



Ramsey County Regional Railroad Authority.
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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

Dick Wedell, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Susan M. Haigh, Treasurer
District 4

Hal Norgard
District 7

Rafael E. Ortega
District 5

Brenda C. Thomas
District 2

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 2, 1996

11:30 a.m. (or immediately following Annual Organizational Meeting)

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

1. * Appoint Officers for 1996 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

* Action is requested.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. L. Spiegeler
Authorized Signature

12/15/95
Date

Board Action Requested

Appoint officers for 1996 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting

County Attorney

Risk Management

Mark Johnson
Debra Smith

Documentation certified complete for:

January 2, 1996

Board Date

Bette Kuryak
Signature

12/28/95

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1996:

John T. Finley, Chair
Dick Wedell, Vice Chair
Hal Norgard, Secretary
Susan M. Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1996:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1996:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff).

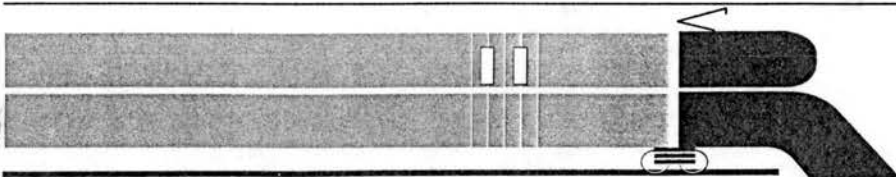
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rich O'Connor	___	___	___
Rafael E. Ortega	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, Secretary

January 2, 1996
(organizational mtg.)



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Dick Wedell, Vice Chairman
District 1

Hal Norgard, Secretary
District 7

Susan M. Haigh, Treasurer
District 4

Rich O'Connor
District 6

Rafael E. Ortega
District 5

Brenda C. Thomas
District 2

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 27, 1996

1:30 P.M.

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of RCRRA meetings for: A) December 19, 1995, special meeting; B) December 19, 1995, regular meeting; and C) January 2, 1996, organizational meeting
2. Presentation on transit redesign, growth options, and livable communities by Metropolitan Council staff
3. Metro Light Rail Transit Joint Powers Board Annual Report
4. Legislative update
5. * Approve easement to Richard Buus at 1510 English Street and authorize chair to sign the easement
6. * Approve easement to Thomas and Darlene Ruza for fence at 1619 McAfee Street and authorize Chair to sign the permit
- * Action is requested.



1A

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
SPECIAL BOARD MEETING

DECEMBER 19, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, December 19, 1995, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Rich O'Connor

OTHERS PRESENT: David MacMillan, Terry Schutten, Terry Lindeke, Jim Van Houdt, Marlen Johnson, Karen Tero, Kathryn DeSpiegelaere, Eddie Maddox, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:50 a.m.

1. A) Approve the 1996 Ramsey County Regional Railroad Authority Budget in the amount of \$434,034, and B) Adopt a 1996 certified tax levy of \$49,882.

Chairman Finley said that Commissioners Norgard, Wedell, and himself have been involved in several discussions with Chisago County, Washington County, City of White Bear Lake, and the City of Hugo regarding Burlington Northern's right of way from Beam Avenue in Maplewood north to the City of North Branch. There is a gap that exists between Beam Avenue and the City of Hugo not yet abandoned by the Burlington Northern.

It is being recommended that with the existing current fund balance, a portion be transferred to a line item for the acquisition of the right of way between Beam Avenue and the City of Hugo once the Burlington Northern has abandoned it. This will adjust the 1996 budget.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, Ramsey County Regional Railroad Authority owns linear right of way from Kellogg Boulevard to Beam Avenue in St. Paul and Maplewood; and

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
December 19, 1995

WHEREAS, Ramsey County Regional Railroad Authority's Northeast Corridor Alignment Study recommends two alignments for light rail transit, both of which make use of Burlington Northern (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, White Bear Lake has received a federal grant to construct a trail on BN right of way; and

WHEREAS, BN has indicated it is interested in abandoning its right of way from Beam Avenue in Maplewood to the City of Hugo; and

WHEREAS, Continuity of right of way ownership is advantageous to Ramsey County; and

WHEREAS, Washington and Chisago Counties have acquired right of way from Burlington Northern Railroad located from the City of Hugo north to the City of North Branch; and

WHEREAS, Ramsey County Regional Railroad Authority in resolutions R95-18 and R95-23 has directed its staff to negotiate for the purchase of the right of way before abandonment occurs and further discussions have occurred on this matter within the last week; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority adjusts the 1996 budget by appropriating \$2,147,670 from fund balance for the acquisition of the Burlington Northern right of way from Beam Avenue to the north Ramsey County line in Maplewood, White Bear Lake, and White Bear Township:

