel multiplication effect is one of the single most important lessons of the 1990 TB. It was known to be operating but had not been quantified prior to the availability of the TBI information. In an attempt to picture the multiplier effect, the calculated impact of each factor is shown in Figure 39. Each line on the graph is drawn so as to indicate the increase above the lower line that can be attributed to each factor operating by itself. The end impact of the travel multiplication effect is the total number of vehicle-miles traveled. Vehicle-miles traveled is the major

Figure 38 Trip Distance and Time



demand-side indicator of how much highway "supply" in terms of lanes is required.

Figure 39 shows that simple population increase alone between 1970 and 1990 would have increased travel demand to approximately 31 million vehicle miles by 1990. In fact, vehicle-miles traveled increased to 55 million. The other contributing factors were increases in trip-making per capita, drive-alone trips and trip distances. Vehicle-miles traveled, along with bus miles operated by the Metropolitan Transit Commission, are two of the most significant indicators of total demand for transportation services in the future. Both increased significantly in the past 20 years in response to the combination of more travelers, more travel and increased trip distances. For highways, there was the added factor of more drive-alone trips.

In the future, it is probable that additional shifts in these factors will cause corresponding multiplier effects. Some will be greater than others. The probabilities are these:

Population — The Council predicts that population will increase from 2.3 million in 1990 to nearly 2.8 million by 2010. If current conditions hold constant, the increase in vehicle-miles traveled would be about 10 million daily miles. Transit patronage should also increase.



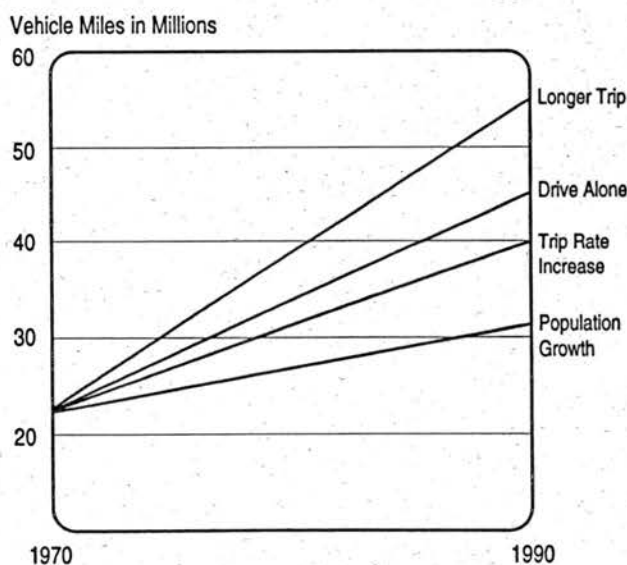
Photo by Teresa Fett

Trip Rates — Because household trip rates are more stable than per-capita rates, and because the decline in household size has slowed down, trip rates may stabilize in the coming decade. This factor could be monitored during the 1990s with small sample phone interviews. Any further increase in trip rates of zero-car or one-car households would also add transit travel.

Auto Occupancy — Because work-trip auto occupancies are approaching 1.0 (in 1990 they were 1.08), it is also likely that this trend is flattening out. The rate of increase of drive-alone trips should slow down.

Trip Length — Increased trip length added 20 percent to the total additional vehicle-miles traveled from 1970 to 1990. Trip length seems to correlate with urban sprawl. To the extent that suburban and exurban growth continues, trip length increase can be expected to follow. As the trip lengths in these areas are already up to 50 percent greater than in the central cities and developed suburbs, this factor alone may fuel a continued explosion of total vehicle-miles traveled.

Figure 39 Trip Multiplication Effect



Four Influences Driving VMT Increase

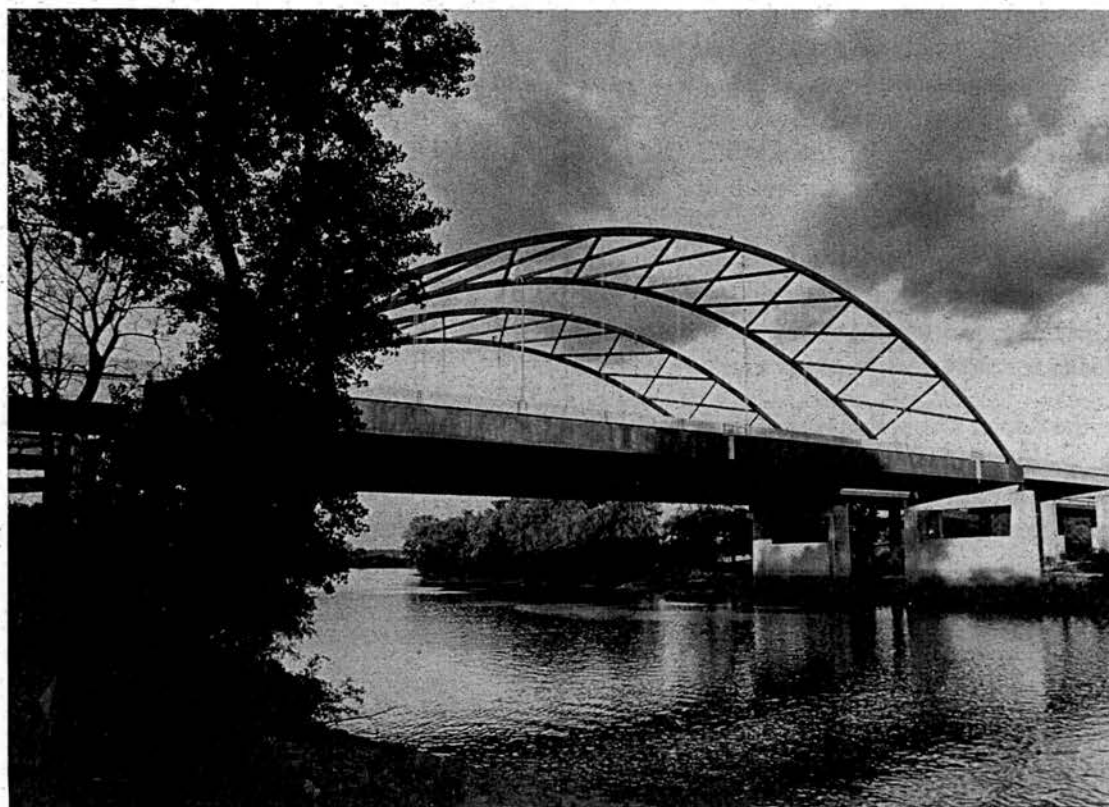


Photo by Teresa.

APPENDICES

Appendix A--Acknowledgements

The 1990 TBI surveys were designed, coordinated and carried out with assistance from a number of agencies and a team of consultants. The following participated in the 1990 TBI:

Strgar, Roscoe, Fausch, Inc.

Barton Aschman Associates Inc.

Parsons, Brinkerhoff and Douglas, Inc.

Douglas and Douglas, Inc.

Comsis Inc.

Richard H. Pratt, Consultant Inc.

Evaluation and Training Institute
of Los Angeles, CA

Colle & McVoy, Inc.

Rockwood Research, Inc.

MARKHURD

Anderson Niebuhr & Associates, Inc.

N. K. Friedrichs and Associates, Inc.

C. J. Olson Market Reseach, Inc.

Transportation Advisory Board

Minnesota Department of Jobs and Training

Minnesota Department of Transportation

Robert McDowell

Minneapolis Department of
Traffic Engineering

Downtown Council of Minneapolis

St. Paul Department of Public Works

Metropolitan Airports Commission

Regional Transit Board

Metropolitan Council

Metropolitan Transit Commission

University of Minnesota Office of Planning

Appendix B--Revised Zones and Networks

1990 Highway Network and Traffic Assignment Zone Documentation

Two large projects of the TBI were to redesign the Traffic Assignment Zones (TAZs) and rebuild the data set which represents the highway network. The Minnesota Department of Transportation (MN/DOT) was charged with both of these efforts.

The TAZs are used in the traffic modeling process as the common geographic unit for data summary. The system of TAZs covers the entire seven-county, Twin Cities metropolitan area. All home-interview data and selected other trip and socioeconomic data are compiled by TAZ. In addition, the TAZ system forms the geographic framework for coding highway and transit networks. Each TAZ is linked to all others in the highway network. Most are linked to one another by the transit network.

The most significant application of the TAZ is as the geographic unit used by the models to predict attractions and productions of person-trips. A good example of a TAZ is a shopping mall. A mall has a homogeneous commercial land use that attracts people to work or shop. On the other hand, a residential suburban TAZ produces person-trips generated in proportion to the number of households, the type of household, and an income variable, such as the number of automobiles that each household has available on a daily basis for trip-making.

The old TAZ system was designed around 1970 and was itself an extension and expansion of the original system developed for the 1958 TBI. Since 1970, a tremendous amount of land has been developed and the old zone system did not reflect these changes. Consequently, a new zone system was proposed by MN/DOT and reviewed by the Metropolitan Council, the seven counties and many of the local city planners. The review process was essential to the success of the new system. Many changes to the zones were recommended by the people most familiar with their area—the city and county planners and engineers.

The 1990 zone system consists of 1,165 internal zones and 35 external stations. Internal zone boundaries most often lie along major highways or arterial streets or on any other significant physical boundary that shapes and directs trip movements, such as a large lake or major river. County boundaries also form edges of zones where appropriate. An external station is a point at the edge of the seven-county area where vehicle/transit trips leave or enter the metro system without being associated with the local land use. In other words, one end of the trip is outside our seven-county area.

The 1990 zone system differs significantly from the 1970 system. Specifically, many zones were eliminated from Minneapolis and St. Paul and redistributed to the suburban cities. For example, Minneapolis dropped from 225 to 125 zones, and Eden Prairie increased from 7 to 35 zones. Again, this is because of land-use changes between 1970 and 1990 and the expectation that changes in the future will most likely occur in the suburban areas.

Maps of TAZs are available from MN/DOT Traffic Forecasting Section or the Metropolitan Council Transportation Division.

The highway network, like the TAZ system, was out of date and structurally inconsistent. When assignments were made the trips loading onto the network

were too many when the zones were very large. In other cases the trips were coming on at illogical locations. Consequently, it was decided to completely rebuild the network to coincide with the new zone system.

The rebuilding of the 1990 highway network was completed by MN/DOT with input from the Metropolitan Council, the seven counties and local cities. In general, the work was done by MN/DOT and then reviewed and corrected by the other agencies.

The criteria for the network rebuilding process were the following:

- Compatible with new zone system
- Compatible with mainframe (PLANPAC) and Micro computer programs (TRANPLAN, EMME2)
- Include all major and minor roads with Average Annual Daily Traffic (AADT) numbers greater than 1,000
- Coded by design inside I-694, I-494 ring
- Compatible with MN/DOT's cartographic street series map

The process of building the 1990 highway network started with Mn/DOT's "50 Series" maps. These are 1:24000 scale maps maintained and updated annually by MN/DOT that show all metro area streets and highways as well as water and political boundaries. This map series is the basis for a coordinated Geographic Information System (GIS) base map being developed by MN/DOT and the Metropolitan Council that incorporates 1990 census TIGER file geography. (TIGER is the U.S. Census Bureau's trademark for the Topologically Integrated Geographic Encoding and Referencing system.) The entire map series is fully digitized and runs on Intergraph Corporation's GIS software systems. At the Council the system runs on ARC/INFO software.

To build the network, the line elements were extracted that represented interstate highways and ramps, U.S. highways, state highways, county roads, and county state aid highways. These roads were plotted on a base map with AADT numbers alongside them. Roads with less than 1,000 AADT were eliminated. City streets with more than 1,000 AADT were added. This provided a base highway network.

Next, the zone centroid locations and centroid connectors were added to the computer file. The centroid locations were identified by locating the zones on aerial photographs and approximating the center of activity as represented by developed land or other significant features on the photo. Centroid connectors were added manually at this time by observing logical highway access to the zones. A maximum of four connectors were used to connect a centroid to the highway network.

Using Intergraph's GIS software and several custom programs written by MN/DOT, the base network was numbered, and from-node, to-node and distance along the link were extracted. In addition, a number of default values were extracted at this time. For example, a road that was digitized as an interstate defaulted to a freeway facility type with two lanes. These default values were later corrected by plotting the attribute data in color and manually reviewing the system plots.

To reflect some key parameters for transportation modeling, such as typical speeds by location in the region, the network links are related to geographical areas

termed areatypes. The designated areatypes for these model parameters are: Rural, Developing, Developed, Center City, Central Business District (St. Paul and Minneapolis CBD) and Outlying Business Area.

Rural is defined as areas with population density less than one-person-per-acre. The Developing area is population greater than one-person-per-acre and outside the Interstate-694/Interstate-494 (I-694/I-494) ring. Inside the I-694/I-494 ring is the Developed area. The Center City is described as Minneapolis and St. Paul. The Central Business Districts are Minneapolis CBD and St. Paul CBD. Outlying Business Centers are freestanding areas some distance from Minneapolis and St. Paul which operate like a CBD. An areatype map is available from the Metro Council or Mn/DOT.

Areatypes are used to create a matrix of areatypes by facility type. Facility types are categories of roads which operate in a similar manner. Our facility types are:

- | | |
|----------------------|-----------------------|
| 1. Metered Freeway | 6. Undivided Arterial |
| 2. Unmetered Freeway | 7. Collector |
| 3. Metered Ramp | 8. HOV |
| 4. Unmetered Ramp | 9. Centroid Connector |
| 5. Divided Arterial | 10. HOV Ramp |

A metered freeway is defined as a facility operating with controlled access at all intersections on which all on-ramps for at least two miles are metered. An unmetered freeway has controlled access but on-ramps are not metered. Metered and unmetered ramps simply indicate the existence of a meter on the ramp.

A divided arterial is a multi-lane facility divided by a physical barrier with the intersections controlled by signal lights. An undivided arterial has signals at the intersections but no physical divide between the lanes. It can be one or more lanes per direction. A collector is an undivided roadway with access controlled by stop signs.

An HOV facility is described as a freeway-type facility restricted to use by multi-occupant vehicles. An HOV ramp is a ramp which connects to an HOV facility on one end of the link. Vehicles using HOV or HOV ramps must have two or more persons in the vehicle.

A centroid connector is a hypothetical link that connects the regional highway network to a zone centroid. Up to four connectors are used to represent all the roads entering or leaving a traffic zone. The purpose of using connectors is to simplify the network. For example, in the Minneapolis and St. Paul area we would have to add thousands and thousands of city streets to the network to represent all possible paths. Instead, using connectors allows us to eliminate a large proportion of the streets and still accurately represent regional travel.

The GIS software was used to create default speed and capacity values for all the network links. In this process, areatype polygons are created that automatically identify all the links inside of the polygon. The areatype value is automatically assigned to the link. The relational database software, ORACLE, is used to assign or update speed and capacity of links based on their areatype/facility type.

Table 1 illustrates the speed matrix used to update the link speed record values for daily speeds. For example, a divided arterial (50 miles per hour, or MPH) in the Rural

Area is faster than a divided arterial (37 MPH) in the Center City. Table 2 illustrates the speed matrix used to update link speed values for the peak period.

**Table 1 1990 Regional Model Daily Speed Matrix
for Minneapolis/St. Paul Area Type by Facility Type***

Facility Type	Rural	Developing	Developed	Center City	Central Business District	Outlying Business Center
Metered Freeway	60	60	55	50	N/A	50
Unmetered Freeway	60	60	53	49	N/A	49
Metered Ramp	35	30	25	25	N/A	25
Unmetered Ramp	35	30	25	25	N/A	25
Divided Arterial	50	47	41	37	N/A	37
Undivided Arterial	48	41	38	23	N/A	23
Collector	40	33	30	23	15	23
Centroid Connector	32	26	24	18	12	18
HOV	N/A	65	60	55	N/A	N/A
HOV Ramp	N/A	35	30	25	N/A	N/A

**Table 2 1990 Regional Model Peak Period Speed Matrix
for Minneapolis/St. Paul Areatype by Facility Type ***

Facility Type	Rural	Developing	Developed	Center City	Central Business District	Outlying Business Center
Metered Freeway	60	60	55	50	N/A	50
Unmetered Freeway	60	60	51	46	N/A	45
Metered Ramp	35	30	25	25	N/A	25
Unmetered Ramp	35	30	25	25	N/A	25
Divided Arterial	45	39	36	23	N/A	25
Undivided Arterial	40	39	32	20	N/A	20
Collector	40	31	28	21	12	20
Centroid Connector	32	24	22	16	9	16
HOV	N/A	65	60	55	N/A	N/A
HOV Ramp	N/A	35	30	25	N/A	N/A

* Note: Minneapolis and St. Paul CBD Links are coded only as collectors or centroid connectors.

Table 3 1990 Regional Model Lane Capacity*
for Minneapolis/St. Paul Area Type By Facility Type

Facility Type	Rural	Developing	Developed	Center City	Central Business District	Outlying Business Cen
Metered Freeway	1,950	1,950	1,950	1,950	N/A	1,950
Unmetered Freeway	1,750	1,750	1,750	1,750	N/A	1,750
Metered Ramp	750	725	675	625	N/A	600
Unmetered Ramp	1,500	1,450	1,350	1,250	N/A	1,200
Divided Arterial	1,000	950	850	750	N/A	700
Undivided Arterial	900	850	750	650	N/A	600
Collector	600	550	500	450	400	400
Centroid Connector	N/A	N/A	N/A	N/A	N/A	N/A
HOV	N/A	1,400	1,400	1,400	N/A	N/A
HOV Ramp	N/A	1,450	1,350	1,250	N/A	N/A

* Note: Capacity is listed as per-lane-per-hour.

Table 3 illustrates the capacity of the facility types in the model. The capacity is listed as per-lane-per-hour. Total hourly link capacity is the hourly lane capacity multiplied by the number of lanes on the link.

Once speed and capacity were put in, the next task was to evaluate tree paths of the network. A tree path is the set of links used by the assignment model to route automobile trips from one zone to all the other zones in the system. MN/DOT personnel evaluated 16 different tree-path sets. Eight of the paths were internal zones and eight paths were external stations. The following list details the zones evaluated:

EXTERNAL STATIONS

I-94 East
 I-94 West
 I-35 North
 I-35 South
 Trunk Highway -12 West
 Trunk Highway -169 South
 Trunk Highway - 61 South
 Trunk Highway - 65 North

INTERNAL ZONES

Downtown St. Paul
 Downtown Minneapolis
 Airport
 Ridgedale
 Rosedale
 Woodbury (I-94 at I-694)
 Plymouth (I-494 at I-394)
 Mall of America

Analyzing the tree paths was done by linking the GIS software with the transportation planning software TRANPLAN and PLANPAC. Special programs were developed which reformatted the path reports into a-node and b-node pairs. These pairs of nodes, or unique node identifiers, were loaded into a table in ORACLE. Then, using a relational join, the link table tree variable was set to "y" whenever the pair of node I.D.s in the two tables equaled each other. Then GIS was used to create a map of the links in which the tree variable was set to "y."

This unique approach proved to be very useful in locating errors in the network. The analyst could see a map of the tree and with very little effort determine which links were being used (or not used) in the path. Some of the errors found were: one-way links coded backwards; links missing information; links with incorrect information. All the errors in the network were due to manual updates/coding of information.

Table 4 describes the facility types, their assignment group code in the model, their number of network links and the total number of miles of each group. For example, metered freeways are coded as assignment group 1. There are 294 links coded as a metered freeway for a total of 115 center line miles.

Table 4 1990 Network Statistics Facility Type

Facility Type	Assignment Group Code	Number of Links	Center Line Miles
Metered Freeway	1	294	115
Unmetered Freeway	2	972	463
Metered Ramp	3	179	36
Unmetered Ramp	4	1,047	214
Divided Arterial	5	1,255	482
Undivided Arterial	6	3,236	2,151
Collector	7	1,838	603
Centroid Connector	9	2,742	1,181
HOV	9	27	8
HOV Ramp	0	8	2
Total		11,598	5,255

Table 5 describes network links in the

MN/DOT and the by the state traffic for distribution, method MN/DOT, at 296-0

Table 5 1990 Network

Area Type
Rural
Developing
Developed
Minneapolis
Saint Paul
Minneapolis CBD
Saint Paul CBD
Outlying Business District
Total

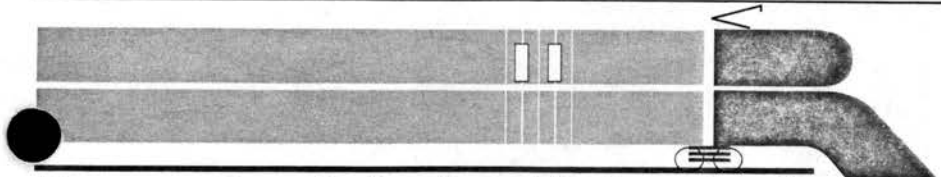
e area types, their code in the model, the number of
area type and the total number of miles of network in that area type.

Council have agreed that the network is to be maintained
cast engineer. Any questions about the highway network, its
logies or capabilities should be directed to

.7.

Statistics Area Type

Area Type Code	Number of Links	Center Line Miles
1	1,096	1,506
2	2,837	1,476
3	3,079	1,086
4	1,490	401
5	1,212	332
6	279	34
7	145	11
8	1,460	409
	11,598	5,255



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, AUGUST 23, 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 August 9, 1994
 2. * Request of Andrew Realty Corp. for an easement on Northeast Corridor right of way
 3. Metro LRT Joint Powers Board update
 4. * Approve contract with Gerald Seck for legislative services for an amount not to exceed \$37,000
- * Approval is requested

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 9, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, August 9, 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 (entered during item #3)
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Mark Filipi, Hugh Faville, Lisa Lee, Terry Schutten, Jim Van Houdt, Marlen Johnson, Paul Kirkwold, Toni Baker, Patrick Harris, Fran Sontag, Dave MacMillan, Karen Tero, Judy Karon, Jill Goski, Kathryn DeSpiegelaere, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:38 AM.

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

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Dick Wedell.

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

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

2. Downtown Minneapolis LRT Advisory Committee update.

Ms. Kathryn DeSpiegelaere said that the Downtown Minneapolis LRT Advisory Committee has been meeting for two to three months with topics of discussion centering around a change to low floor vehicles and tunnel vs. surface alignment. Mr. Bob Packard, ZGF, attended the last meeting to discuss Portland's surface alignment.

Chairman Finley indicated that a number of the Downtown Minneapolis LRT Advisory Committee is in favor of the tunnel; however, a tunnel would be more costly than a surface alignment. The rule of thumb is that a tunnel costs ten times the amount of a surface alignment.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 9, 1994

Page 2

3. Presentation on 1990 Travel Behavior Inventory Summary Report.

Ms. DeSpiegelaere introduced Mark Filipi, Metropolitan Council, who reported on travel behavior in the metropolitan area.

Mr. Filipi distributed copies of a 1990 Travel Behavior Inventory (TBI) Fact Sheet Transit Survey.

Mr. Filipi said that many elements of the Travel Behavior Inventory have been in use since it's been devised. The TBI was designed to occur during the same time as the 1990 census in order to calibrate and validate new travel demand forecast models for the Twin Cities region.

The main portion of the survey was a home interview survey which provided the majority of the information used in the modeling process. Over 10,000 households within the region were surveyed. Each household was requested to keep track of the trips family members made each day. Over 98,000 trip records were gathered from this data. Business establishments were also surveyed as a portion of the TBI.

The data base generated from these surveys has been used for internal research by the Metropolitan Council and external research by the Federal Transportation Administration (FTA), Minnesota Department of Transportation (Mn/DOT), University of Minnesota, and Urban Land Institute. This most recent survey is called an origin destination survey and cost approximately two million dollars.

The TBI is also being used as leverage research where information is provided to other agencies and they in turn provide the Met Council with another viewpoint on what's happening in the region. Finally, it is used as the major input for the travel demand forecast models for highway and transit.

The major points from this report are: increased trips per resident from 1970 to 1990, 5 million to 8.9 million trips per day; trips per household continue to increase; the percentage of transit trips decreased; drive-alones have doubled between 1970 and 1990; car-pooling decreased from 62% to 43%; and bus transit decreased .7%.

Another major concern is the occupancy of the vehicle, which varies according to the purpose of the trip. The highest occupancy being "went to school" at 2.2 people per trip with the lowest occupancy of 1.06 people for work related trips.

The report also indicates a change in land use patterns within the region (central cities vs. suburbs). Trip destinations to Minneapolis and St. Paul increased from 22% to 26% from 1970 to 1990, but destination trips for the suburbs increased over 100%. The trip length in miles has increased, but because of the highways, it takes less time to drive. This encourages auto use.

Mr. Filipi also reported on trip comparisons that start in Ramsey County and what is occurring in the region. The majority of ridership occurs from home to work based trips.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 9, 1994

Page 3

Commissioner Wedell said that there is evidence of non-MTC transit gain in 1991-92, however, there still remains the problem of reverse commute. Transit does not necessarily accommodate the destination needs of the people.

Mr. Filipi said that was one of the reasons why the survey was done. Mr. Filipi also said the survey helped identify: (1) the typical transit user; (2) how to influence transit use; and (3) locations of employment and residences of those not currently served by transit.

Mr. Filipi indicated that the survey was conducted jointly by the Metropolitan Council, Regional Transit Board, Minnesota Department of Transportation, the Transportation Advisory Board, and a consultant.

Commissioner Wedell stated that there is limited access to bus service in the suburban areas and because of that reason, as the tables depict, there is more auto use and congestion.

Chairman Finley said that the report indicates that congestion occurs in the early morning and at the end of the work day and that is when public transit use is at its peak. Even though there are more people using public transit during that time, there are also more single occupant vehicles on the road.

Chairman Finley said there isn't enough space to continue building highway systems. It costs more to build a highway system than to build an LRT system. Light rail transit is the favored alternative.

Commissioner Thomas said that the average person using public transit earns about \$10,000 less than the individual who uses an automobile. They use public transit because that is the only available alternative. Light rail transit is not the only solution to getting cars off the road.

Commissioner Wedell said that LRT, in comparison to the bus service, will produce a different profile of the person riding it.

Chairman Finley said the time it takes to travel from one destination to another is a key factor in the mode of transportation a person will use.

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		Request of Andrew Realty Corp. for an easement on Northeast Corridor right of way.
Authorized Signature	Date	
<i>K. DeSpiegelaere</i> 8/16/94		<u>ACTION IS REQUESTED</u>

Request Justification

- See attached: (1) Proposed resolution
 (2) Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting <i>Mark Johnson</i> 8/16/94		Date / Time Received By
County Attorney <i>Bert Marzke</i>		
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
August 23, 1994	<i>Bette Kurysh</i>	8/18/94
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, On July 26, 1994, Ramsey County Regional Railroad Authority considered a request from Andrew Realty Corp. for an easement on 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, The request was tabled until further information relevant to the decision could be reviewed; and

WHEREAS, The land requested by Andrew Realty Corp. is located in one of the most narrow areas of the Northeast Corridor, and future development of the right of way in this area will likely require the use of the full width of the right of way in this area; and

WHEREAS, It may be difficult to return this portion of the right of way to public use if the requested easement is granted; and

WHEREAS, The future of Building 17 is unknown at this time; and

WHEREAS, The full impact of granting this request on other public projects, including the proposed Phalen Boulevard, is unknown at this time, and thus the granting of this easement may compromise future options for the right of way; 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 any fencing to be placed in this area in conjunction with the City of St. Paul's recreational trail be established upon the property boundary line.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

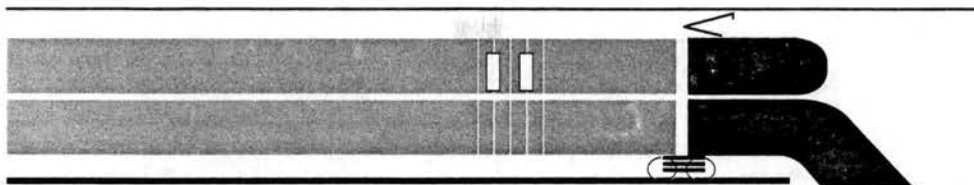
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
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

2



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 *KD*
Director of Light Rail Transit Planning

SUBJECT: Land use request from Andrew Realty Corp.

DATE: August 11, 1994

On July 26, 1994, Ramsey County Regional Railroad Authority (RCRRA) reviewed a request from Andrew Realty Corp. for an easement on a portion of the RCRRA Northeast Corridor. The request was tabled until further information relevant to the decision could be reviewed.

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 (see the enclosed map, Attachment 1). The requested easement would presumably provide for a two lane roadway and parking to be constructed around the former Whirlpool building (their "Building 17") for access to Building 17 and also to the lower level of Seeger Square.

As requested by RCRRA at the July 26 meeting, Andrew Realty Corp. has provided RCRRA with updated plans that show in further detail the portion of the Northeast corridor that they would like to use, amounting to 11,500 square feet. Copies of the following documents are enclosed:

1. A blue line print showing the proposed location of the roadway in the vicinity of the Building 17 and Seeger Square properties (Attachment 2);
2. A reduced copy of the City of St. Paul recreational trail plan showing the RCRRA property over which the easement is desired (Attachment 3);

3. An illustration showing a cross-section of Building 17 and the proposed location of a two way access roadway (Attachment 4); and
4. Photographs of the area provided by Andrew Realty Corp. (Attachments 5a and 5b).

On August 4, 1994, RCRRA staff met with Dave Gontarek and Nancy Frick of the City of St. Paul PED, and Leon Pearson, City of St. Paul Bridge Engineer regarding the questions raised by RCRRA at the July 26 meeting. The City staff provided the following information:

1. The Phalen Boulevard project is going to begin the Environmental Impact Statement (EIS), which will likely require three to four years to complete.
2. The future of Building 17 is unknown at this time. There are efforts now underway to consider demolishing the building.
3. The reconstruction of the Arcade Street bridge will likely take place in 1997 or 1998, at which time the pier that is presently located within the RCRRA right of way will probably be relocated. Specific details as to the design of the new bridge have not been determined.

City staff advised that the full impact of the granting of this request on those projects is unknown at this time. It was felt that, until these unknowns have been answered, it is premature to compromise any future options for the right of way.

Options for accommodating Andrew Realty Corp.'s needs without using RCRRA right of way include:

1. Marking the Forest Street entrance more clearly. The City of St. Paul has indicated that it has offered to assist Andrew Realty Corp. financially in the improvement of marking the access to its property from Forest Street.
2. Use of a one way roadway now. This could be accommodated on the ten foot wide strip of land now owned by and available to Andrew Realty Corp. on its own property.
3. A two way roadway upon the removal of the rail loading dock from Building 17. The removal of the dock would provide Andrew Realty Corp. a strip of land 20 feet wide for the establishment of a two way private roadway.

Therefore, 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. Future LRT and trail needs in this area are minimally anticipated to be:

22 feet for a planned station,
11 feet for an eastbound track,
11 feet for a westbound track,
12 feet for the recreational trail, totaling
--

56 feet, not including any property needed for buffer areas.

Thus, 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 or parking which is advantageous 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, and its future is unknown.
4. An access roadway 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. 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.

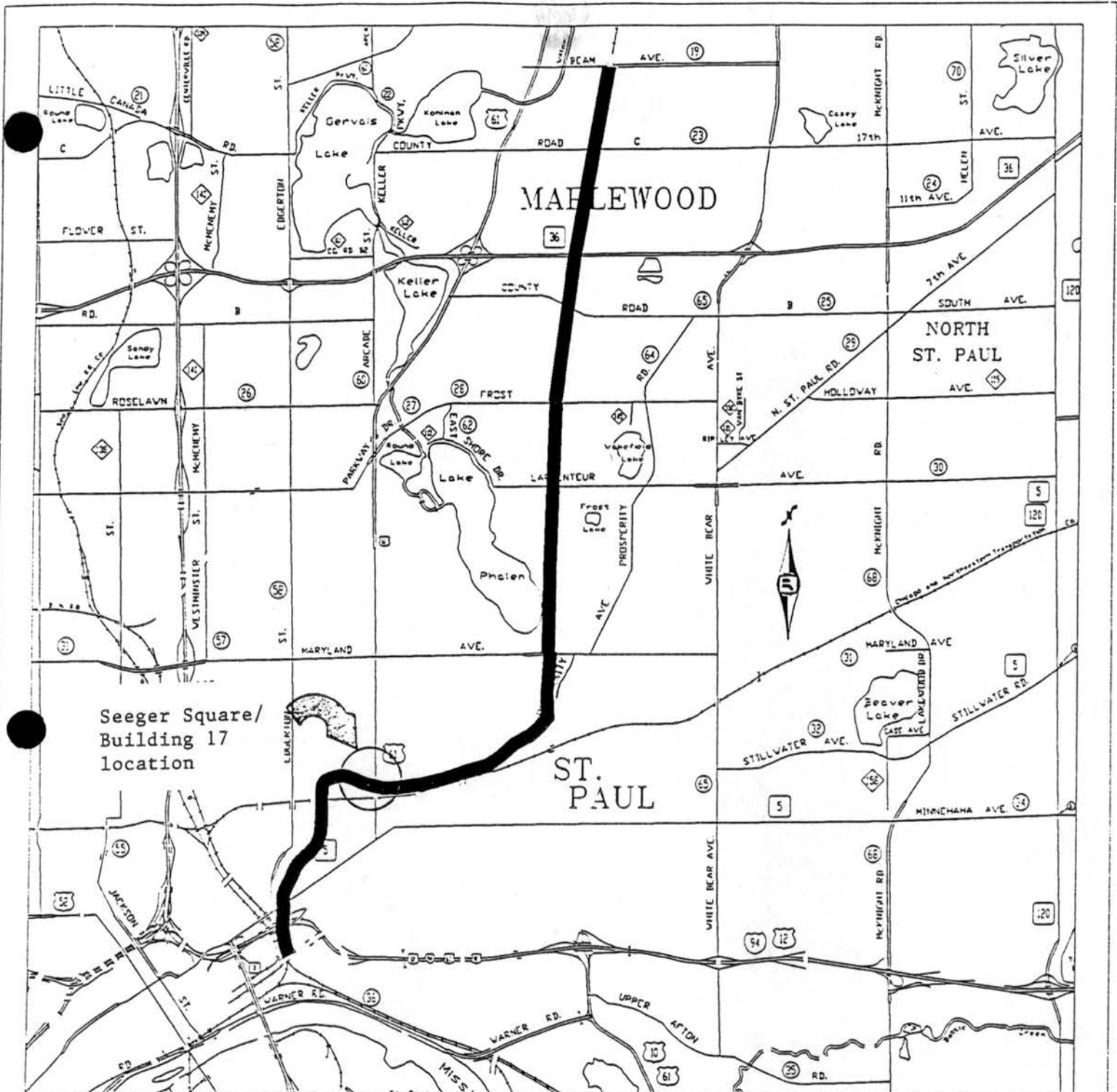
5. The full impact of the granting of this request on City of St. Paul projects in the area, including the proposed Phalen Boulevard, is unknown at this time. Until these unknowns have been answered, it is premature to compromise any future options for the right of way.

Additionally, the City of St. Paul Parks and Recreation Department's recreational trail will be built on the right of way in this vicinity. Trail construction will require the removal by Andrew Realty Corp. of fencing and bituminous surfacing adjacent to Building 17 and Seeger Square that is currently encroaching onto the right of way.

The need for an accurate right of way boundary determination at this time is important in order for the City to plan the location of a new fence in this area as part of the trail construction, and for the State of Minnesota to finalize approval of the City's trail plan. Accordingly, it is also recommended that any new fencing in this area be established on the property line, and that any future relocation of the fence should not be the responsibility of the City of St. Paul Parks and Recreation Department.

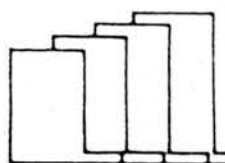
RECOMMENDATION:

Due to the anticipated public needs for the right of way requested by Andrew Realty Corp. and the difficulty in returning the land to a public use if the easement is granted, the request of Andrew Realty Corp. to use a portion of the Northeast Corridor for an access roadway is recommended to be denied. Fencing to be established in this area should be placed on the property line. Existing fencing and bituminous surfacing on RCRRA right of way should be removed by Andrew Realty Corp., in order to facilitate trail construction. This recommendation is contained in the proposed resolution.



● **RAMSEY COUNTY**
Regional Railroad Authority

LOCATION MAP
Northeast Corridor
Kellogg Boulevard to
Beam Avenue



Quadrelle Realty Services

A DIVISION OF THE QUADRELLE GROUP, INC.

MANAGEMENT • LEASING • SALES • APPRAISALS • CONSULTANTS

Via Facsimile
612-266-2761

August 22, 1994

Ms. Kathryn DeSpiegelaeere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center-West
50 West Kellogg Boulevard
St. Paul, MN 55102

**RE: Two-way Traffic Right of Way for
Lower Level of Seeger Square
St. Paul, Minnesota**

Dear Ms. DeSpiegelaeere:

Pursuant to your letter of July 27, 1994, Winsor Faricy Architects submitted, on August 10, 1994, a revised site plan and LRT and trail plan for your review. The plan is based on current drawings and specifications obtained from the City of Saint Paul, Division of Parks and Recreation.

Our request requires a temporary lease to provide two-way traffic around building #17, to gain access from Arcade Street to the lower level space, of approximately 61,000 square feet at Seeger Square.

The width of the lease varies from fourteen (14) feet at the middle of Building #17 to ten feet (10) at the southeast corner of Building #17 near the Arcade Street bridge to twenty-five (25) feet at its widest point behind the southwest corner of Drug Emporium.

Based upon the present published plans for the trail and LRT, the proposed lease area will allow both uses (the trail and LRT) to exist and will also accommodate our need for access from Arcade Street, except for one area, which is from the corner of Building #17 to the middle of the Drug Emporium building. We propose to modify the existing loading dock of Building #17 in that area, and move the road to the north where it conflicts with LRT at the time of future LRT construction.



Member of
International Council
of Shopping Centers



Ms. Kathryn DeSpliegelaere
August 22, 1994
Page 2

An additional concern was mentioned to me by Jill Goski in our meeting on August 11, 1994. The issue is a possible future station for LRT somewhere near the Arcade Street Bridge, which requires approximately ten (10) more feet of land.

A possible solution of the additional land requirement would be to utilize TIF funding from the scattered sites TIF district that Building #17 and the lower level are included in to purchase from the Chicago and Northwest Railroad, (fee owners), a strip of land approximately ten to fifteen (10-15) feet wide to expand the existing land to accommodate the station.

We have, in the past, acquired two leased parcels from the railroad. We have also tried to purchase from the Railroad, essentially the same land we are now trying to lease from the Rail Authority. The Railroad, however, was in the process of selling all of the right of way to the Rail Authority which precluded the sale to us. Given the small area required to purchase, it would be difficult for us to get the Railroad's attention for a purchase and we would request the assistance of the Rail Authority to initiate and consummate negotiations.

I am enclosing a letter from the Investment Real Estate Company, Inc., who is presently dealing with a potential tenant for the lower level space beneath the Drug Emporium. The letter indicates the difficulty to lease the lower level without access to/from Arcade Street.

I hope this proposal will be looked favorably upon by the Staff, and will result in the Commissioners approving the lease.

Very truly yours,
QUADRELLE REALTY SERVICES


Lawrence Pregon
Property Manager

enclosure
LP/bcs

QUADRELLE REALTY SERVICES

AUG.15 '94 2:46PM INVESTMENT REAL ESTATE COMPANY

612 591 0550

P.2

IREC

Investment Real Estate Company, Inc.
1500 So. Highway 100
Tyrol West • Suite 258
Golden Valley, MN 55416

612-591-9544
FAX 612-591-0550

August 15, 1994

Andrew Realty Corporation
Larry Pregon

Dear Larry:

Pertaining to our telephone conversation of this morning in relation to the lower level space in the Seegar Square Project; one important obstacle has arisen as a concern for the potential Tenants. Juno Medical Technology needs to have access to the space via Arcade Street. Employee safety and customer access are the two main reasons, and of the utmost importance to the Employer. Juno is interested in a 3-5 year lease term for approximately 15,000 square feet.

We are expecting to have a space plan completed by Juno's architect this week. At that time Juno will ask for your proposal, on lease terms and conditions.

Sincerely,

Chris Howard

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY Originating Department <i>[Signature]</i> Authorized Signature Date	Board Action Requested Metro LRT Joint Powers Board update. <u>DISCUSSION ONLY</u>
--	--

Request Justification

Under a contract with the Metro LRT Joint Powers Board, Padilla Spear conducted a telephone survey of 400 residents of the metro area. The survey was conducted in connection with another survey on auto emission testing, and so the sample included only adult auto owners. A sample size of 400 in the metro area is considered to have a statistical margin of error of plus or minus 5%. The survey instrument and results are attached.

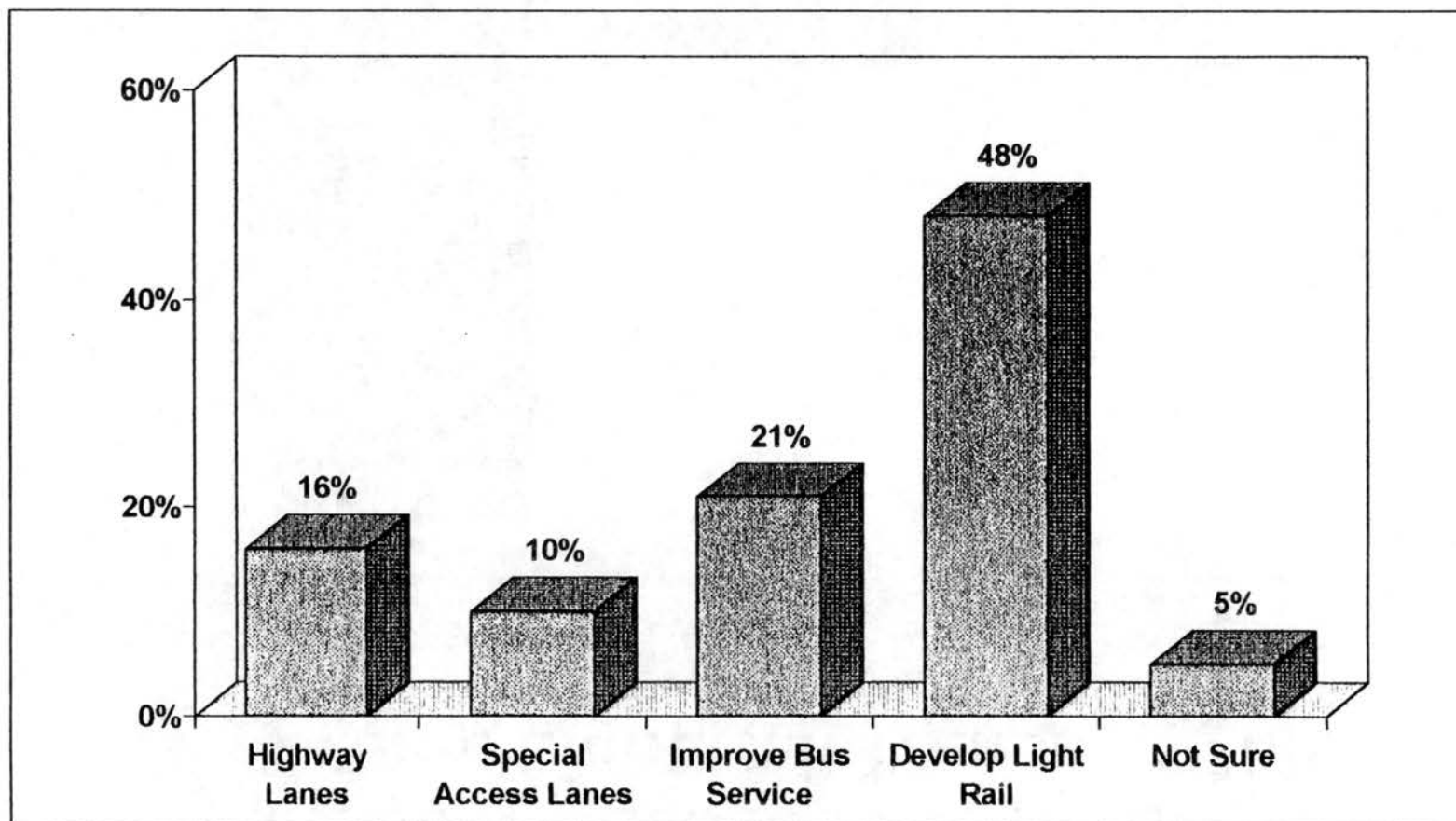
Budgeting and Accounting <i>[Signature]</i> 8/18/94 County Attorney <i>[Signature]</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

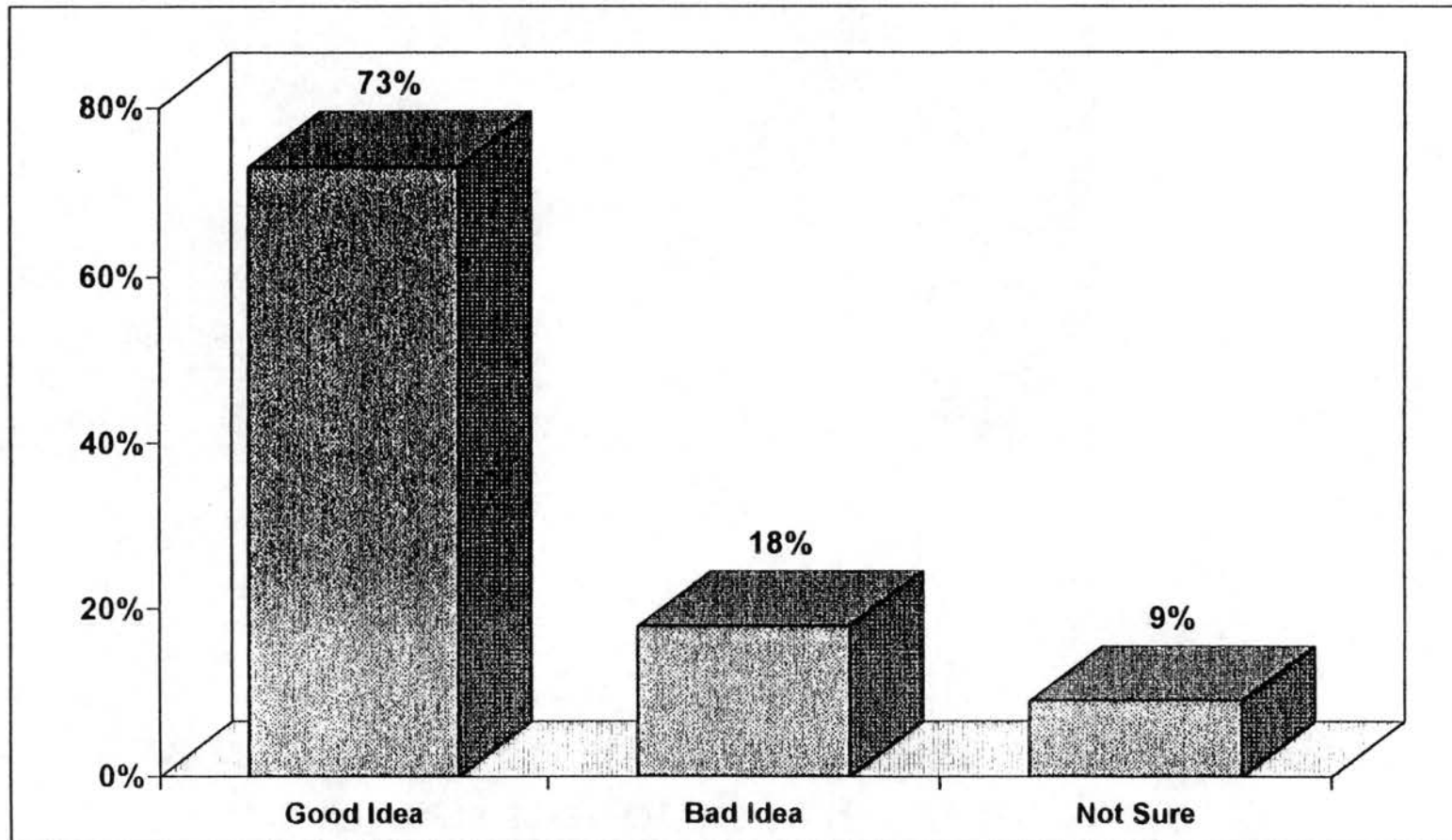
Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
August 23, 1994	<i>[Signature]</i>	8/18/94
Board Date	Signature	Date

With Limited Funding For Transportation Systems Which Should Have The Highest Spending Priority



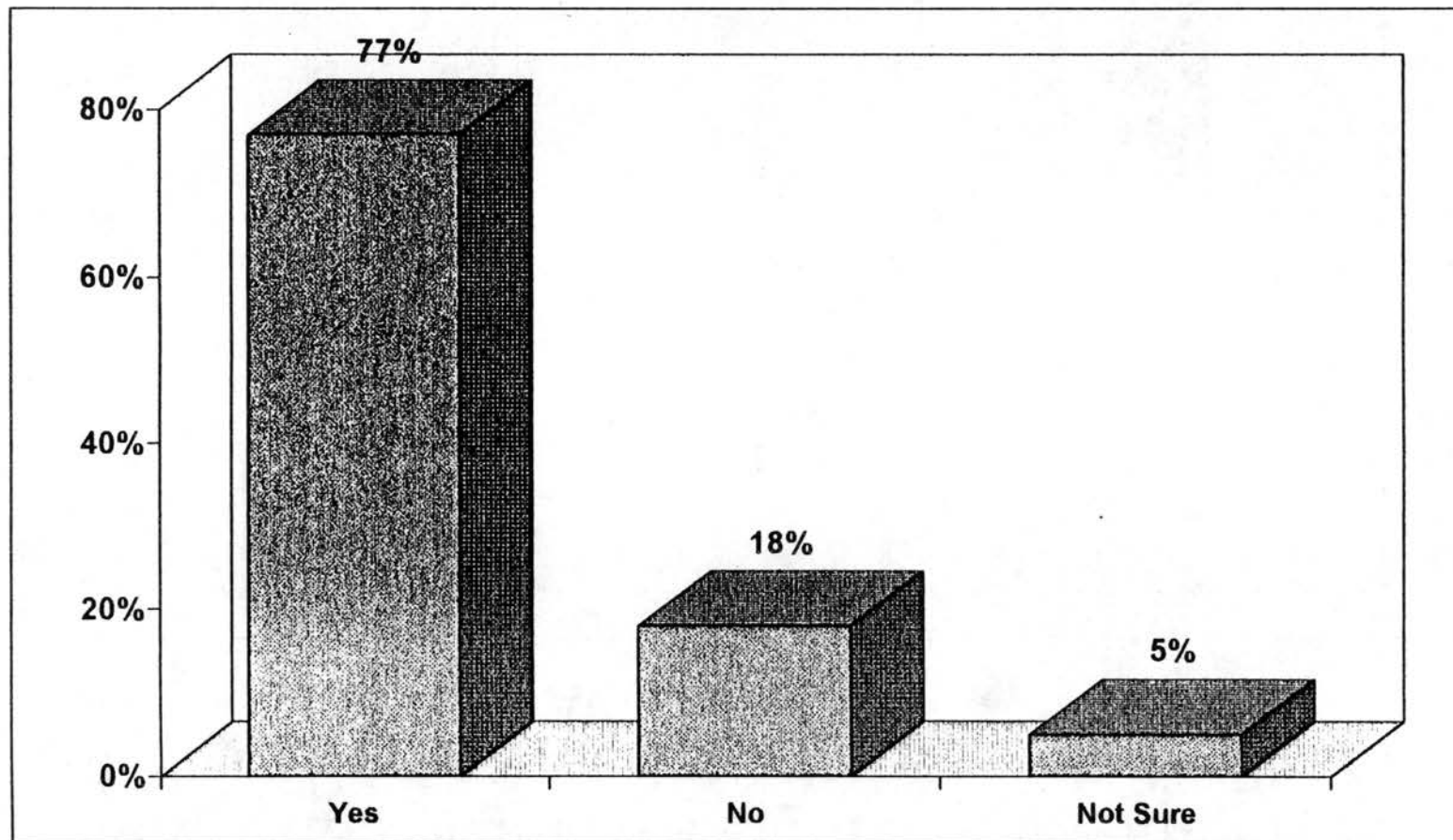
Public Space & Urban

Would It Be A Good Idea Or A Bad Idea To Develop Light Rail Transit In The Metro Area



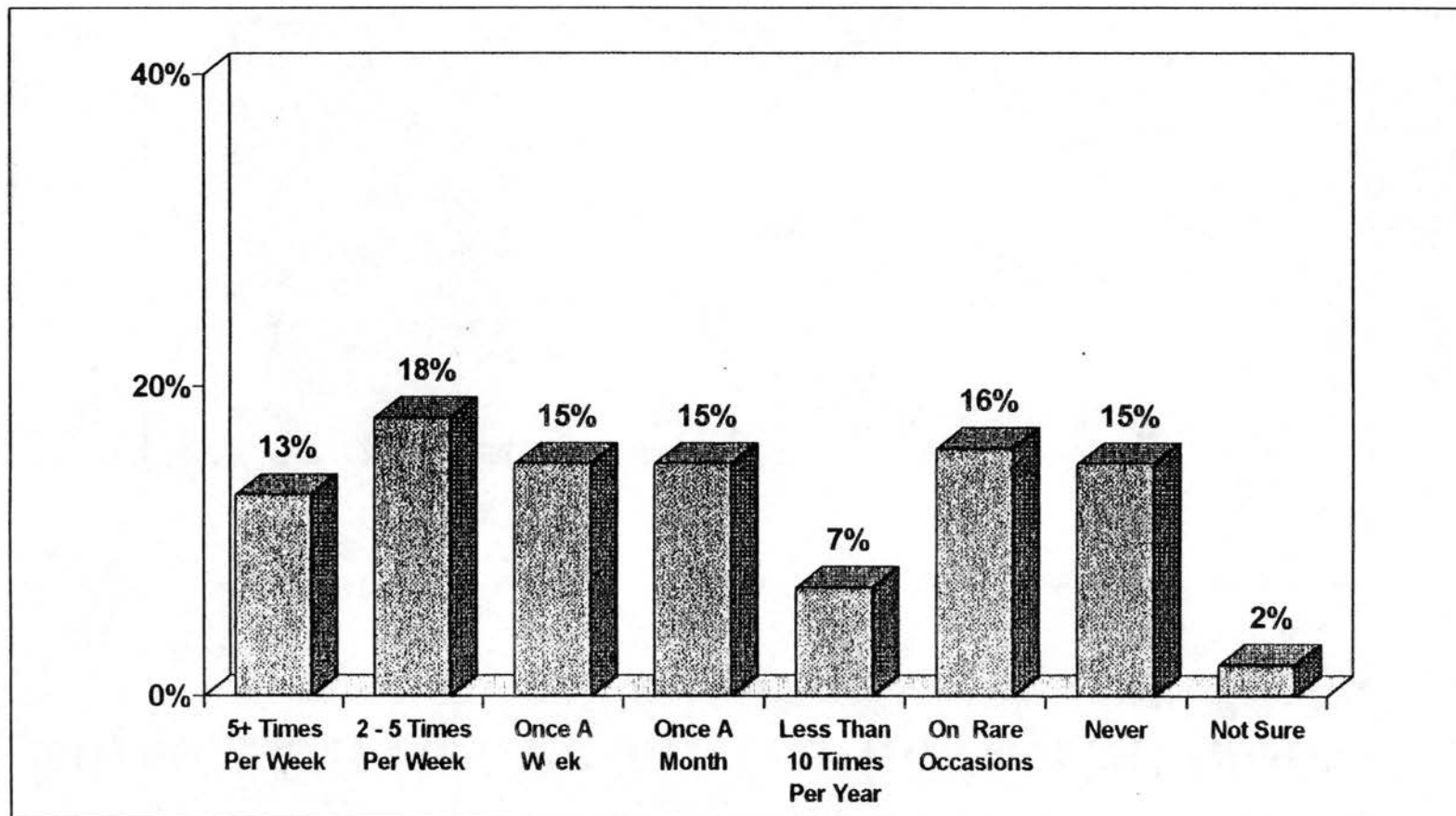
Public Opinion Polling

Would Light Rail Transit Have A Positive Impact On Reducing Traffic In The Metro Area



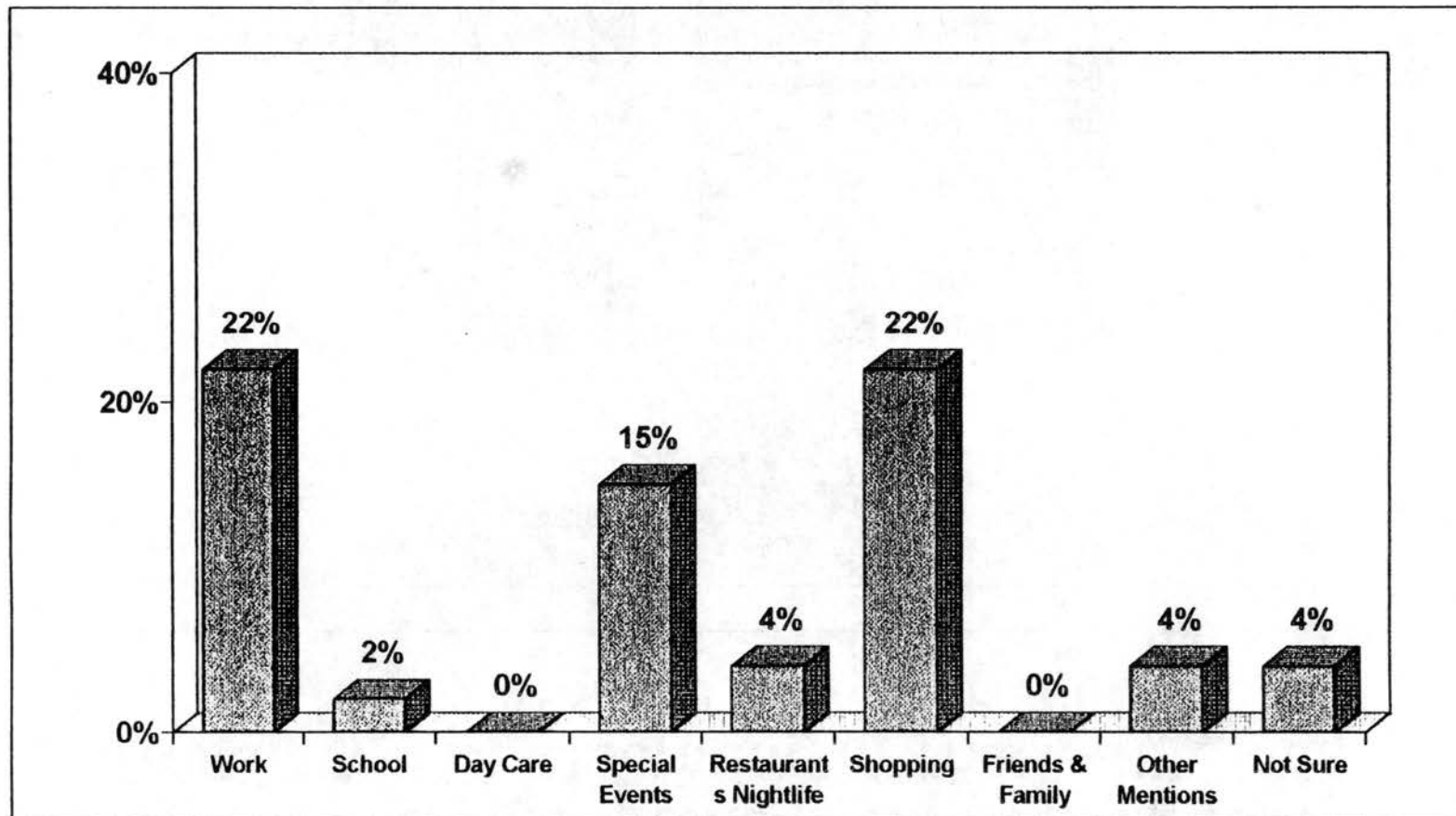
Public Opinion Survey

How Often Might Use Light Rail If Within Five Miles of Home And Provided Access To Shops And Services



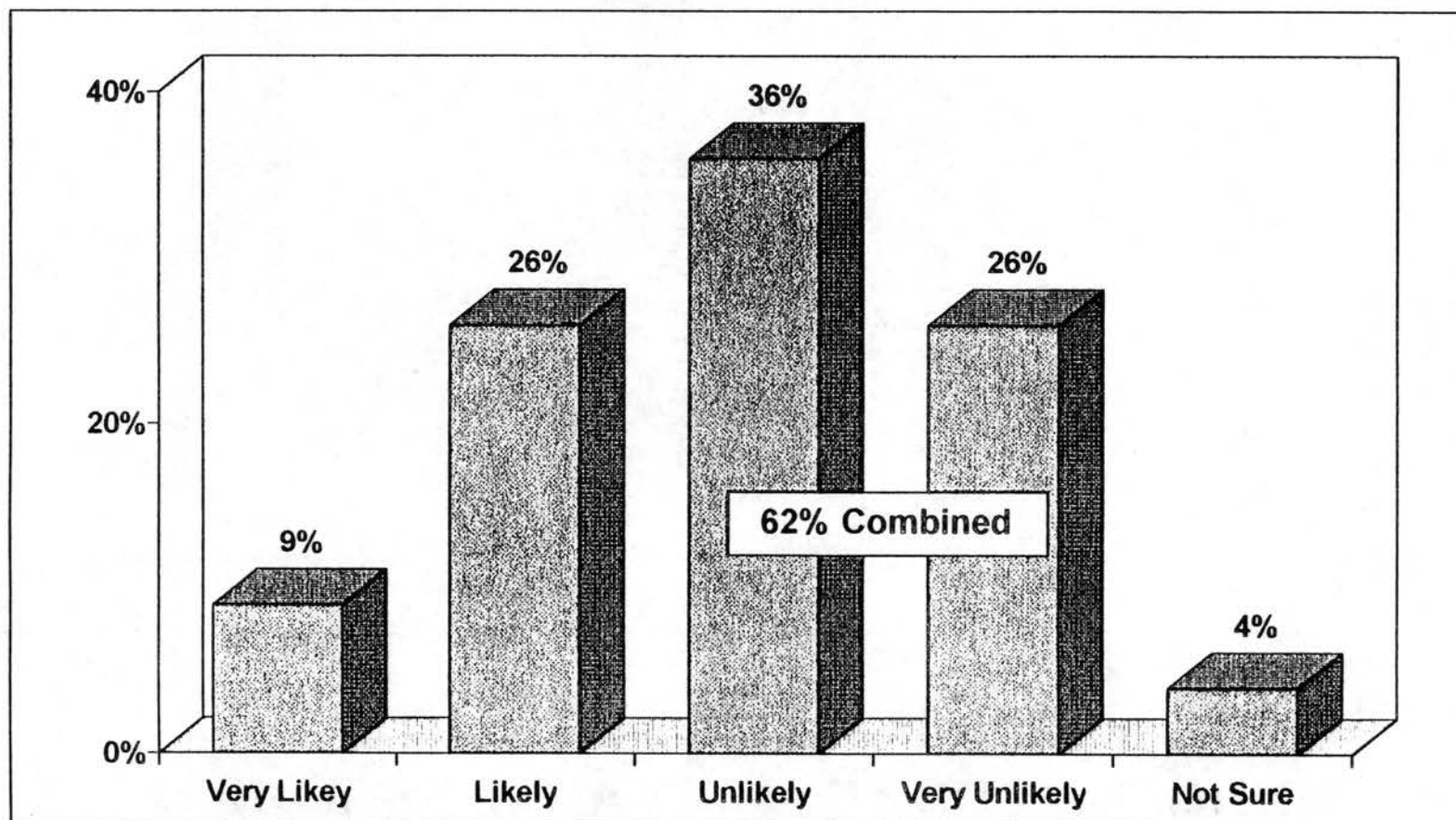
Source: Survey of Potential Light Rail Users

Primary Activity Or Attraction Would Reach Using Light Rail



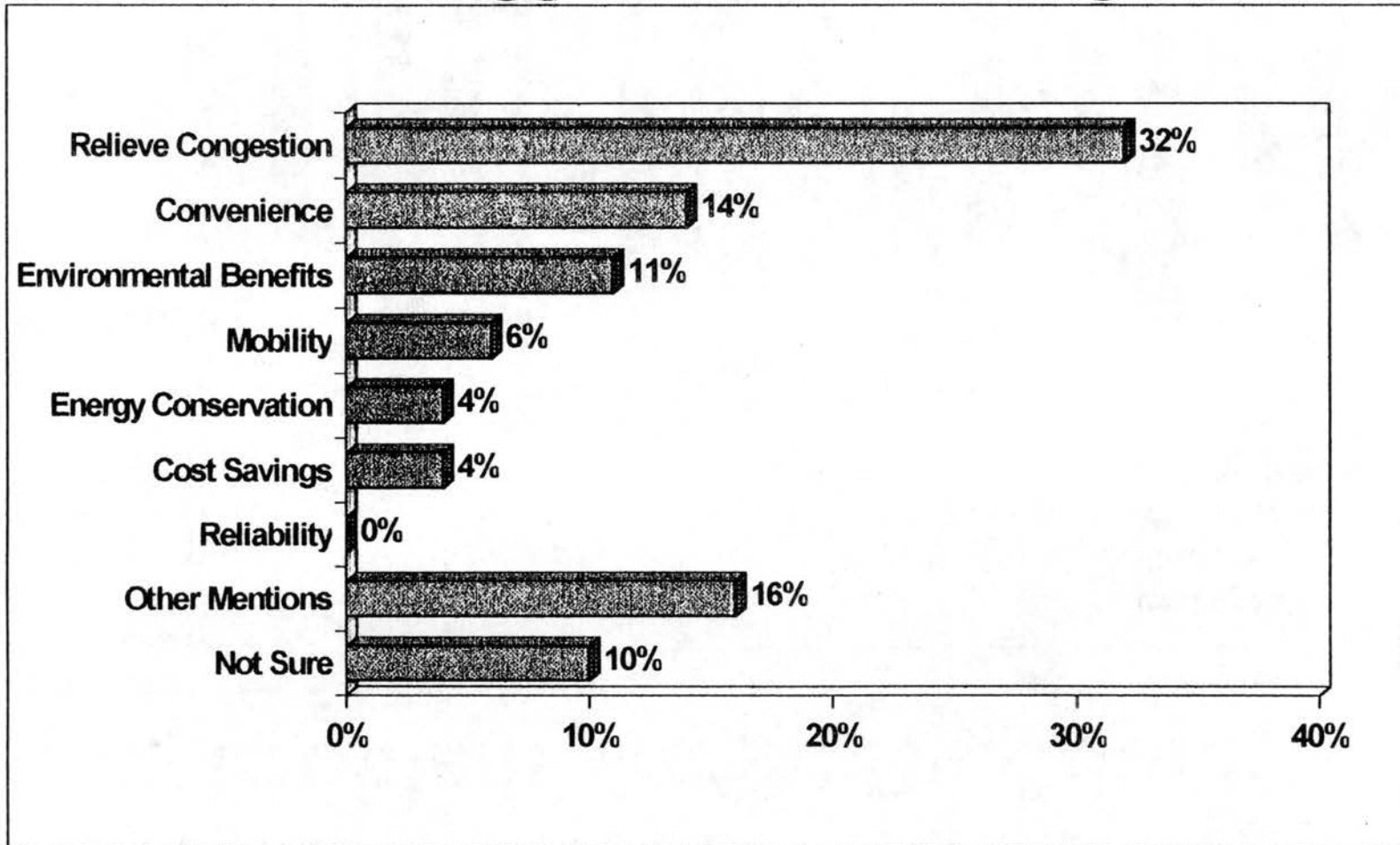
Portland Streetcar Survey

How Likely That Some Form Of Light Rail Transit Will Be Operating In The Twin Cities Metro Area By The Year 2000

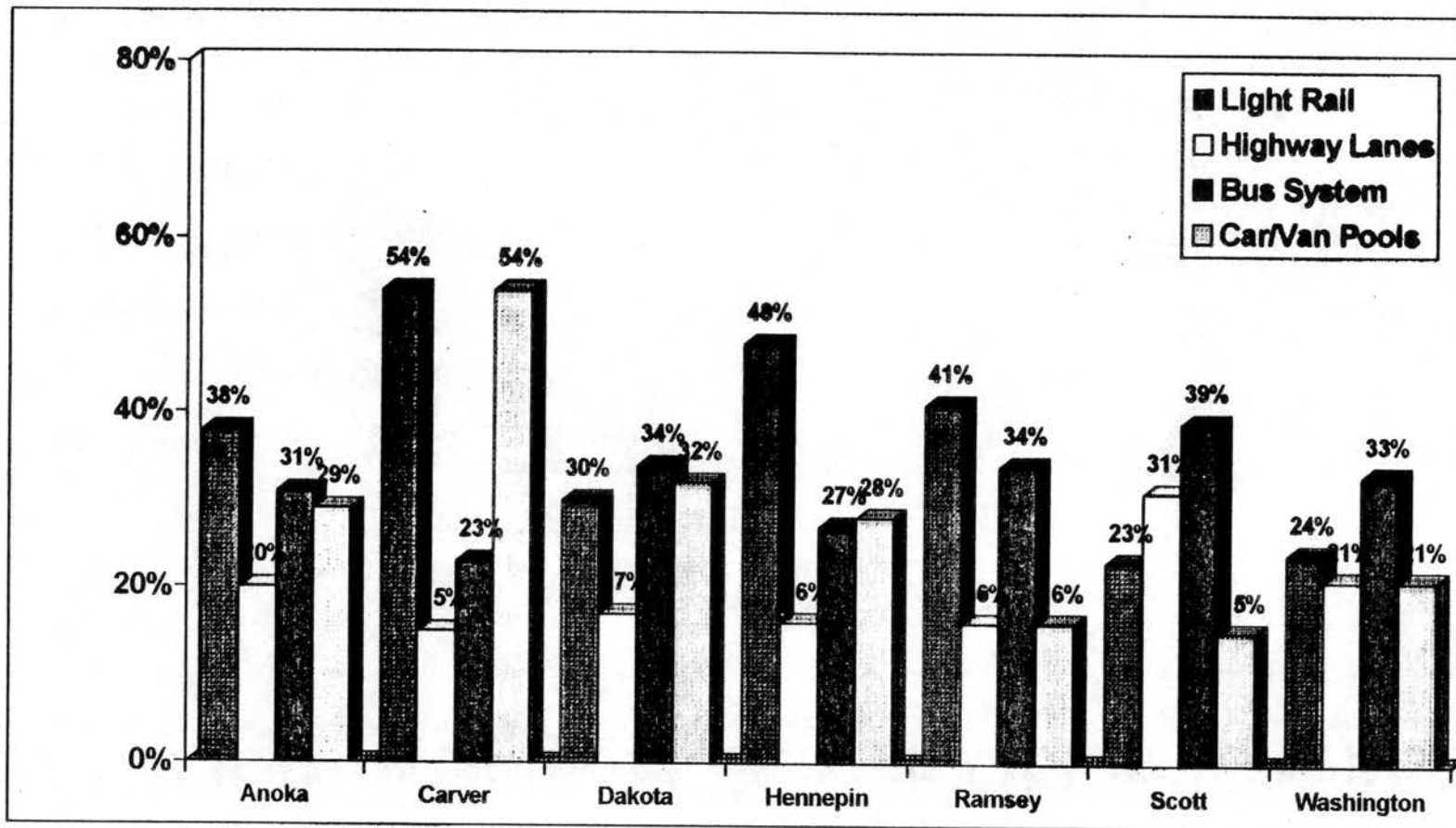


and the Twin Cities

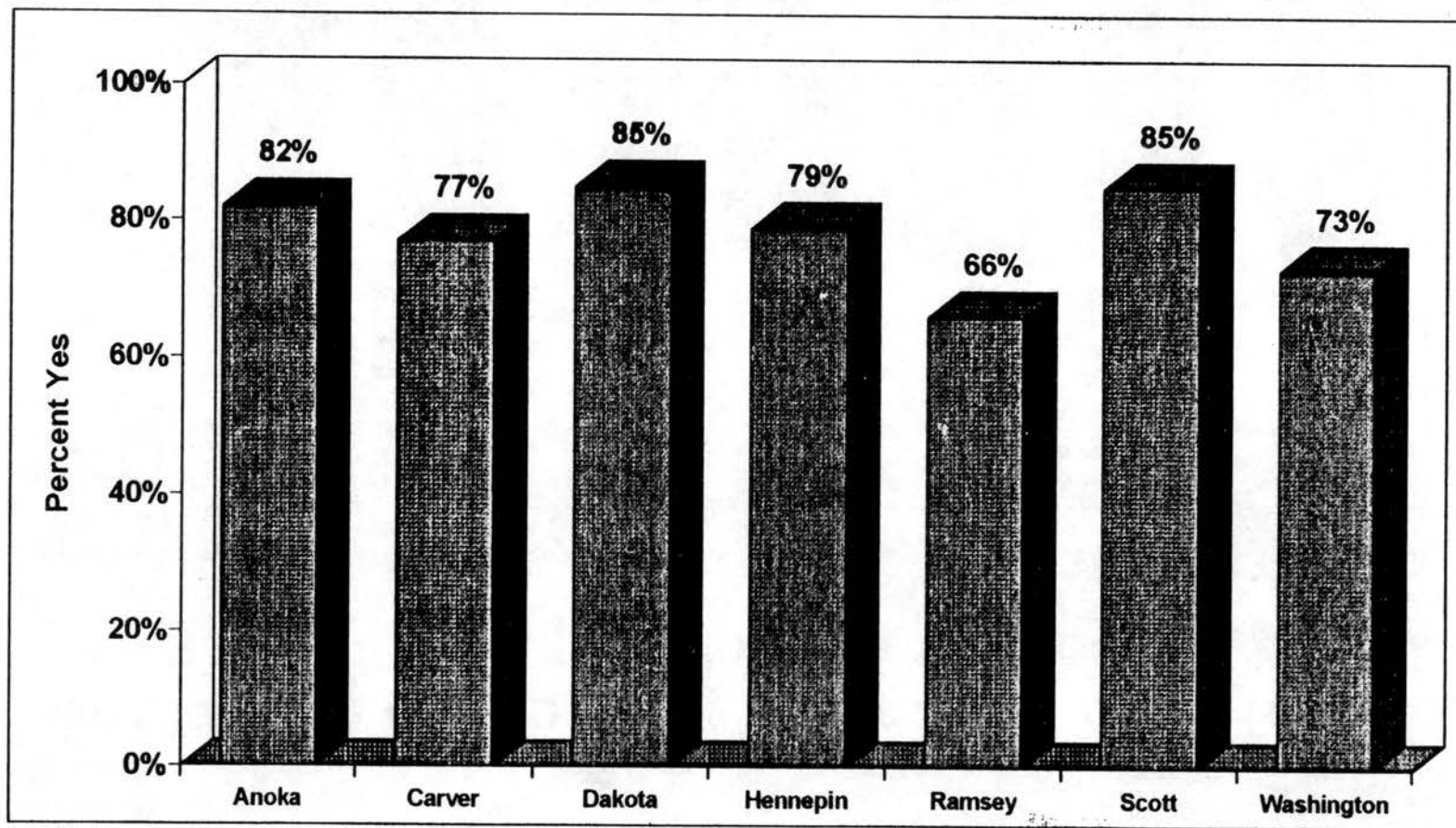
What Is The Biggest Benefit Of Light Rail



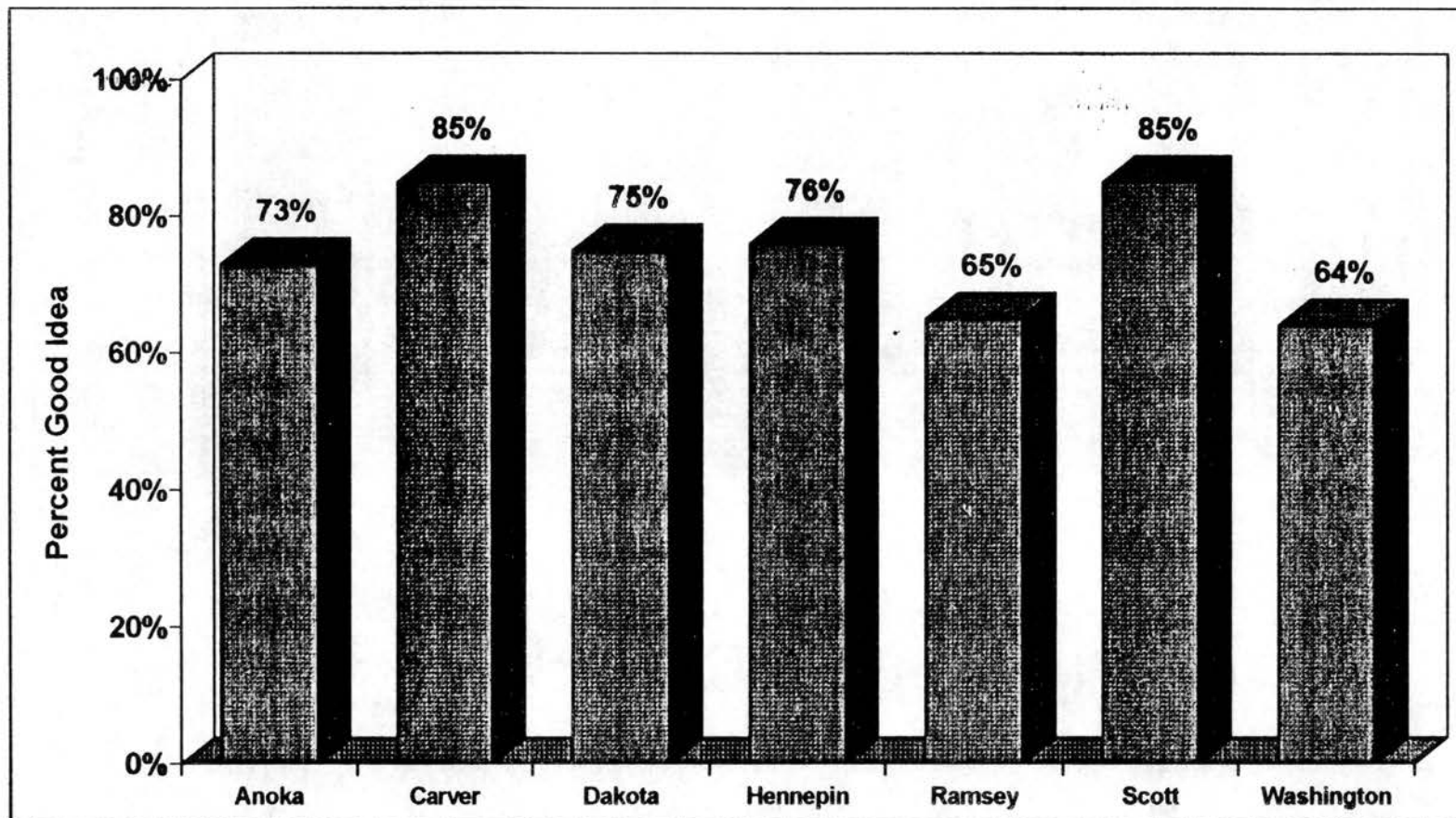
Options To Reduce The Growth of Problem Traffic By County



Would Light Rail Transit Have A Positive Impact On Reducing Traffic In The Metro Area By County

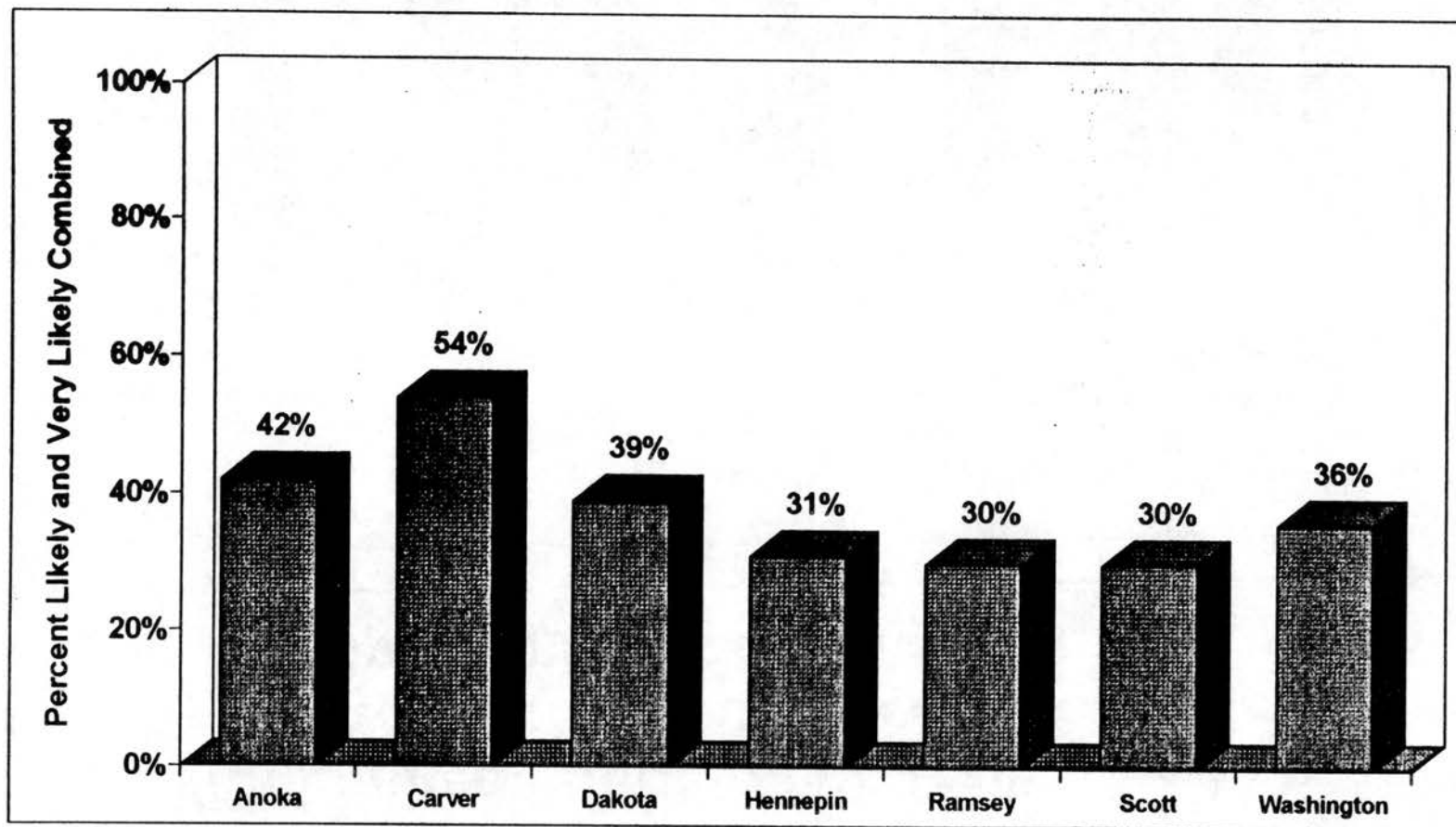


Would It Be A Good Idea To Develop Light Rail Transit In The Metro Area By County

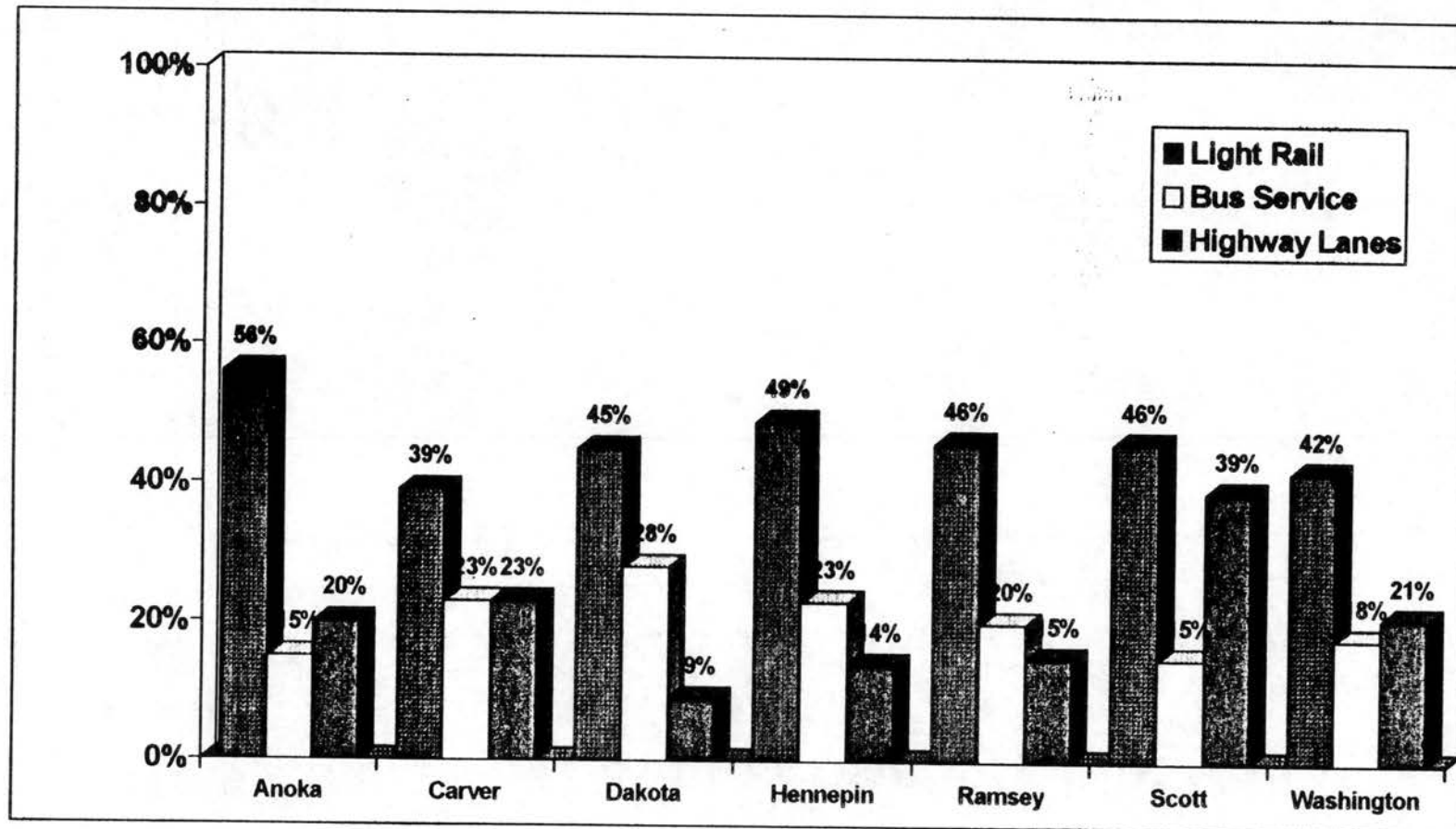


Padilla Speer Beardsley

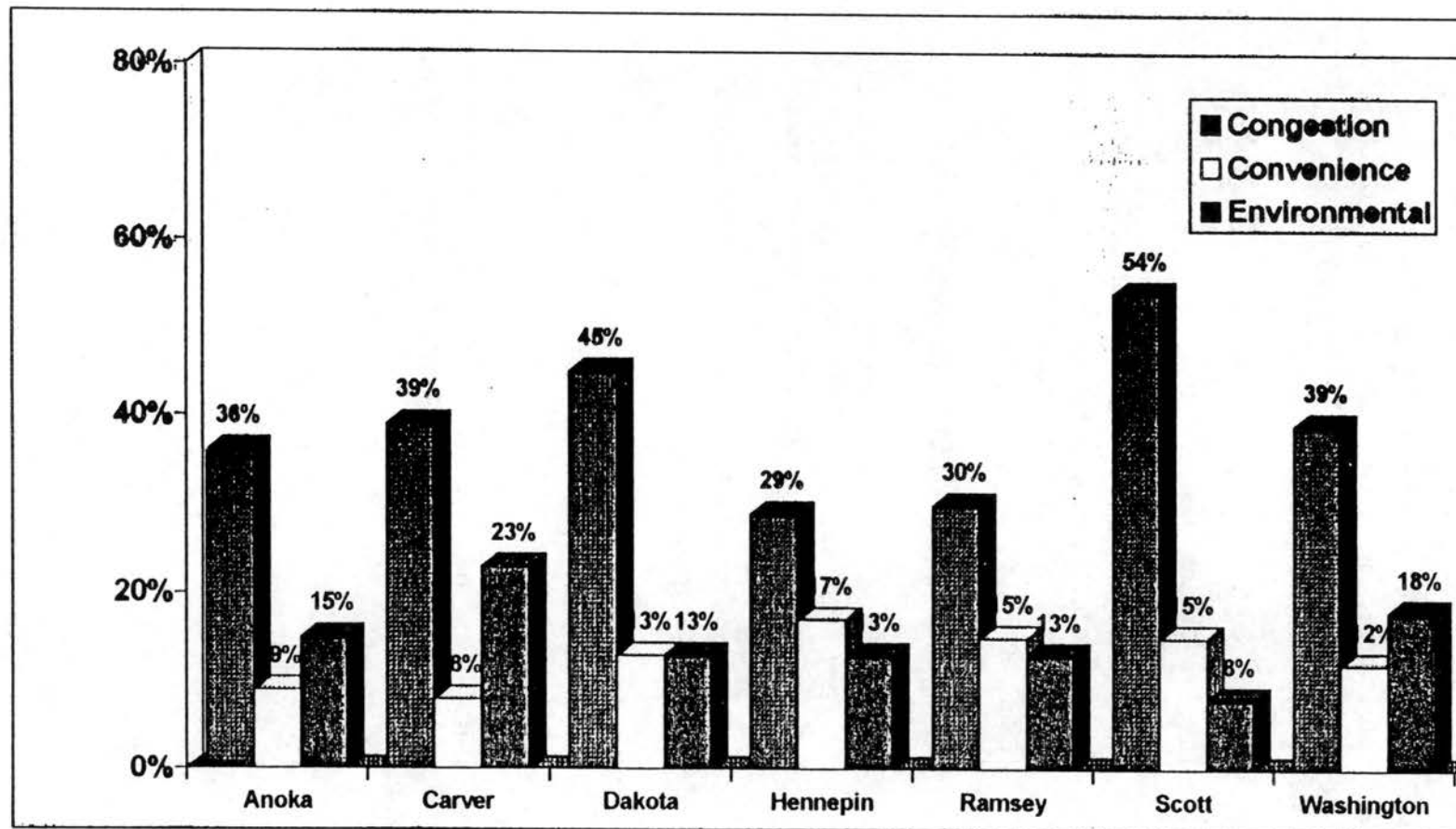
How Likely That Some Form Of Light Rail Transit Will Be Operating In The Twin Cities Metro Area By The Year 2000 By County



With Limited Funding For Transportation Systems Which Should Have The Highest Spending Priority By County



What Is The Biggest Benefit Of Light Rail By County



Light Rail Transit Telephone Survey Questions -- FINAL

Now I have just a few more questions on the subject of transportation in the Twin Cities metro area.

- 1) The Twin Cities area is experiencing an increasing level of auto and truck traffic and is expecting major problems related to traffic volume. What options could be developed or used more effectively to reduce the growth of problem traffic? (check all that are mentioned)

- 1 More highway lanes
- 2 Improve/expand bus system
- 3 Light rail transit/light rail
- 4 Other rail systems (heavy rail, subway, The "L")
- 5 Encourage/promote greater use of car/van pools
- 6 More people working at home
- 7 Build more special highway lanes/ramps for buses or multiple rider vehicles
- 8 Increase taxes (any kind) on cars/gas taxes/road tolls

- 2a) Many people think an added transportation element should be part of a solution. They think light rail transit would provide an additional transportation option that would reduce some projected traffic problems.

Based on what you know now, do you think light rail transit would have a positive impact on reducing traffic in the metro area?

- 1 Would have positive impact
- 2 Would not have positive impact
- 3 Don't know

- 2b) When you think of its effect on traffic -- along with other issues of convenience, cost, location and operating expenses -- do you tend to think it would be a good idea or a bad idea to develop Light Rail Transit in the Metro area?

- 1 Good idea
- 2 Bad idea
- 3 Don't know

- 3a) If a reasonably priced light rail system was operating within 5 miles of your home, and offered access to a variety of shops and services along a route to downtown, how often do you think you would be likely to use it?
- 1 5 or more times per week
 - 2 2 - 5 times per week
 - 3 once a week or so
 - 4 once a month or so
 - 5 fewer than 10 times per year
 - 6 on rare occasions
 - 7 never
- 3b) If respondent would use monthly or more, "what would be the primary activity or attraction you would reach using light rail?"
- 1 travel to work
 - 2 travel to school
 - 3 travel to day care
 - 4 travel to events/sports/cultural events/museums/libraries
 - 5 downtown restaurants/nightlife
 - 6 shopping
 - 7 visit friends/family
- 4) In your opinion, how likely is it that some form of Light Rail Transit will be operating in the Twin Cities metro area by the year 2000?
- 1 Very likely
 - 2 Likely
 - 3 Unlikely
 - 4 Very unlikely
 - 5 Don't know
- 5) With limited funding available for transportation systems, where do you think the highest spending priority should be placed from among these options?
(read/rotate list)
- 1 Build more highway lanes
 - 2 Build more lanes for car pools and multi-person vehicles
 - 3 Improve and expand bus service
 - 4 Develop Light Rail

6) Given what you currently know, what is the biggest benefit of Light Rail Transit?

- 1 Safety
- 2 Convenience
- 3 Reliability
- 4 Energy conservation
- 5 Mobility
- 6 Cost savings
- 7 Relieve Congestion
- 8 Environmental benefit
- 9 Other

7) How often do you use the bus or a car or van pool?

- 1 More than 3 times/week
- 2 Once a week
- 3 Once a month
- 4 Less than once a month

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY Originating Department <i>Legislative</i> <i>8/15/94</i> Authorized Signature Date	Board Action Requested Approve contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. for legislative services for an amount not to exceed \$37,000 and authorize the Chairman of RCRRRA to execute the contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. ACTION IS REQUESTED
--	--

Request Justification

See attached: 1) Proposed resolution
2) Contract

Budgeting and Accounting <i>Mark J. Larson</i> <i>8/18/94</i> County Attorney <i>[Signature]</i> Risk Manager <i>Heather Schulte</i> <i>8/18/94</i> 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

August 23, 1994

Board Date

Bette Kuryak

Signature

8/18/94

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd. for legislative services for an amount not to exceed \$37,000 through May, 1995; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd.

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
CONSULTANT SERVICES AGREEMENT

The following is an agreement between GERALD SECK and LARKIN, HOFFMAN, DALY & LINDGREN, LTD. (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Administrator's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below:

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR will do research, attend meetings, provide testimony, visit individual legislators, relate to the media, and perform such other services as are usual and customary for organizations which lobby at the Minnesota legislature and with administrative departments of the state government.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities, particularly activities which enhance the development and construction of the Light Rail Transit System in the metropolitan area. As a necessary incident to providing these services, CONTRACTOR will register as an agent of the AUTHORITY with the Minnesota State Ethical Practices Board.
- D. On behalf of AUTHORITY, CONTRACTOR will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:
 - 1) Foster the growth of working relationships between members of the Ramsey County Legislative delegation, the AUTHORITY, and the AUTHORITY's key staff members.

- 2) Develop and assist in implementing strategies regarding how the AUTHORITY is funded in relation to other governmental units.
 - 3) Develop and assist in implementing the AUTHORITY's overall lobbying efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the state.
- F. CONTRACTOR will work on passage of the AUTHORITY's local legislative initiatives and will perform other activities as desired by AUTHORITY during the Minnesota legislative session.
- G. CONTRACTOR will furnish a written report at the end of the session to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from September 1, 1994, until May 30, 1995. The CONTRACTOR shall also perform these services during any special session of the legislature as provided in paragraph 3 hereof.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Thirty-seven Thousand Dollars (\$37,000) for performance of its obligations, as follows:

- A. The sum of Three Thousand Dollars (\$3,000) on September 30, October 31, November 30, and December 31, 1994.
- B. The sum of Five Thousand Dollars (\$5,000) on January 31, February 28, March 31, April 30, and May 31, 1995.

CONTRACTOR shall also provide all services under this agreement on behalf of the AUTHORITY for up to three business days for any special session of the legislature in 1995 which occurs prior to September 1, 1995, without additional compensation.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of

co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

CONTRACTOR agrees to defend and indemnify the AUTHORITY, its officials, employees, and agents from any and all liability, loss or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of, or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

Contract Insurance Requirements. The CONTRACTOR shall purchase and maintain such insurance as will protect the CONTRACTOR and the AUTHORITY from claims set forth below which may arise out of, or result from, the CONTRACTOR'S operations under the agreement, whether such operations be by the CONTRACTOR or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.

RCRRA, its officers, agents, and employees shall be named as an additional insured on all liability policies with a cross suits endorsement for protection of the AUTHORITY.

The CONTRACTOR shall obtain the following policies and attach certificates of insurance to signed contract:

Worker's Compensation and Employer's Liability Insurance:

1. In accordance with the provisions of Minnesota Statutes Section 176.182 (1986), the CONTRACTOR agrees to provide acceptable evidence of compliance with the Workers' Compensation insurance coverage requirement of Minnesota Statutes Section 176.181, subdivision 2 (1986). Insurance shall include an all states or universal endorsement.

This section shall not be construed to create any liability on the part of the RCRA or any governmental subdivision to pay Workers' Compensation benefits or to indemnify the special compensation funds, an employer, or insurer who pays Workers' Compensation benefits.

2. Employer's Liability insurance shall be written for minimum limits of \$500,000 per accident.

Comprehensive General Liability (CGL) insurance

1. Bodily Injury and Property Damage (CSC)

Minimum Limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate

2. The following coverages must be specifically insured and certified with no internal limits:

- a) Premises and operations.
- b) Independent Contractor's contingent liability or owner's protective liability.
- c) Products/Completed operations liability.
- d) Contractual liability.
- e) Personal injury liability including coverages a through e and claims related to injuries sustained in the course of employment.
- f) Broad form property damage liability, or deletion of the "Care, Custody, and Control Exclusion."

3. Contractual liability is to be either written on a blanket basis or specifically endorsed to acknowledge this contract. The CGL policy is to be written on an occurrence basis.

4. Professional Liability Insurance

Minimum Limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate

5. Automobile Liability Insurance:

a) Minimum Limits:

\$1,000,000 combined single limit

b) Owned, non-owned and hired auto

6. City or state license as required.

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+. Insurance carriers which do not carry a Best's rating may be allowed, subject to review and acceptance by the AUTHORITY.

All certificates of insurance shall provide that the insurance company shall give the RCRRA 30 days prior written notice of cancellation, non-renewal, or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above sub-paragraphs established minimum insurance requirements and it is the sole responsibility of the CONTRACTOR to purchase and maintain additional insurance that the CONTRACTOR feels may be necessary in connection with this contract.

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained required insurance and filed an acceptable certificate of insurance with RCRRA. All insurance policies shall be submitted to RCRRA upon written request.

Nothing in this contract shall constitutes a waiver by RCRRA of any statutory limits or exceptions on liability.

Independent Contractor Clause. For the purpose of this agreement, the CONTRACTOR shall be deemed to be an independent contractor and not an employee of the RCRRA. Any and all agents, servants or employees of the CONTRACTOR or other persons, while engaged in the performance of any work or services required or provided for under this agreement, shall not be considered employees of RCRRA, and any and all claims,

including those under the Workers' Compensation Act of the State of Minnesota that may or might arise on behalf of the CONTRACTOR its agents, servants or employees as a consequence or any act or omission on the part of the CONTRACTOR its agents, servants, employees or other persons shall in no way be the obligation or responsibility of RCRRA. The CONTRACTOR, its agents, servants or employees shall be entitled to none of the rights, privileges, or benefits of RCRRA employees/agents except as otherwise may be stated herein.

7. **AUDIT**

Until the expiration of six (6) years after furnishing of services pursuant to this agreement, CONTRACTOR, upon written request, shall make available to AUTHORITY, the state auditor, or AUTHORITY's ultimate funding source, a copy of this agreement and the books, documents, records, and accounting procedures and practices of CONTRACTOR relating to this agreement.

8. **NON-DISCRIMINATION**

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who is qualified and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all federal, state, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. If applicable, CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to AUTHORITY upon request.

9. **CONFLICT OF INTEREST**

While this agreement is in force, it is understood that CONTRACTOR will discuss with AUTHORITY any new client obligations which may directly conflict with ongoing work on behalf of AUTHORITY. AUTHORITY has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in AUTHORITY's estimation, conflicts with AUTHORITY's interests.

10. TERMINATION

The RCRRA or Gerald Seck shall have the right to terminate this agreement at any time with or without cause upon fifteen (15) days written notice to the other party. In the event of such a termination, Gerald Seck shall be entitled to payment for work or services satisfactorily performed, as determined by an authorized representative of RCRRA.

11. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
John T. Finley, Chair

Dated: _____

GERALD SECK and LARKIN,
HOFFMAN, DALY & LINDGREN, LTD.

By: _____

Dated: 8/15/94

Georgiana Schutte
Risk Management

APPROVED AS TO FORM:

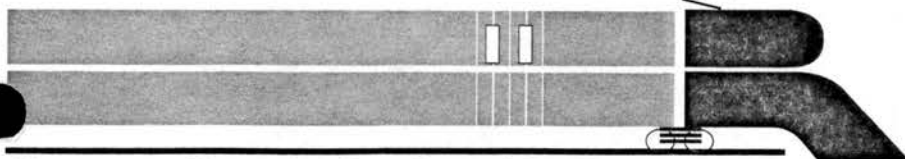
David F. MacMillan
David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$25,000.00 Subject to approval of 1995 budget.
~~\$12,000.00~~ 1994

Account No. 59101 020154

Marken Johnson
Budgeting & Accounting





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

SPECIAL MEETING

TUESDAY, SEPTEMBER 13, 1994

10:30 AM - 220 Courthouse

1. * Approve the 1995 Proposed Maximum Net Tax Levy for the Truth in Taxation Notice of \$458,655, which, in accordance with the Truth in Taxation Law, must be certified to the Property Records and Revenue Department by September 15, 1994.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

8/24/94
Date

Board Action Requested

Approve the 1995 proposed net tax levy for the Truth in Taxation Notice of \$458,655 which, in accordance with the Truth in Taxation Law, must be certified to the County Property Records and Revenue Department by September 15, 1994.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Mission and organization
 - 4) Impact on property
 - 5) Budget summary and detail

Budgeting and Accounting

Mark Johnson 9/6/94

County Attorney

Michael L. Linfer 9/7/94

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

September 13, 1994

Brett Kuryak

9/8/94

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 1995 budget must be certified by September 15, 1994; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 1995 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 1994; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Metropolitan Council; and

WHEREAS, The 1995 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,940,846; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$458,655 (5.8%) of the maximum levy of \$7,940,846; and

RESOLVED, The Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 1995 budget in the amount of \$458,655.

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

SUBJECT: 1995 Budget -- Proposed Net Tax Levy for Truth in
Taxation Notice

DATE: September 2, 1994

The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department. The Minnesota Department of Revenue has notified the Authority that the proposed net tax levy to finance the 1995 budget must be certified by September 15, 1994.

An important provision of the Truth in Taxation law is that the approved net tax levy for the 1995 budget cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 1994.

The maximum 1995 levy for Ramsey County Regional Railroad Authority is \$7,940,846. It is my recommendation that the proposed net tax levy after HACA for the Truth in Taxation notice to finance the 1995 budget be set at \$458,655, 5.8% of the maximum levy.

This amount will provide sufficient funding for all anticipated programs and projects. One project likely to be undertaken in 1995, preliminary engineering for the Central Corridor, in cooperation with other joint lead agencies of the Minnesota Department of Transportation and Hennepin County Regional Railroad Authority, may require additional action. Federal funding will supply 80% (\$2.8 million) of the project costs, estimated at \$3.6 million total. By state statute, Hennepin County Regional Railroad Authority will fund \$400,000 of the

costs, the state \$200,000 and Ramsey County Regional Railroad Authority \$200,000. I have not included the \$200,000 appropriation in the 1995 budget because a match for federal funds would first be sought with staff services and previous expenditures. I have included staff costs for the project in the 1995 budget. If it is necessary to provide the \$200,000 in cash, I will request that you appropriate the funds from fund balance at that time.

The proposed budget, which will be presented to the Railroad Authority later in 1994, may be less than the net tax levy proposed for certification.

The certified net tax levy for RCRRA must be included in Ramsey County's Truth in Taxation notice and must be discussed at the County's public hearing.

KD/blk

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

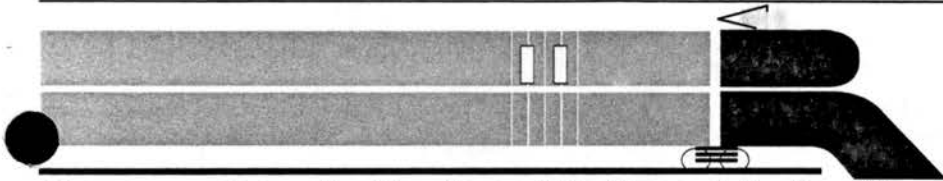
District 7

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

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority

LOCATION: 665 RCGC West

PHONE: 266-2762

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state.

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

Printed on Recycled Paper



NET TAX CAPACITY VALUES AND RATES
AND TAX COMPARISONS
COUNTY REGIONAL RAILROAD

TAX CAPACITY, LEVY AND RATE	Actual 1994	Estimated 1995	INCREASE/ DECREASE	PERCENT INC/(DEC)
Net Tax Capacity (Est. 8/26/94)	342,590,869	343,312,758	721,889	0.2%
Total Tax Levy	854,588	856,288	1,700	0.2%
HACA	395,933	397,633	1,700	0.4%
Net Levy	458,655	458,655	0	0.0%
Local Tax Rate	0.137%	0.133%	-0.004%	-2.9%
ESTIMATED MARKET VALUE	16,042,792,000	16,397,145,000	354,353,000	2.2%
COUNTY TAX COMPARISON - PAYABLE 1995 (A)				
Home with an Estimated Market Value of:	\$50,000	\$72,000	\$115,000	\$150,000
1995 Net Tax - Estimate	\$0.68	\$0.96	\$2.10	\$2.14
1994 Net Tax	0.70	1.00	2.16	2.12
Increase/(Decrease)	(\$0.02)	(\$0.04)	(\$0.06)	(\$0.08)
Percent Change	-2.9%	-4.0%	-2.8%	-2.6%
Commercial Property (Class 3a) with an Estimated Market Value of	\$100,000	\$500,000	\$1,000,000	
1995 Net Tax - Estimate	\$4.00	\$28.46	\$59.06	
1994 Net Tax	4.12	29.32	60.84	
Increase/(Decrease)	(\$0.12)	(\$0.86)	(\$1.78)	
Percent Change	-2.9%	-2.9%	-2.9%	

(A) Estimated payable 1995 rates and taxes are based on HACA aid amount certified by state 8/11/94, estimated fiscal disparity distribution for payable 1995 and "estimated" payable 1995 aggregate net tax capacity as of 8/26/94 which will be used to calculate taxes shown on Truth in Taxation notices.

Prepared by: Property Records & Revenue, Tax Accounting Section (DF)
August 29, 1994

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
59101	Regional Railroad Administration	221,846	332,205	554,581	527,148	-	-
59109	Northeast Corridor Maintenance	-	76,828	162,100	143,100	-	-
59110	Central Corridor AA/DEIS	24,487	91,312	-	27,150	-	-
59111	Central Corridor Preliminary Engineering	-	-	121,150	142,100	-	-
	Total Expenditure/Appropriation	246,333	500,345	837,831	839,498	-	-

REVENUE/ESTIMATED REVENUE SUMMARY BY COST CENTER

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
59101	Regional Railroad Administration	434,284	339,978	-	-	-	-
59109	Northeast Corridor Maintenance	-	-	-	-	-	-
59111	Central Corridor Preliminary Engineering	-	-	-	-	-	-
	Total Revenue/Estimated Revenue	434,284	339,978	-	-	-	-

OVERALL TAX LEVY SUMMARY

Tax Levy	1,047,496	833,333	837,831	839,498	-	-
Allowance for Uncollectible Tax-2%	20,950	16,667	16,757	16,790	-	-
Total Tax Levy	1,068,446	850,000	854,588	856,288	-	-
Less HACA	(374,726)	(391,345)	(395,933)	(397,633)	-	-
Net Tax Levy	693,720	458,655	458,655	458,655	-	-
Inc/(Dec) From 1994				0		
% Inc/(Dec) From 1994				0.00%		

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	3,719	-	53,351	82,872		
020122	State Auditor	1,809	2,192	2,900	2,900		
020154	Legislative Representative	5,000	12,000	25,000	26,667		
020174	County Attorney Services	17,460	24,436	26,586	26,586		
020176	County Manager Services	47,217	33,606	70,000	70,000		
020179	Budgeting & Accounting Services	9,563	8,733	20,000	20,000		
020185	Data Processing Services-MTCE	2,205	3,367	4,211	5,000		
020193	County Project Management Services	66,728	156,937	150,200	150,200		
020194	Public Information Services	-	-	30,000	20,000		
020202	Postage	1,981	2,280	5,800	5,800		
020207	Telephone Long Dist Charges	222	238	380	380		
020208	Telephone-Local Service	1,592	1,892	2,040	2,100		
020209	Telephone-Equipment Rental	90	93	100	200		
020301	Transportation Allowance	761	1,700	700	1,500		
020305	Messenger Service	706	680	800	800		
020401	Printing Minutes & Notices	-	-	8,560	8,560		
020501	Printing & Stationery	5,598	8,850	20,800	20,800		
020611	Liability & Property Damage-Ins	586	652	700	800		
020803	Equipment & Machinery Repairs	563	1,515	2,000	2,000		
020903	Equipment & Machinery-Rental	250	-	-	-		
020906	Building & Office Space	6,346	12,975	12,883	12,883		
020909	Parking Space	1,577	1,163	1,440	900		
021101	Books, Periodicals, Subscriptions	260	303	280	280		
021134	Tuition	-	-	750	1,000		
021172	Moving Expense	3,488	-	-	-		
021192	Interest Expense	140	-	-	-		
021226	Committee Compensation	-	-	3,000	3,000		
021401	Membership & Dues	-	500	500	500		
021403	Conference & Seminar Expenses	2,584	3,952	6,000	6,000		
021407	Other Travel	2,527	9,649	20,000	20,000		
021408	Volunteer/Committee Meeting Expense	252	-	3,000	3,000		
021409	Meeting Expense Account	2,236	1,553	5,500	5,500		
022213	Transit Joint Powers	33,660	-	34,000	22,820		
	Total Other Services & Charges	219,120	289,266	511,481	523,048	-	-

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
030000	SUPPLIES						
030101	Office Supplies	2,402	2,363	2,700	2,700		
030201	Computer Operating Supplies	-	176	-	1,000		
		2,402	2,539	2,700	3,700	-	=====

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
040000	OPERATING CAPITAL OUTLAY						
040300	Equipment	324	400	400	400		
		=====	=====	=====	=====	=====	=====

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
060000	CONTINGENT ACCOUNT						
061001	Contingent Appropriations	-	-	-	-	-	-
		=====	=====	=====	=====	=====	=====

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
090000	INTER-GOVERNMENTAL PAYMENTS						
090306	Other Governmental Units	-	40,000	40,000	-		
		=====	=====	=====	=====	=====	=====

Total 59101 - Administration		221,846	332,205	554,581	527,148	-	-
		=====	=====	=====	=====	=====	=====

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59109-NORTHEAST CORRIDOR MAINTENANCE

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services		3,500				
020179	Budget and Accounting Services	-	200	-	400		
020185	Data Processing Maintenance	-	100	-	500		
020193	County Project Management	-	18,708	79,000	69,000		
020618	Public Liability Insurance	-	47	100	200		
020802	Improvements Other Than Buildings	-	-	-	20,000		
020804	Grounds-Repairs	-	28,283	36,000	36,000		
021131	Special Assessments	-	15,990	17,000	17,000		
	Total Other Services & Charges	-	66,828	132,100	143,100	-	-

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
030000	SUPPLIES						
030507	Signs and Repairs	-	10,000	30,000	-		

Total 59109 - Northeast Corridor Maintenance

-	76,828	162,100	143,100	-	-
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EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59110-CENTRAL CORRIDOR AA/DEIS

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services			-			
020174	County Attorney Services		1,401	-			
020176	County Manager Services	8,019	26,982	-			
020179	Budgeting & Accounting Services		2,999	-			
020185	Data Processing Services-MTCE	511	5,489	-			
020193	County Project Management Services	15,098	50,000		25,000		
020202	Postage		500	-			
020305	Messenger	-	-	-	150		
020401	Printing Minutes & Notices		300	-			
020501	Printing & Stationery		500	-			
021226	Committee Compensation		1,000	-			
021403	Conference & Seminar Expenses	859	141	-			
021407	Other Travel		2,000	-	2,000		
	Total	24,487	91,312	-	27,150	-	-

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59111-CENTRAL CORRIDOR PRELIMINARY ENGINEERING**

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BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 199559101 Ramsey County Regional Railroad Authority
020102 - Consulting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	53,351	82,872		

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1995 may include specialized engineering, analysis of federal funding options, transit planning, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	2,192	2,900	2,900		

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1995 are \$2,900.

020154 - Legislative Representative

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	12,000	25,000	26,667		

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

Page No. 2
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>24,436</u>	<u>26,586</u>	<u>26,586</u>		

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - County Manager - Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>33,606</u>	<u>70,000</u>	<u>70,000</u>		

EXPLANATION:

Funds are needed to reimburse for time expended by County Manager's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$ 1,190
Clerical	35,330
Director of Information Services	9,270
Administrative Support Services	26,210
	<u>\$70,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Manager services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>8,733</u>	<u>20,000</u>	<u>20,000</u>		

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff for basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc. Grant monitoring and accounting will also be undertaken.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>3,367</u>	<u>4,211</u>	<u>5,000</u>		

EXPLANATION:

This account provides funds for office automation and computer equipment. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$5,000.

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BUDGET EXPLANATION FORM

Page No. 4
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>156,937</u>	<u>150,200</u>	<u>150,200</u>

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, Parks and Recreation, and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAM

	Estimated Cost
<u>Existing Staff</u>	
Dir. of LRT Planning (a)	\$ 57,100
Community Participation Coordinator (b)	38,500
Administrative Secretary (b)	44,600
Right of Way Specialist (b)	<u>10,000</u>
Total	\$150,200

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>20,000</u>

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

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BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>2,280</u>	<u>5,800</u>	<u>5,800</u>		

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters are mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff require postage.

020207 - Telephone - Long Distance Charges

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>238</u>	<u>380</u>	<u>380</u>		

EXPLANATION:

This account provides funding for long distance telephone calls for the Regional Railroad Authority.

020208 - Telephone - Local Service

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,892</u>	<u>2,040</u>	<u>2,100</u>		

EXPLANATION:

This account provides funding for local telephone service at 665 RCGC-West for the Regional Railroad Authority.

020209 - Telephone - Equipment Rental

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>93</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

This account provides funds for rental of pagers for the Director and intergovernmental staff.

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BUDGET EXPLANATION FORM

Page No. 6
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020301 - Transportation Allowance

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,700</u>	<u>700</u>	<u>1,500</u>		

EXPLANATION:

This account provides for reimbursement to the Community Participation Coordinator and Right of Way Specialist for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>680</u>	<u>800</u>	<u>800</u>		

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required.

020401 - Publishing Minutes and Notices

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>8,560</u>	<u>8,560</u>		

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>8,850</u>	<u>20,800</u>	<u>20,800</u>		

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Regional Railroad Authority meetings. Reports and newsletters will be prepared.

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BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020611 - Liability and Property Damage

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>652</u>	<u>700</u>	<u>800</u>		

EXPLANATION:

The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Accordingly, a package insurance policy is being purchased at an annual cost of \$800.

020803 - Equipment/Machine Repairs

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,515</u>	<u>2,000</u>	<u>2,000</u>		

EXPLANATION:

This account covers repair costs for copying and computer equipment.

020906 - Office Rental

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>12,975</u>	<u>12,883</u>	<u>12,883</u>		

EXPLANATION:

This account covers rent for Regional Rail staff offices at 665 Ramsey County Government Center - West.

020909 - Parking Space

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,163</u>	<u>1,440</u>	<u>900</u>		

EXPLANATION:

Monthly parking spaces at Ramsey County Government Center-West for the Director of LRT Planning and the Community Participation Coordinator, who use their personal vehicles for business during the work day, are covered by this account.

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021101 - Books, Periodicals, Subscriptions

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>303</u>	<u>280</u>	<u>280</u>	Approved

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021134 - Tuition Reimbursement

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>- 0 -</u>	<u>750</u>	<u>1,000</u>	Approved

EXPLANATION:

The account will provide tuition reimbursement for work-related or career development courses taken by RCRRA staff.

021226 - Committee Compensation

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>	Approved

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1995.

021401 - Membership and Dues

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>500</u>	<u>500</u>	<u>500</u>	Approved

EXPLANATION:

Membership fees will be funded for professional transit associations.

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BUDGET EXPLANATION FORM

Page No. 9
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021403 - Conference and Seminar Expenses

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	3,952	6,000	6,000		

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board	3,050
University of Minnesota - Technical Seminars	750
	<u>\$6,000</u>

021407 - Travel

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	9,649	20,000	20,000		

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, St. Louis, San Jose, Edmonton, etc.) or are constructing them (Denver) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	- 0 -	3,000	3,000		

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

BUDGET EXPLANATION FORM

Page No. 10
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>1,553</u>	<u>5,500</u>	<u>5,500</u>		

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

022213 - Transit Joint Powers

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>- 0 -</u>	<u>34,000</u>	<u>22,820</u>		

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Metro LRT Joint Powers Board formed pursuant to state legislation.

030101 - Office Supplies

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>2,363</u>	<u>2,700</u>	<u>2,700</u>		

EXPLANATION:

This account provides office supplies for the Railroad Authority staff.

030201 - Computer Operating Supplies

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>176</u>	<u>- 0 -</u>	<u>1,000</u>		

EXPLANATION:

Supplies are required for printers for computers.

BUDGET EXPLANATION FORM

Page No. 11
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority040300 - Equipment

	1993	1994	1995	
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u> <u>Approved</u>
Existing Operation:	<u>400</u>	<u>400</u>	<u>400</u>	

EXPLANATION:

Equipment for slide presentation is needed.

090306 - Other Governmental Units

	1993	1994	1995	
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u> <u>Approved</u>
Existing Operation:	<u>40,000</u>	<u>40,000</u>	<u>- 0 -</u>	

EXPLANATION:

The transit Education Program is funded by metropolitan and state agencies and regional railroad authorities. RCRRA's expected contribution for 1995 is \$0.

BUDGET EXPLANATION FORM

59109

Page No. 12
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>200</u>	<u>- 0 -</u>	<u>400</u>		

EXPLANATION:

Budgeting and Accounting services for the Northeast Corridor are covered by this account.

020185 - Data Processing Maintenance and Equipment

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>100</u>	<u>- 0 -</u>	<u>500</u>		

EXPLANATION:

Services for computer equipment for the Northeast Corridor are required.

020193 - County Project Management

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>18,708</u>	<u>79,000</u>	<u>69,000</u>		

EXPLANATION:

County Project Management

Dir. of LRT Planning	10,000
Community Participation Coordinator	20,000
Administrative Secretary	11,000
Right of Way Specialist	<u>28,000</u>

TOTAL

\$69,000

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Northeast Corridor right of way. This account provides a specific identifier to reimburse Ramsey County for these services.

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BUDGET EXPLANATION FORM

59109

Page No. 13
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020618 - Public liability insurance

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>47</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

Insurance has been purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020802 - Improvements other than buildings

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>20,000</u>		

EXPLANATION:

Funds may be needed to cover repairs to bridges and tunnels along the Northeast Corridor right of way.

020804 - Grounds - repair

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>28,283</u>	<u>36,000</u>	<u>36,000</u>		

EXPLANATION:

Maintenance of the Burlington Northern right of way, including replacement of signs, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

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BUDGET EXPLANATION FORM

59109

Page No. 14
BUDGET YEAR 1995Ramsey County Regional Railroad Authority021131 - Special Assessments

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>15,990</u>	<u>17,000</u>	<u>17,000</u>	Approved

EXPLANATION:

Special assessments levied against the right of way owned by RCRRA are an obligation of the Authority.

030507 - Signs and repairs

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>10,000</u>	<u>30,000</u>	<u>- 0 -</u>	Approved

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

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BUDGET EXPLANATION FORM

59110

Page No. 15
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>50,000</u>	<u>- 0 -</u>	<u>25,000</u>

EXPLANATION:

County Project Management

Director of LRT Planning	12,000
Community Participation Coordinator	8,000
Administrative Secretary	<u>5,000</u>

Total	<u>\$25,000</u>
-------	-----------------

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services.

020305 - Messenger

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>150</u>

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

021407 - Travel

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>2,000</u>	<u>- 0 -</u>	<u>2,000</u>

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

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BUDGET EXPLANATION FORM

59111

Page No. 16
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation	- 0 -	95,000	130,000		

EXPLANATION:

County Project Management

Director of LRT Planning	70,000
Community Participation Coordinator	40,000
Administrative Secretary	20,000

Total	\$130,000
-------	-----------

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services.

020194 - Public Information Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	10,000	10,000		

EXPLANATION:

Dissemination of information to the public about the Central Corridor project may include fliers, ads in community newspapers, or displays.

020305 - Messenger

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	150	100		

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

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BUDGET EXPLANATION FORM

59111

Page No. 17
BUDGET YEAR 1995Ramsey County Regional Railroad Authority021407 - Travel

	1993	1994	1995		
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation:	<u>- 0 -</u>	<u>4,000</u>	<u>2,000</u>		

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

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CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM
Page No. 18

Conference/Seminar Name and Location: >American Public Transit Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit Association, Location is Unknown.

Justification for Attendance: >Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research Board - Washington, D.C.

Justification for Attendance: >This conference will occur in Washington, D.C. will include technical sessions on LRT systems. If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
=====

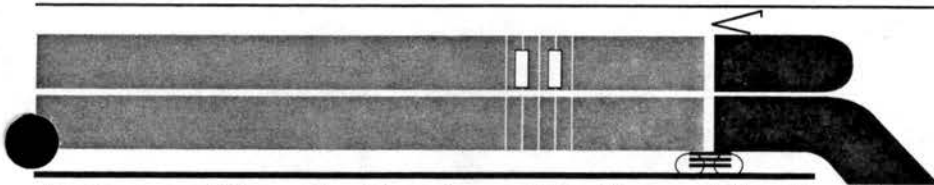
Conference/Seminar Name and Location: >University of Minnesota - Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$6,000
=====

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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, SEPTEMBER 27, 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 A) August 23, 1994 and B) Special Meeting of September 13, 1994.
2. Saint Paul Transportation Policy Plan -- Draft for Community Review
3. Summary of workshop on land use around six proposed Central Corridor LRT stations
4. * Ratify quarterly report of payments for RCRRA April 1, 1994 through June 30, 1994

* Approval is requested

1 A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 23, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, August 23, 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: Larry Pregon, Jim Cox, Leon Pearson, David Gontarek, Nancy Frick, Allen Lovejoy, Eddie Maddox, Lisa Lee, Terry Schutten, Jim Van Houdt, Marlen Johnson, Toni Baker, Dave MacMillan, Karen Tero, Kathryn DeSpiegelaere, David Sipila, 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 August 9, 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 August 9, 1994, as written.

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

2. Request of Andrew Realty Corp. for an easement on Northeast Corridor right of way.

Chairman John T. Finley said Andrew Realty Corp.'s previous request for an easement on the Northeast Corridor right of way had not been granted. At that time, a temporary easement was discussed, but it was decided that subsequent problems could arise from such an arrangement.

Ms. Kathryn DeSpiegelaere mentioned that Allen Lovejoy, Leon Pearson, Nancy Frick, and David Gontarek from St. Paul Planning and Economic Development (PED), Larry Pregon, Andrew Realty, and Jim Cox from Winsor Faricy are here today.

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 23, 1994

Page 2

Ms. DeSpiegelaere said that since the last meeting, many discussions have taken place with all parties involved. Some of the issues relating to competing needs for space are: 1) Andrew Realty's request for an easement; 2) City of St. Paul's need for a parks trail and potential Phalen Boulevard; 3) Ramsey County RRA's potential for light rail transit; and 4) Chicago NorthWestern owns adjacent property. Other issues include timing, economic development potential, and future constraints.

Ms. DeSpiegelaere said that two options have been discussed for assisting the developer without granting the easement: (1) the entrance to the back of Seeger Square could be highlighted; or (2) the developer could build a roadway on their own property.

Ms. DeSpiegelaere said that there is also the need for removal of the asphalt and fence by Andrew Realty on RCRRA property to facilitate trail development.

Mr. Allen Lovejoy, City of St. Paul PED, said that the City has not taken an official position on the granting of an easement for use of the right of way. The City is actively looking at putting a road in the corridor. The area underneath the Arcade Street Bridge is one of the tightest areas of the right of way, which includes the Chicago and NorthWestern Railroad's main line and spur tracks. There is a lot of activity going on at the same time in the same area.

Mr. Lovejoy said that the City is also looking at potential reconstruction of the Arcade Street Bridge and the location of a center pier and north abutment.

Mr. Leon Pearson, City of St. Paul Public Works Department--Bridge Engineering, said that the City is the agent for Minnesota Department of Transportation (Mn/DOT). At this time, the City is waiting for Mn/DOT to designate funding and move ahead on preliminary design for the bridge, which is located on a state highway.

Commissioner Warren Schaber said that he and Ms. DeSpiegelaere inspected the area and said that location of the pier is a critical issue and that accommodating Andrew Realty's request and not knowing where the bridge will be located, puts the Rail Authority at risk.

Chairman Finley said that it appears a solution is two to four years away.

The Rail Authority agreed that as much as they would like to help with economic development, action in favor of an easement for Andrew Realty at this time is not appropriate.

Commissioner Dick Wedell moved the following recommendation, seconded by Commissioner Diane Ahrens:

WHEREAS, On July 26, 1994, Ramsey County Regional Railroad Authority considered a request from Andrew Realty Corp. for an easement on a portion of the Northeast Corridor right of way; and

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
August 23, 1994

Page 3

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, The request was tabled until further information relevant to the decision could be reviewed; and

WHEREAS, The land requested by Andrew Realty Corp. is located in one of the most narrow areas of the Northeast Corridor, and future development of the right of way in this area will likely require the use of the full width of the right of way in this area; and

WHEREAS, It may be difficult to return this portion of the right of way to public use if the requested easement is granted; and

WHEREAS, The future of Building 17 is unknown at this time; and

WHEREAS, The full impact of granting this request on other public projects, including the proposed Phalen Boulevard, is unknown at this time, and thus the granting of this easement may compromise future options for the right of way; 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 any fencing to be placed in this area in conjunction with the City of St. Paul's recreational trail be established upon the property boundary line.

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

3. Metro LRT Joint Powers Board update.

Chairman Finley said that Padilla Spear conducted a survey of 400 residents in the metro area regarding the reduction of traffic congestion. Those surveyed said light rail transit would have the most positive impact on reducing congestion by an overwhelming margin.

Chairman Finley said that when the presentation was made to the Joint Powers Board, he requested the survey breakdown by counties.

Ms. DeSpiegelaere said that over 400 individuals in the seven county metro area were surveyed and that 400 is considered to provide a statistically reliable sample, plus or minus 5%. However, the county data has no statistical reliability because the sample size by county was too small.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 23, 1994

Page 4

Chairman Finley said that the percentage of the population within each of the counties, even though it was random, was close to each county's respective percentage of the overall metropolitan area. Those surveyed were all automobile owners whose vehicles had gone through emissions testing, not transit-dependent individuals.

Commissioner Thomas said that since the county percentages are not statistically valid, then why are they included in the survey and where did these figures come from?

Chairman Finley said that at his request the figures came from the consultant so that they could see where Ramsey County fits in relation to the overall counties.

Commissioner Hunt and Chairman Finley said that this is significant information especially when the outlying areas are supporting light rail or improving the bus system.

Commissioner Ahrens asked if an analysis was done regarding the bus usage nationwide or in other cities where there is expanded bus service.

Ms. DeSpiegelaere said that the city of Ottawa has an extensive bus system which has been successful.

Commissioner Hunt suggested sending the Padilla Speer survey results to Ramsey County legislative delegates. Commissioner Schaber said that the survey mailing should be expanded to cover legislators in the seven county metro area.

Ms. DeSpiegelaere said that there are two phases to the Joint Powers Board study. The first phase has three elements: 1) research on what four other cities, which have LRT, have done in regard to public information; 2) phone survey research; and 3) analysis of previous LRT information in the Twin Cities. The second phase will involve recommendations regarding public information.

4. Approve contract with Gerald Seck for legislative services for an amount not to exceed \$37,000.

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

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd. for legislative services for an amount not to exceed \$37,000 through May, 1995; and Be It Further

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 23, 1994

Page 4

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd.

Roll Call: Ayes - 7, Nays - 0

Motion adopted.

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 13, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, September 13, 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 Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Hal Norgard

OTHERS PRESENT: Terry Schutten, Jim Van Houdt, Marlen Johnson, Dave MacMillan, Kathryn DeSpiegelaere, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:55 AM.

1. Approve the 1995 Proposed Maximum Net Tax Levy for the Truth in Taxation Notice of \$458,655, which, in accordance with the Truth in Taxation Law, must be certified to the Property Records and Revenue Department by September 15, 1994.

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

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 1995 budget must be certified by September 15, 1994; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 1995 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 1994; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Metropolitan Council; and

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 13, 1994

Page 2

WHEREAS, The 1995 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,940,846; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$458,655 (5.8%) of the maximum levy of \$7,940,846; and

RESOLVED, The Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 1995 budget in the amount of \$458,655.

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

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

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Saint Paul Transportation Policy Plan - Draft for Community Review
<u>K. H. Sprague</u>	<u>9/19/94</u>	<u>DISCUSSION ONLY</u>
Authorized Signature	Date	

Request Justification

See attached pages from the plan.

<u>Budgeting and Accounting</u> <u>Marlene Johnson</u> <u>9/20/94</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		<u>Date / Time</u> <u>Received By</u>
--	--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>September 27, 1994</u>	<u>Bette Kurysh</u>	<u>9/22/94</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



CITY OF SAINT PAUL

Norm Coleman, Mayor

1100 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-266-6565
Facsimile: 612-228-3314

July 12, 1994

Dear Friend,

On behalf of the Saint Paul Planning Commission, I invite you to review the enclosed *Transportation Policy Plan: Draft for Community Review*. The Commission prepared this document as a guide for City decisions affecting streets, traffic, parking, transit, bicycle use, and pedestrian ways. It is a working draft, intended to generate community discussion and response. This feedback will inform the Commission's final recommendation to be made to the Mayor and City Council this fall.

In the first section of the draft Plan, the Commission proposes 67 strategic policies aimed toward ensuring that Saint Paul's transportation system will work well **technically**, for the **community**, and for **individuals**. The second section of the Plan recommends specific actions to implement these policies. The enclosed "Plan Brief" covers highlights of the plan. ↙

A public hearing on the draft Plan has been set for Friday, October 21, 1994 at 8:30 a.m. in Room 40, City Hall, 20 East Kellogg Boulevard, Saint Paul, MN. Comments, written or oral, or requests for presentation to your organization, should be directed to Nancy Frick, Planning Division, 11th Floor, 25 West Fourth Street, Saint Paul, MN 55102, telephone 266-6554.

Once adopted, the *Transportation Policy Plan* will join existing economic development and housing plans, and pending plans for land use and parks, to form the core vision and policy framework for Saint Paul's future. These plans will affect how tax monies are spent, how the city physically looks and operates, and what positions City officials take on important regional, state and federal issues. It is vital that these plans are understood, contributed to, and found acceptable by the community. To that end, we encourage you to tell us your views on this draft -- positive, negative, or simply inquisitive. Thank you for your interest.

Sincerely,

David G. McDonell
Chair
Saint Paul Planning Commission

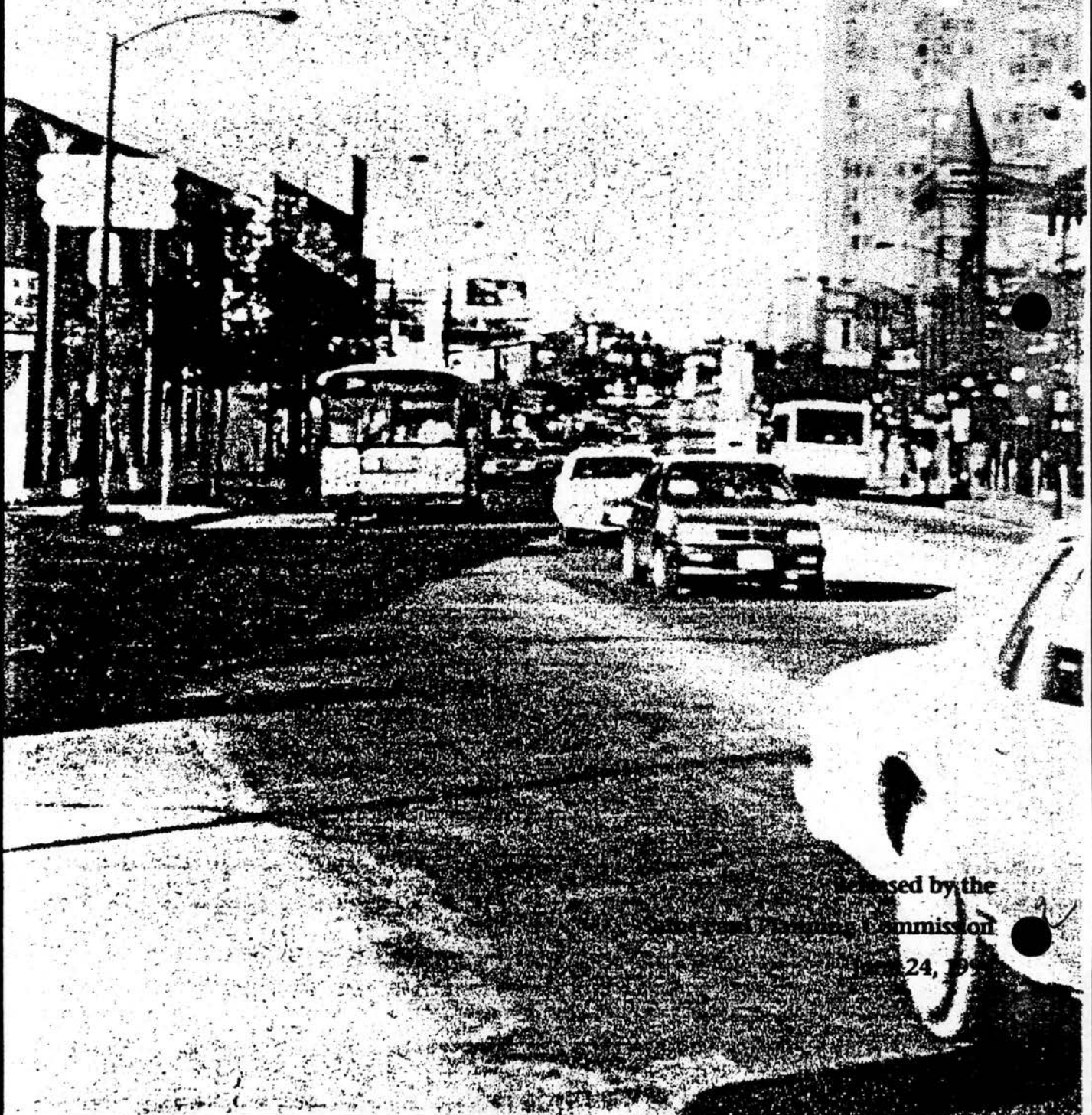
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Enclosures (2)



A Chapter of the Comprehensive Plan

SAINT PAUL TRANSPORTATION POLICY PLAN

Draft for Community Review



Approved by the
Saint Paul Planning Commission
June 24, 1994

Function:
Transit

The City will promote transit-related improvements which increase ridership, address inequities, expand economic opportunity for and better the lives of those in need, foster sustained viability of the system and result in wise use of regional resources.

Task: Regional Transit Funding

Relevant Policies:

4. *The City should strongly promote regional development and transportation investment policies that support alternative modes and reduce trips. (p. I-4)*
9. *The City should emphasize the TDM policies particularly at the regional level to protect the functional classification of streets in Saint Paul against further upgrade overall. (p. I-5)*
32. *The City should strongly promote regional transportation policies which discourage regional sprawl and subsequent disinvestment in the metropolitan core. (p. I-10)*
49. *The City should promote a significant, long-term commitment by the State to reinvest in the regional transit system, especially in ways that more equitably serve the transit-dependent, the core service area and the eastern portion of the Twin Cities region (Metro East). (p. I-13)*

There are several transit funding issues of concern to Saint Paul. First is the

consistent and long-term disinvestment in the regional transit system. State revenues to the bus system have remained flat over the past half-dozen years, and federal resources have been reduced sharply. Therefore, the farebox and local revenues have become the primary mechanisms for funding.

There are additional federal resources available for transit under the Intermodal Surface Transportation Efficiency Act (ISTEA), but only if matched by state/local funding sources dedicated to transit. Currently, there are no dedicated sources in Minnesota.

The second concern is the particular evidence of disinvestment in the core service area, including Saint Paul (see Figure 8, page II-41). Almost all new buses go into service in the suburban areas or along express routes. In addition, investments in security, of most interest in the core service area, are extremely low.

Lastly, the City is troubled that, on a per capita basis, the western portion of the metropolitan area receives twice as much in transit resources as does the Metro East.

Implementation Steps

To implement the policies above, the City should:

- a. support establishment of a dedicated funding source for transit which is closely related to, or part of, the highway funding for the State.
Timing: 1995 legislative session
- b. support reconsideration of the impact of the farebox recovery requirement on transit-dependent populations.
Timing: 1995 legislative session
- c. support greater geographic equity between east and west in regional transit spending.
Timing: On going
- d. support more investment in the core service area, particular for:
 - i. security measures at bus stops;
 - ii. major improvements at bus hubs;
 - iii. fair share of new buses; and
 - iv. enhanced service.Timing: On going

Task: Redesign of the Transit System in Saint Paul: Transit Corridors and Neighborhood Circulators

Relevant Policies:

1. *The City should work with regional transit agencies to secure transit service, especially bus service, that better serves the needs of citizens in all parts of the city. (p. I-4)*
50. *The City should promote a redesign of the bus system to provide excellent service along major corridors (limited stop "spines") and better intra- and inter-neighborhood service ("hubs" and neighborhood circulators), with continued strong focus on regular route service to the downtown and general concentration on regular-route weekday service. (p. I-13)*

A recent study looked at travel desires, transit supply and transit use in Saint Paul. This information, along with the results of the most current metropolitan travel behavior inventory, suggests how to better serve the transportation needs of Saint Paul citizens with transit.

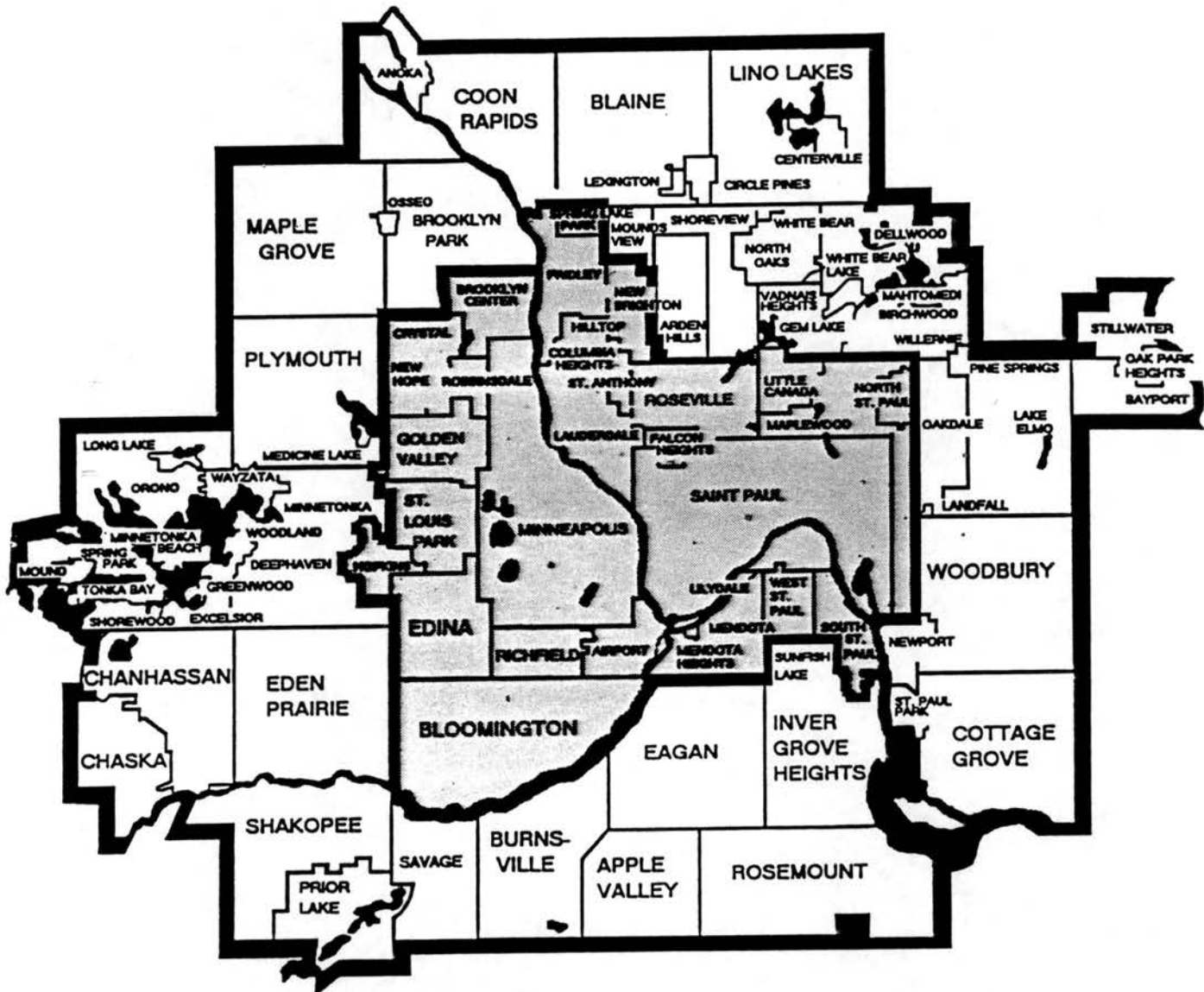
First, service/ridership must be maintained and increased where the strongest demand is: the weekday, (especially commuter) regular-route service, and particularly that focussed on the downtown. Up to 80 percent of workers along Saint Paul's major transit corridors work a Monday-through-Friday work week; up to half work in Saint Paul, 25 percent in downtown.

Second, the short trip, for which there is a large travel demand but poor transit use, must be better accommodated.

To compete successfully with the automobile in these markets, transit service must be faster and more frequent than it currently is.

Transit must also be better integrated with land use. One of the major reasons people cite for not using the bus is their need to make interim stops (i.e. shopping, daycare pick-up) particularly at the end of the workday. These kinds of uses should be as accessible to the bus rider as they are to the automobile user.

Figure 8
Metropolitan Area, Core Service Area



Core Transit Service Area
Twin Cities Metropolitan Area

5

Bus ridership is strong in those corridors which terminate in one or both of the two downtowns. This is the system's major asset and the basis for its redesign. A new system would consolidate ridership within these strong corridors on main "spine" lines which operate with limited stops. The major destinations along these corridors, then, would serve as neighborhood transit centers or "hubs" where riders can transfer to and from neighborhood circulator buses, as well as meet various service and shopping needs.

Clearly, there are trade-offs in the new service model envisioned here. Riders whose trips do not begin or end within walking distance of a new consolidated spine route would have to make a transfer (between neighborhood circulator and main line) where before they may have had direct service. While transferring is less convenient for a given trip, the neighborhood circulator will come more often than the old line did, and the trip will be faster, transfer and all, than it was on the old line. In addition, the neighborhood circulator will provide short trip service within neighborhoods which did not exist before, as well as the opportunity to travel crosstown without the time-consuming trip downtown.

A prototype of this new system has been developed for a corridor including northeast Saint Paul and suburbs. It has been estimated that the redesign of service would add passengers at a subsidy cost well within Regional Transit Board (RTB) guidelines.

Implementation Steps

To implement the policies above, the City should:

- a. promote development by regional transit agencies of a system (modeled in Figure 9, page II-45) with:

- i. limited stop corridor transit service which includes high frequency (7½ minute service in the peak, 15 minute in the non-peak) and rapid travel (maximum of 20 percent longer trip time than auto travel along the central route(s)), with infrequent stops at "hub" neighborhood centers (¾ to 1¼ mile spacing);
- ii. local circulators which feed those hubs, timed to provide crosstown service through convenient circulator-to-circulator transfers, as well as circulator-to-spine transfers; and
- iii. links or direct feeds to express service to downtown Minneapolis, the Midway, and other major employment centers.

Timing: 1995

- b. use its development power to locate "primary" land uses (daycare facilities, grocery and liquor stores, take-out restaurants and dry cleaners) at bus hubs as a way to both encourage transit use and to help create neighborhood focus.

Timing: On going

- c. promote installation of security measures (cameras, public telephones, lighting, and calming music) at neighborhood hubs as well as in the downtown.

Timing: As hubs are developed

- d. encourage using smaller buses as neighborhood circulators in order to better fit neighborhood scale, reduce the need to remove parking at bus stops, save on pavement wear, and provide some reduction in capital cost.

The City should also support customizing circulator buses to reflect the identity of the neighborhoods they serve.

Timing: As neighborhood circulators are implemented

Task: Serving the Transit-dependent

Relevant Policies:

- 33. *The City should continue to participate in regional transit planning to ensure good linkages between business, labor and markets. (p. I-10)*
- 51. *The City supports regional policies that ensure good service for the transit-dependent. (p. I-13)*
- 64. *The City should work with other agencies to promote conformance with the requirements of the Americans with Disabilities Act of 1990 as they pertain to transportation facilities. (p. I-16)*

Serving the transit-dependent is not just a matter social equity. Access to employment and services for those in need is basic to the economic future of the region. The core service area, including Saint Paul, is where most transit-dependent people live. For their sakes, it is critical that the core service not be allowed to further deteriorate and that the system be redesigned to be more efficient, as described on pages II-45 and II-43.

Those who depend upon transit are also most likely to have travel needs that occur during off-peak times -- elderly shoppers and those seeking medical services, service workers in the food and retail industries, job seekers, social service clients, and youth. However, the cost-containment rationale which drives the regional transit system (a farebox recovery requirement of 35 percent for each line in the system) has resulted in core area reductions in the off-peak service needed by these riders, who because they have no alternatives, become isolated or, at least, greatly inconvenienced.

Implementation Steps

To implement the policies above, the City should:

- a. encourage the State to revise its farebox recovery criteria to adequately reflect the relative needs of non-peak riders.

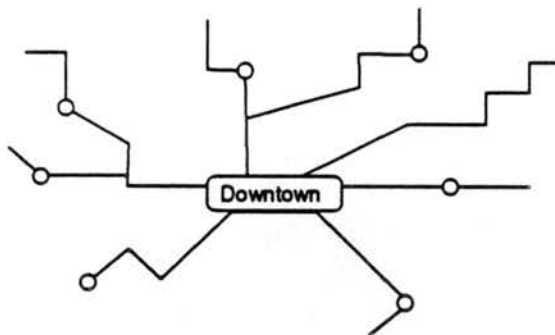
Timing:

- b. promote focus of new service on lowest income neighborhoods.

Timing:

Figure 9
Saint Paul Transit Models - Existing and Proposed

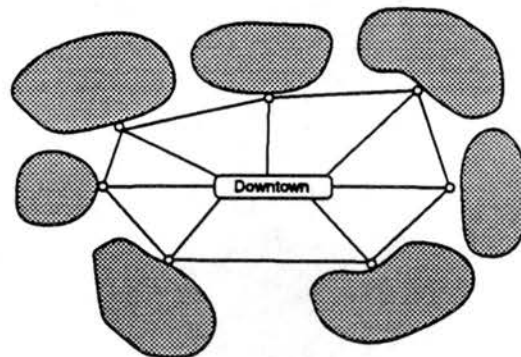
Existing Regional Transit Model
 Radial Route Service



○ = Activity Center

The current transit service pattern in the Twin Cities region is radial. Routes extend from the downtowns like branches on a tree.

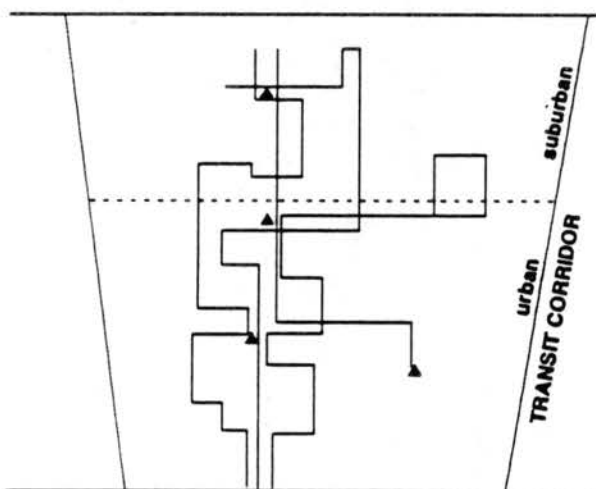
Proposed Regional Transit Model
 Transit Hub Concept



○ = Transit Hub

The transit hub concept allows more connections between hubs and services. The shaded areas represent circulator services, which feed 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.

Existing Local Transit Model
 Radial Routes



▲ Neighborhood "Activity Centers"
 — Local Radial Routes

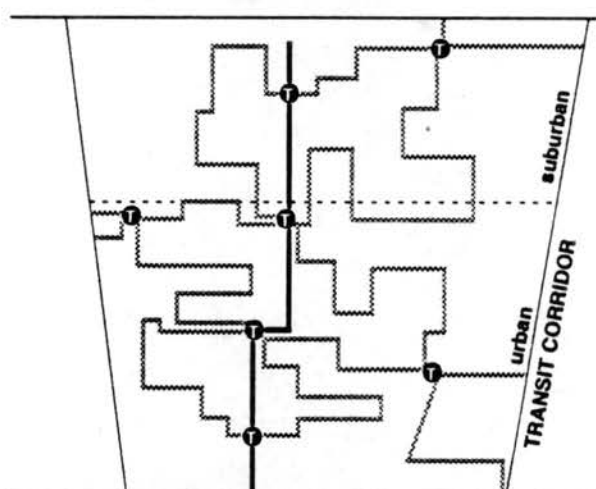
Service Level (Minute wait between buses)

	<u>Urban</u>	<u>Suburban</u>
Peak	15-30	30
Midday	30-60	60
Evening	60 or no service	Usually no service

No service approximately 1-5 a.m.

Proposed Local Transit Model
 Spine (limited stop and express), Hubs and Neighborhood Circulators

Note: The proposed system would continue to have some local radial service, particularly serving cross-town demand.



Ⓡ Transit Hubs (heated, secure shelters; convenience retail and service)
 — Spine Routes (limited stop and express)
 --- Neighborhood Circulators

Service Level (Minute wait between buses)

	<u>Spine Routes</u> (Limited stop and express*)		<u>Neighborhood Circulators</u>	
	<u>Urban</u>	<u>Suburban</u>	<u>Urban</u>	<u>Suburban</u>
Peak	7 1/2	15	15	30
Midday	15	30	30	60
Evening	30	60	60	60

* alternating buses express service
 24-hour service

II-45

9

Task: Reverse Commuting Transit Service Planning

Relevant Policies:

4. *The City should strongly promote regional development and transportation investment policies that support alternative modes and reduce trips. (p. I-4)*
33. *The City should continue to participate in regional transit planning to ensure good linkages between business, labor and markets. (p. I-10)*
52. *The City should promote the focus of reverse commuting services on major suburban employers and city neighborhoods with high unemployment. (p. I-13)*

One of Saint Paul's economic development goals is to support transit which links populations with work places. As job growth in the suburbs continues, the task is to find effective ways to make these opportunities accessible to city residents. Regular route reverse commute transit

service has performed poorly elsewhere in the country, mainly due to the dispersed patterns of suburban employment.

Implementation Steps

To implement the policies above, the City should:

- a. work with region transit providers and other stakeholders in identifying major suburban employers likely to need the labor pool available in the city and neighborhoods likely to meet those needs, and develop a subscription service to provide transportation between the two in conjunction with job/applicant matching efforts.
Timing: On-going
- b. encourage the Metropolitan Council to promote regional housing and economic development policies that improve the regional balance of housing with jobs.
Timing: On-going

Task: Participation in Regional Light Rail Transit (LRT) Planning

Relevant Policies:

4. *The City should strongly promote regional development and transportation investment policies that support alternative modes and reduce trips. (p. I-4)*
9. *The City should emphasize the TDM policies particularly at the regional level to protect the functional classification of streets in Saint Paul against further upgrade overall. (p. I-5)*

27. *The City should work to ensure that, if light rail transit is built, it is designed to support human scale, social fabric and neighborhood identity. (p. I-9)*
33. *The City should continue to participate in regional transit planning to ensure good linkages between business, labor and markets. (p. I-10)*
38. *The City should continue to participate in light rail transit planning to ensure that, if it is implemented, downtown Saint Paul is well-served. (p. I-11)*

53. *The City should continue to protect and forward Saint Paul interests in economic development, support of neighborhoods, and serious improvement of the bus service regardless of the decision of light rail transit, in the regional light rail transit debate and planning efforts. (p. I-14)*

The efficacy of light rail transit (LRT) in this region, according to the most recent studies, is questionable. First, the Alternatives Analysis/Draft Environment Impact Statement (AADEIS) shows operating costs for LRT to be essentially the same as buses within corridors, and capital costs to be substantially higher. Second, regions where LRT has best succeeded have had an adequate bus system already in place, while ours is marginal. The experience of existing comparable North American cities is that busses are not only the cheaper option, but they also have higher ridership. Third, because the LRT routes planned for the region are being predominantly placed within freeway alignments in order to maximize speed to benefit longer trips, the opportunity for beneficial land development impacts within the city are minimized.

At best, LRT will only carry a very small percentage of all transit rides in the region. The Twin Cities region has an alternative or complementary (arguably prerequisite) opportunity to modernize its transit system with bus technology, as successfully modelled in other regions.

Implementation Steps

To implement the policies above, the City should:

- a. strongly promote:
 - i. development of an adequate regional bus system as a precondition to LRT,

- ii. protection of adequate funding for the bus system from diversion to LRT development and operation,
- iii. development of funding mechanisms for LRT which do not create undue hardship on the tax base of the region, and
- iv. reevaluation of the necessity for locating LRT within freeway rights-of-way.

Timing: On-going

- b. If the Ramsey County Regional Rail Authority selects a "build LRT" alternative, the following conditions should apply:
 - i. there should be a carefully designed feeder bus system and improvements to the existing bus and para-transit system so that the quality of local transit service and service to transit-dependent is enhanced rather than reduced,
 - ii. the City should be given a significant and formal role in the design process for LRT, and special measures should be taken to mitigate the design and security problems of LRT in downtown Saint Paul, of stations, and of bridges and walls,
 - iii. a station in the 10th and Cedar area should be included,
 - iv. the possibility of an LRT station and better transit service in the Westgate area should be further investigated,
 - v. park-and-ride lots should not be constructed within the city,
 - vi. the system should be designed to accommodate retrofit to low

- platform boarding when the technology becomes available, and
- vii. state and federal highway funds and a gasoline tax should be

pursued as LRT financing alternatives, and the proposed sales tax increase should be reduced or eliminated.

Timing: If and when LRT is implemented

Task: Promotion of Employer Transit Programs

Relevant Policies:

6. *The City should promote voluntary provision of TDM incentives by private employers. (p. I-4)*
7. *The City should lead by example by promoting transit, carpooling, biking and walking, and flextime and telecommuting for its own employees. (p. I-4)*
54. *The City should promote employer programs that encourage transit use by their employees. (p. I-14)*

Currently employers receive a tax subsidy to provide parking for their employees. However, they can also receive a tax break for contributing toward an employees bus fare. The Metropolitan Transit Commission encouraged employers to offer such an allowance to their employees through its "T-Bill" program. Further proposed changes to federal tax law will require larger companies to offer employees the choice of parking, a transit pass or cash equal to the cost of parking. The company could deduct the cost of the benefit from its income taxes regardless of which option an employee would choose. For the employee, the bus pass and the parking would be a tax-free benefit, but cash would be taxed as income.

The challenge for communities and employers is to further recognize the

advantages of and opportunities for guiding that choice toward alternative modes.

There are many successful models of voluntary employer incentives for carpooling, transit, biking and walking, as well as support programs (such as guaranteed rides home in case of emergency) that address the limitations of these alternatives.

Implementation Steps

To implement the policies above, the City should:

- a. support the efforts of the regional transit provider(s) and Minnesota Rideshare to promote transit incentive programs with major employers in Saint Paul.
Timing: On-going
- b. work with the State in support of their TDM plan for the Capitol, and cooperatively participate as an employer itself.
Timing: On-going.
- c. use transportation-related incentive packages, with emphasis on TDM, as part of its economic development, as appropriate.
Timing: On-going.

Task: Transit Marketing

Relevant Policies:

5. *The City should work with others to market transit, carpooling, biking and walking, as well as flexible work hours. (pp. I-4, I-17)*
9. *The City should emphasize the TDM policies particularly at the regional level to protect the functional classification of streets in Saint Paul against further upgrade overall. (p. I-5)*

Other communities have found marketing to be essential to the success of TDM measures. This is not surprising, considering the attractive, pervasive image of the private automobile presented in American popular culture and advertising.

Implementation Steps

To implement the policies above, the City should:

- a. promote focus of bus system marketing on the occasional transit rider to become regular riders.
Timing: On-going
- b. support the development of corridor service delivery and marketing plans which consider, in depth, the needs of potential riders within the corridor.
Timing: Begin 1995-6
- c. support the development of route and system information which is easier to understand than the current information.
Timing: On-going

Task: Transit Support Infrastructure Planning

Relevant Policy:

2. *The City should work with other agencies to invest in infrastructure and system management to support bus use, carpooling, biking and walking. (pp. I-4, I-17)*

The City works with regional transit providers to establish bus lanes, and site and design shelters. It can also be instrumental in developing amenities and services at bus hub.

Implementation Steps

To implement the policy above, the City should:

- a. consider narrowing 5th and 6th Streets to provide more sidewalk space for transit passengers.
Timing: 1994-1995
- b. promote installation of security measures at neighborhood and downtown transit hubs. Such security measures include security cameras, public telephones, adequate lighting and calming music.
Timing: As hubs are developed

14

Task: Downtown Bus Improvements

Relevant Policy:

37. *The City supports improvements to the transit system in the downtown (recent consolidated of routes and creation of bus lanes, the transit hub, comfortable shelters, a shuttle,) that make bus travel a more efficient and user-friendly, therefore attractive, alternative to workers, shoppers and visitors, and that improve traffic flow overall. (p. I-11)*

Downtown is the transit hub for most routes serving Saint Paul and is the place where improvements will have the most effect in attracting and keeping riders. On the other hand, it poses special challenges in minimizing conflicts between buses and other vehicles.

In the downtown, the City worked with the MTC to achieve consolidation of east-west bus routes on dedicated with-flow bus lanes

on 5th and 6th Streets and consolidation of north-south bus routes on dedicated with-flow bus lanes on Cedar and Minnesota Streets, as well as the developing transit hub at the crossing of the dedicated bus lanes (block bounded by Cedar, Minnesota, 5th and 6th).

Implementation Steps

To implement the policy above, the City should:

- a. support a shuttle service in downtown to meet employee, shopper and visitor needs.

Timing: Pilot 1994-1996

- b. continue to work with the regional transit provider to refine routes and address other issues as they arise.

Timing: On-going.

Task: Transit Facility Design

Relevant Policies:

26. *The City should plan its street environment to maintain and improve a feeling of personal safety among users. (p. I-9)*
27. *The City should work to ensure that, if light rail transit is built, it is designed to support human scale, social fabric and neighborhood identity. (p. I-9)*
28. *The City should continue to work with other agencies to enhance the design of transportation improvements in*

accordance with community and neighborhood objectives. (p. I-9)

The design of major transit facilities such as bus hubs and LRT stations can have a substantial impact on the neighborhoods in which they are located, and contribute the comfort and security of transit users.

Implementation Steps

To implement the policies above, the City should:

- a. continue to work with the regional transit provider on facility design.

Timing: On-going

- b. refer to the bus stop-related concepts of the City's Design for Public Safety report, including materials, design, lighting, and siting, in communications with the regional transit provider.

Timing: On-going

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Summary of workshop on land use around six Central Corridor LRT stations
Authorized Signature	Date	
		<u>DISCUSSION ONLY</u>

Request Justification

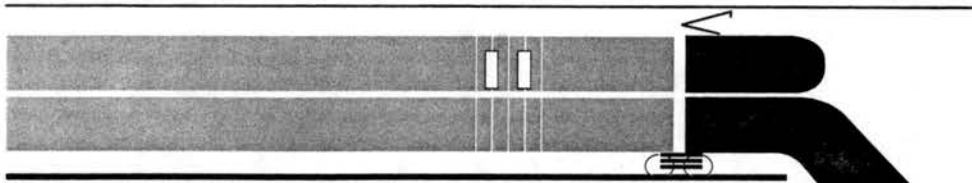
See attached memorandum from Jill Goski.

Budgeting and Accounting	<i>Marlon Johnson</i> 9/20/94	Date / Time Received By
County Attorney	<i>Dwight Martin</i>	
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
September 27, 1994	<i>Bette Kuryak</i>	9/22/94
Board Date	Signature	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: Jill Goski, Community Participation Coordinator

SUBJECT: Summary of Workshop on Land Use Around Six Proposed
Central Corridor LRT Stations (September 11 - 13, 1994)

DATE: September 16, 1994

One of the elements of work occurring for the Central Corridor light rail transit project is a study of economic development opportunities associated with light rail transit. As part of this effort, staff from the Metropolitan Council, the Cities of Minneapolis and St. Paul, Hennepin and Ramsey County Regional Railroad Authorities, and the Minnesota Department of Transportation organized a three day workshop, held September 11-13, 1994, to aid in the exploration of development potential around proposed LRT stations in the Central Corridor.

Transit-oriented development experts Greg Baldwin of Zimmer Gunsul Frasca of Portland, Ken Greenberg of Berridge Lewinberg Greenberg of Toronto, Harrison Fraker, Dean of the University of Minnesota's College of Architecture and Landscape Architecture, and Tom Martinson, a Twin Cities area planning and economic development consultant, guided discussions of ideas from architects, planners, economic development experts, transportation specialists, and others during the workshop.

The workshop focused on the areas within 1/4 to 1/2 mile of six proposed Central Corridor LRT station areas: the Metrodome and Mills District areas, Stadium Village, Westgate, Snelling & I-94, and the St. Paul Central station area on a diagonal in the Athletic Club block near 4th and Cedar.

Attachment 1 is a map of the Central Corridor, showing station areas. Although other LRT stations are proposed in the Central Corridor, due to time constraints, not all stations were included in this study. The six stations included are highlighted on the map.

The general goal of the workshop was to exemplify what LRT in the Central Corridor might do to encourage positive economic development and revitalization around stations. There was an effort during the workshop to focus on the objective of strengthening neighborhood identity and establishing transit and pedestrian-oriented environments, places "with a heart", where it is enjoyable to walk, shop, recreate, live, and work.

The first day of the workshop focused on background information and a tour of the proposed station areas and the alignment. The second day included open-ended discussions of development themes, concepts, opportunities, and issues common to all stations and specific development concepts for each station. On the final day, the four consultants met privately for six hours to collaborate on station area development recommendations which were presented to participants in the afternoon.

Twelve guiding principles were developed by the consultants as criteria for success of transit stations from an urban design perspective.

1. Build on a strong idea about shaping the city. It's not the use but how it behaves that is important. What is important is the fact that LRT provides a linkage between two cities with very strong differences and an opportunity to build on their strengths and complementary roles. It should support development that supports the community.
 2. Demonstrate urbanity. Serve more than your own agenda. Stations should be more than a place to get to and from work. They should be as rich an experience as possible and an opportunity to enhance daily life.
 3. Seek synergy (1 + 1 = 3). How the station is sited should aim for a mix of uses at a level of density and activity that optimizes the return on investment. Be opportunistic - if you have a mix of uses, they should complement each other.
 4. Find a few good partners. For each station identify a few good partners for development to explore what the development possibilities are. Developers are looking for locations with more comprehensive services and amenities.
 5. Develop caretakers. Caretakers of the system should be promoted since in the end the system will be turned over to the people who use it. The best systems are run by the people who use them. Toronto is an excellent example.
- 2

6. Invest in desired uses, don't zone for specific uses. Don't take big risks in development plans without developing a fallback position. Look at probability. You don't have to take big risks to be successful.
7. Define the public realm clearly. Invest in the design and quality of the public realm in order to link the surrounding area to the station and create civic engagement.
8. Locate stations where people are. Success occurs in locations where you have people. Look at convenient and expedient locations. You should not have to pay people to come to your show.
9. Be adhesive. Something should happen at the station. The station should not be a stand alone object. It should be convincingly embedded into the urban fabric with a mix of uses developed at the station. There should be a very clear definition of building parcels which are obviously understandable in relationship to the infrastructure.
10. Provide easy and inviting access for everyone. A clear and direct system for access should be developed. The five minute walk is really important. Serve the handicapped, the elderly, and the young without compromise. How to use the system, how to get in and out should be visually straightforward and self-evident.
11. Integrate with other transportation systems. LRT will become part of a whole transportation system that already exists and should link, fit, and integrate with this network: buses, autos, service vehicles, pedestrians.
12. Serve each community on its own terms. The station should manifest characteristics that are unique for each area, tell a story about the community, and promote an ethic that is indigenous. Stations should build on local initiatives and be structured at a scale and character that is complementary and respectful and provides a reasonable transition to the neighborhoods.

Based on these principles, the consultants created a long-term development concept for each station area. Much of their work was reflected on maps and in drawings. Following is a narrative description of their recommendations:

Metrodome/Mills Station areas - It was noted that there is a lot of undeveloped property in this area and a lot of opportunity for development. However, even with a lot of planning, it will probably take a long time for development to occur in this area

without a special approach. LRT runs parallel to the river and by itself probably won't make a lot of development occur. The scenario presented suggested creating green spaces to connect to the river. By bringing the storm water to grade and running it thorough a stream system, parks with water could be created which would encourage new areas to develop. Another consideration would be to bring LRT onto 2nd Street and make it a "Nifty Street" with wonderful buildings along it. A street which every so often opens up to link to the river by way of the green spaces created. There are also some historic buildings along this street and the LRT station could possibly link to the Milwaukee Railroad Station. A further recommendation is to refine the grid by subdividing larger blocks and orienting them toward the river and turning the area into less of a staging pool for the Metrodome and more of a place for itself.

Stadium Village - This area has a captive audience with many University students predisposed to use transit. Washington Avenue has the potential to continue to develop as a lively urban street. The frayed edge of the campus near the Stadium Village station has been a no man's land with a struggle between the University's attempts to expand and the Motley neighborhood attempt to hold the line on further University expansion. The LRT station creates the opportunity for mixed and overlapping uses: neighborhood, commercial, business, and informal campus activities with extremely positive potential. According to Ken Greenberg, "The University should not just stand shoulder to shoulder with the neighborhood, but face them and find uses that serve the University as an institution but also are compatible with and serve the neighbors." Greg Baldwin noted that, "If you are looking for a few good partners you couldn't find a better one than the University of Minnesota with 15 million trip ends per year." Creating a set of distinctive public spaces that express the civic connection is also recommended for this station area.

Westgate - This station area provides an opportunity to create a gateway on University Avenue with prominent buildings on each side of University and a plaza and LRT station. In addition, the Prospect Park neighborhood is a very stable neighborhood but is missing some amenities. A recommendation is to create a mixed use neighborhood center on Curfew with one side commercial complemented with a linear park on the opposite side. The development would be scaled down toward Prospect Park with townhouses or rowhouses. This station area presents wonderful opportunities for effective mixed use development potential. There may be opportunities for some good partnerships in this area. Tom Martinson noted that "Stan Hubbard could do for this area what Ted Turner did for Atlanta." Another suggested partner is Weyerhaeuser.

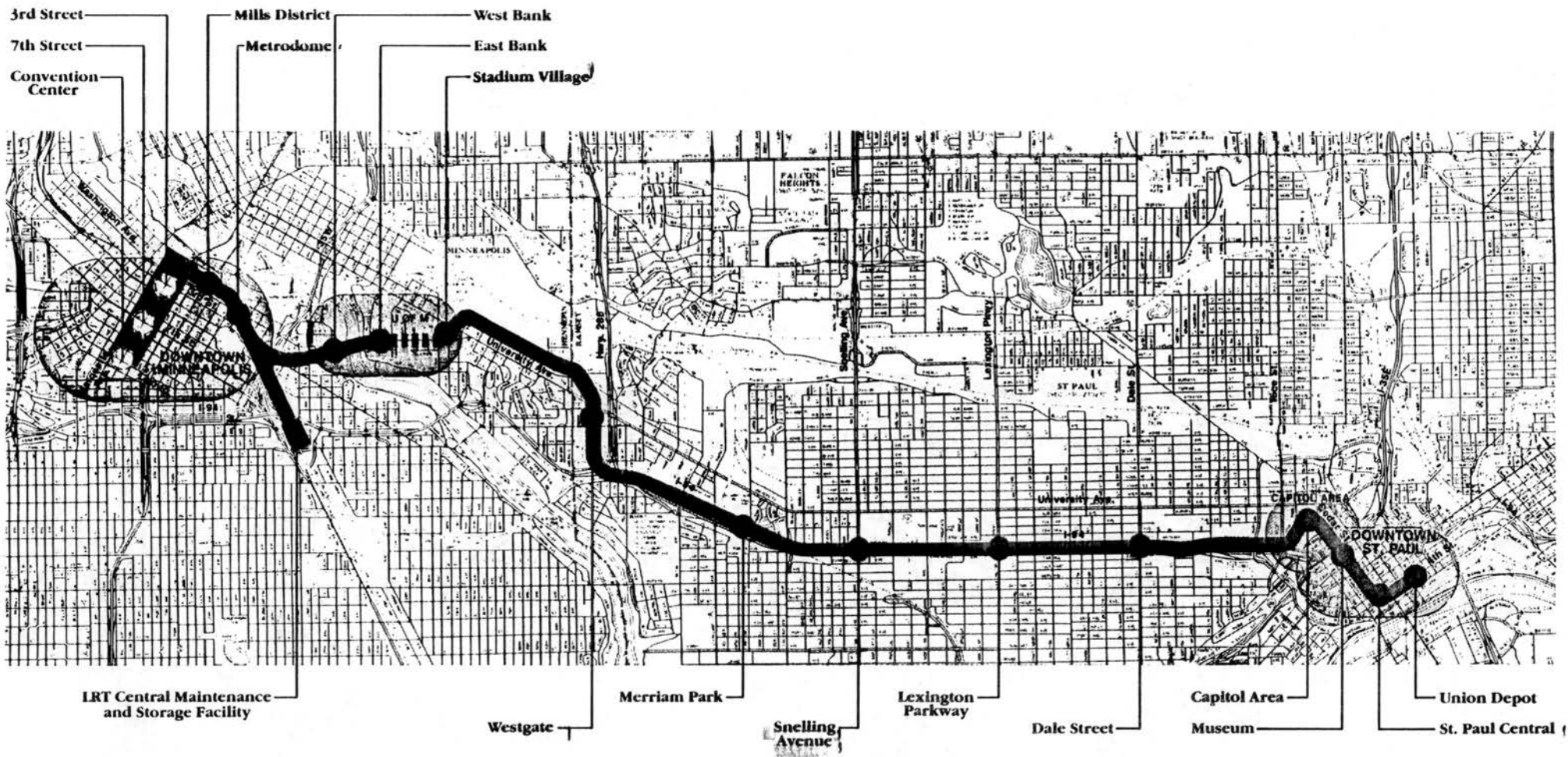
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Snelling & I-94 - This station will serve an important transportation function and will be a hub for patrons walking or transferring by bus to LRT. This portion of the alignment is designed to increase the speed of the system and moving people will be the function of this station. Development opportunities for a station in the middle of the freeway will not engender much change in terms of land use. The northwest quadrant is a stable, locked in residential neighborhood. The southwest quadrant is residential with some industrial. The northeast quadrant has a lot going on already with the redevelopment of Midway Center and the change in the location of the MTC facility. This station will integrate with the buses and other transit connection methods. It is important to be realistic about what you want to accomplish and that there is a hierarchy of land use/development expectations based on what you want to accomplish in a certain area. Greg Baldwin stated that, "It is important to recognize that in some cases the most sensitive gesture is to provide access to transit but not pressure for redevelopment." In this area it may be significant to look at good partners - perhaps Concordia College, Midway Hospital or Midway Shopping Center. According to Harrison Fraker, "If you had a strong partner with the shopping center and easy pedestrian access or convenience vehicles to connect people from the station, it could promote the community around it."

Central St. Paul - The City of St. Paul has learned as it has matured how to complement Minneapolis and be complemented by Minneapolis rather than competing with Minneapolis. Cedar Street runs through all the activities in St. Paul and has the capacity to tell the St. Paul story. It is important to consider attracting ground floor retail on both sides of Cedar. LRT provides the opportunity for window shopping which is ideal for street level retail. People leaving work may shop before getting on LRT. Greg Baldwin noted that, "In Portland the peak has expanded by a half hour due to people stopping to shop." He also acknowledged that, "Denver would 'kill' for this type of opportunity to implement LRT." If no good partner is identified for the development of the Athletic Club block, it may be worthwhile to consider a fallback position of extending the alignment to connect to the river and making it a promenade to Lowertown.

In summary the four consultants identified that there are some great development opportunities. The concepts and scenarios developed as part of the workshop should be considered preliminary in nature and not a substitute to more detailed planning. Detailed station area land use plans would be developed later by the cities, with business and resident involvement, as future planning for LRT is conducted.

5



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 3000



BRW

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

Authorized Signature

Date

Board Action Requested

Ratify report of payments for RCRA

April, 1994 through June, 1994

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated August 17, 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
September 27, 1994

Signature

Date
9/22/94

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1994, through June 30, 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.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of Budgeting and Accounting

James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041
Fax: 612-266-8066

M E M O R A N D U M

TO: Terry Schutten, County Manager
FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: April-June, 1994
DATE: August 17, 1994

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 81,350.87
59103	Phase I Preliminary Engineering	86.99
59106	Right-of-Way Acquisition	86.99
59109	Northeast Corridor Maintenance	20,544.27
59110	Central Corridor AA/DEIS	<u>13,221.36</u>
Total		\$115,290.48

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period April through June, 1994 and a copy of the Budget Condition Report as of June 29, 1994.

JVH:VW:dmh/gcl
Attachments

cc: K. DeSpiegelaere, Director,
R C Regional Railroad Authority Planning

PCT OF YEAR ELAPSED = 49.32

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	53,351.00	0.00	0.00	53,351.00	53,351.00	0.00	0.00	
--								
020122	2,900.00	1,209.00	0.00	1,691.00	1,691.00	0.00	0.00	41.69
--								
020154	25,000.00	10,079.88	0.00	14,920.12	14,920.12	0.00	0.00	40.32
--								
020174	26,586.00	2,479.22	0.00	24,106.78	24,106.78	0.00	0.00	9.33
--								
020176	70,000.00	0.00	0.00	70,000.00	70,000.00	0.00	0.00	
--								
020179	20,000.00	2,884.11	0.00	17,115.89	17,115.89	0.00	0.00	14.42
--								
020185	4,211.00	854.15	0.00	3,356.85	3,356.85	0.00	0.00	20.28
--								
020193	150,200.00	62,475.64	0.00	87,724.36	87,724.36	0.00	0.00	41.59
--								
020194	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
--								
020202	5,800.00	509.74	0.00	5,290.26	5,290.26	0.00	0.00	8.79
--								
020207	380.00	65.13	0.00	314.87	314.87	0.00	0.00	17.14
--								
020208	2,040.00	873.36	0.00	1,166.64	1,166.64	0.00	0.00	42.81
--								
020209	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
020301	700.00	0.00	0.00	700.00	700.00	0.00	0.00	
--								
020305	800.00	204.96	0.00	595.04	595.04	0.00	0.00	25.62
--								
020401	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
--								
020501	20,800.00	733.47	0.00	20,066.53	20,066.53	0.00	0.00	3.53
--								
020611	700.00	687.18	0.00	12.82	12.82	0.00	0.00	98.17
--								
020803	2,000.00	810.78	0.00	1,189.22	1,189.22	0.00	0.00	40.54
--								
020906	12,883.00	6,441.48	0.00	6,441.52	6,441.52	0.00	0.00	50.00
--								
020909	1,440.00	432.00	0.00	1,008.00	1,008.00	0.00	0.00	30.00
--								

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021101	280.00	0.00	0.00	280.00	280.00	0.00	0.00	
--								
021134	750.00	0.00	0.00	750.00	750.00	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
--								
021401	500.00	151.00	0.00	349.00	349.00	0.00	0.00	30.20
--								
021403	6,000.00	1,698.76	0.00	4,301.24	4,301.24	0.00	0.00	28.31
--								
021407	20,000.00	4,823.33	0.00	15,176.67	15,176.67	0.00	0.00	24.12
--								
021408	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
--								
021409	5,500.00	316.45	0.00	5,183.55	5,183.55	0.00	0.00	5.75
--								
022213	34,000.00	30,030.00	0.00	3,970.00	3,970.00	0.00	0.00	88.32
--								
TOTL 02	511,481.00	127,759.64	0.00	383,721.36	383,721.36	0.00	0.00	24.98
030101	2,700.00	541.04	0.00	2,158.96	2,158.96	0.00	0.00	20.04
--								
030201	0.00	115.27	0.00	115.27CR	115.27CR	0.00	0.00	
--								
TOTL 03	2,700.00	656.31	0.00	2,043.69	2,043.69	0.00	0.00	24.31
040303	400.00	0.00	0.00	400.00	400.00	0.00	0.00	
090306	40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00	
CURR ORG-TOT	554,581.00	128,415.95	0.00	426,165.05	426,165.05	0.00	0.00	23.16
R93 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	110,647.00	50,582.24	0.00	60,064.76	60,064.76	0.00	0.00	45.71
ORG-TOT	665,228.00	178,998.19	0.00	486,229.81	486,229.81	0.00	0.00	26.91
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
--								

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PCT OF YEAR ELAPSED = 49.32

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE I PRELIMINARY ENGINEERING			* CONTINUED *				
020174	4,278.06	86.99	0.00	4,191.07	4,191.07	0.00	0.00	2.03
--								
020176	1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
--								
020179	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
--								
020185	78.92	0.00	0.00	78.92	78.92	0.00	0.00	
--								
020193	17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
--								
020194	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
--								
020202	10.98	0.00	0.00	10.98	10.98	0.00	0.00	
--								
020305	49.05	0.00	0.00	49.05	49.05	0.00	0.00	
--								
020401	179.90	0.00	0.00	179.90	179.90	0.00	0.00	
--								
020501	12.11	0.00	0.00	12.11	12.11	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
021407	0.36	0.00	0.00	0.36	0.36	0.00	0.00	
--								
021408	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
--								
TOTL 02	100,959.02	86.99	0.00	100,872.03	100,872.03	0.00	0.00	.09
ORG-TOT	100,959.02	86.99	0.00	100,872.03	100,872.03	0.00	0.00	.09
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	754,952.38	127,415.77	0.00	626,936.61	626,936.61	0.00	0.00	16.89
--								
020174	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
--								
020176	3,372.91	644.32	0.00	2,728.59	2,728.59	0.00	0.00	19.10
--								
020179	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR			* CONTINUED *				
020185	498.92	4.01	0.00	494.91	494.91	0.00	0.00	.80
--								
020193	222,916.42	120.27	0.00	222,796.15	222,796.15	0.00	0.00	.05
--								
020202	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
--								
020401	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
--								
020501	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
--								
021407	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
--								
021408	915.80	0.00	0.00	915.80	915.80	0.00	0.00	
--								
TOTL 02	1,067,630.96	128,184.37	0.00	939,446.59	939,446.59	0.00	0.00	12.01
ORG-TOT	1,067,630.96	128,184.37	0.00	939,446.59	939,446.59	0.00	0.00	12.01
59106	RIGHT-OF-WAY ACQUISITION							
020174	1,330.48	1,178.87	0.00	151.61	151.61	0.00	0.00	88.60
--								
020176	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
--								
020179	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
--								
020185	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
--								
020192	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
--								
020193	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
--								
020202	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
TOTL 02	6,968.59	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92
ORG-TOT	6,968.59	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
--								
020174	0.55	0.00	0.00	0.55	0.55	0.00	0.00	
--								
020176	66.45	0.00	0.00	66.45	66.45	0.00	0.00	
--								
020179	197.97	0.00	0.00	197.97	197.97	0.00	0.00	
--								
020185	114.58	0.00	0.00	114.58	114.58	0.00	0.00	
--								
020193	263.24	0.00	0.00	263.24	263.24	0.00	0.00	
--								
020202	5.43	0.00	0.00	5.43	5.43	0.00	0.00	
--								
020305	25.00	0.00	0.00	25.00	25.00	0.00	0.00	
--								
020401	8.57	0.00	0.00	8.57	8.57	0.00	0.00	
--								
020501	81.88	0.00	0.00	81.88	81.88	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
021408	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
TOTL 02	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
020185	300.00	114.43	0.00	185.57	185.57	300.00	0.00	38.14
020193	78,700.00	8,545.94	0.00	70,154.06	70,154.06	0.00	300.00	10.86
020618	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020804	36,000.00	12,432.30	0.00	23,567.70	23,567.70	0.00	0.00	34.53
021131	17,000.00	0.00	0.00	17,000.00	17,000.00	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE			* CONTINUED *				
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030101	300.00	179.18	0.00	120.82	120.82	300.00	0.00	59.73
030507	29,700.00	0.00	0.00	29,700.00	29,700.00	0.00	300.00	
CURR ORG-TOT	162,100.00	21,271.85	0.00	140,828.15	140,828.15	600.00	600.00	13.12
R93 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
000000	35,135.64	19,066.69	0.00	16,068.95	16,068.95	0.00	0.00	54.27
ORG-TOT	197,235.64	40,338.54	0.00	156,897.10	156,897.10	600.00	600.00	20.45
59110	CENTRAL CORRIDOR AA/DEIS							
020174	1,401.44	0.00	0.00	1,401.44	1,401.44	0.00	0.00	
020176	17,234.44	2,416.20	0.00	14,818.24	14,818.24	0.00	100.00	14.02
020179	2,882.51	0.00	0.00	2,882.51	2,882.51	0.00	0.00	
020185	4,432.03	416.93	0.00	4,015.10	4,015.10	0.00	0.00	9.41
020193	14,182.06	30,867.63	0.00	16,685.57CR	16,685.57CR	0.00	0.00	217.65
020202	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
020401	300.00	744.50	0.00	444.50CR	444.50CR	0.00	0.00	248.17
020501	425.00	256.37	0.00	168.63	168.63	0.00	0.00	60.32
021151	160.00	160.00	0.00	0.00	0.00	160.00	0.00	100.00
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	0.00	0.00	0.00	0.00	0.00	0.00	1,000.00	
021403	75.91	0.00	0.00	75.91	75.91	0.00	0.00	
021407	386.55	256.66	0.00	129.89	129.89	0.00	0.00	66.40

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59110	CENTRAL CORRIDOR AA/DEIS			* CONTINUED *				
021408	840.00	150.00	0.00	690.00	690.00	840.00	0.00	17.86
TOTL 02	42,819.94	35,268.29	0.00	7,551.65	7,551.65	1,000.00	1,100.00	82.36
030101	100.00	92.39	0.00	7.61	7.61	100.00	0.00	92.39
ORG-TOT	42,919.94	35,360.68	0.00	7,559.26	7,559.26	1,100.00	1,100.00	82.39
59111	CENTRAL CORRIDOR PRELIMINARY ENGINEERING							
020102	12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
020193	95,000.00	0.00	0.00	95,000.00	95,000.00	0.00	0.00	
020194	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020305	150.00	0.00	0.00	150.00	150.00	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021407	4,000.00	0.00	0.00	4,000.00	4,000.00	0.00	0.00	
ORG-TOT	121,150.00	0.00	0.00	121,150.00	121,150.00	0.00	0.00	
ACT-TOT	2,204,472.22	384,147.64	0.00	1,820,324.58	1,820,324.58	1,700.00	1,700.00	17.43
5 FC	2,204,472.22	384,147.64	0.00	1,820,324.58	1,820,324.58	1,700.00	1,700.00	17.43
FUND CURR TOT	2,058,689.58	314,498.71	0.00	1,744,190.87	1,744,190.87	1,700.00	1,700.00	15.28
FUND R93 TOT	145,782.64	69,648.93	0.00	76,133.71	76,133.71	0.00	0.00	47.78
FUND TOTAL	2,204,472.22	384,147.64	0.00	1,820,324.58	1,820,324.58	1,700.00	1,700.00	17.43

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