TRANSFER FROM 591 REGIONAL RAILROAD AUTHORITY FUND BALANCE

Amount

\$2,147,670

TRANSFER TO APPROPRIATION

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
59112	020102	Consulting services	\$ 10,000
59112	020192	Surveying	\$ 40,000
59112	020193	Project Management	\$ 47,670
59112	020804	Grounds - repairs	\$ 30,000
59112	030507	Signs	\$ 20,000
59112	040103	Land Acquisition right of way	\$2,000,000
		TOTAL	\$2,147,670

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
December 19, 1995

And Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the Budgeting and Accounting office to execute this budget adjustment.

Ayes - 6, Nays - 0
Motion adopted. (R95-28)

Commissioner Susan Haigh moved the following recommendation on the amended budget, seconded by Commissioner Hal Norgard:

WHEREAS, 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; and

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County not to exceed the amount permitted by law on all taxable property situated within Ramsey County; 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 net property tax levy for Regional Railroad Authority administration was \$305,655; and

WHEREAS, It is the intent of the Ramsey County Regional Railroad Authority that the tax levy after HACA be \$49,882, less fiscal disparities of \$49,872, leaving the net tax to be paid by county property owners of \$10; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1996 budget and tax levy as follows:

1996 Tax Levy Statement

1996 Approved Budget	\$ 434,043
Plus allowance for uncollectible taxes (2%)	<u>8,681</u>
Total Tax Levy	\$ 442,724
Less Homestead & Agricultural Credit Aid (HACA)	<u>(392,842)</u>
Tax Levy after HACA	<u>\$ 49,882</u>

and Be It Further

3

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
December 19, 1995

Page 4

RESOLVED that there be and hereby is levied upon all taxable property in Ramsey County for the year 1995, a tax rate percentum necessary to raise a total net tax levy of \$49,882.

Mr. Eddie Maddox made comments before voting occurred. Mr. Maddox said that the budget does not mention Personal Rapid Transit (PRT) nor does it mention getting any input or assistance in the decision-making process from theoretical thinkers.

Chairman Finley said that by RCRRA's broadening its scope to include transit and transportation, all modes of transit are included. Twenty-six cities have proven that light rail transit is successful. PRT is based on theory. Unless otherwise directed by the metropolitan planning agency, it would be impractical, costly, and imprudent to discontinue the progress of light rail in lieu of PRT.

Commissioner Norgard said that transit and transportation in general encompasses all modes of transportation, not just light rail.

Mr. David MacMillan said that it is the opinion that the Regional Railroad Authority Act is expansive and authorizes this Board to pursue any activity which will enhance railroads. Light rail is part of the overall transit system and its functioning will be enhanced by all the transit issues and all the transit modes to the extent that the enhancement of other transit modes enhances light rail transit or benefits light rail transit. This Board has the authority to actively work in those areas as well.

Ayes - 6, Nays - 0
Motion adopted. (R95-29)

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned at 11:15 a.m.

18

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

DECEMBER 19, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, December 19, 1995, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rich O'Connor (entered during item #2)
Commissioner Rafael E. Ortega
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: David MacMillan, Terry Schutten, Terry Lindeke, Jim Van Houdt, Marlen Johnson, Karen Tero, Kathryn DeSpiegelaere, Eddie Maddox, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 11:17 a.m.

1. Minutes of the Ramsey County Regional Railroad Authority Board meetings of November 21 and November 28, 1995

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meetings of November 21 and November 28, 1995, as written.

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

2. Approve contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. for legislative services for transportation for an amount not to exceed \$20,000 and authorize the Chair of RCRRA to execute the contract

Chairman Finley said that this contract not only expands the duties of light rail transit, but there is a reduction in the cost amount from the previous contract.

Ms. DeSpiegelaere said that Mr. Seck has agreed to broaden the scope of his duties to include transportation.

Commissioner Hal Norgard said that if Ramsey County is going to work on transportation, then the County needs to be in line with Hennepin County and their legislative representation. There needs to be a team effort.

Commissioner Susan Haigh said that she is going to support this contract now because of the reduction in the amount of money and the expansion of duties into other transportation related issues. Commissioner Haigh also said she wanted to make sure that Attachment A, which outlines the work duties, are made part of the agreement.

Ms. DeSpiegelaere said that the memo is attached.

Commissioner Brenda Thomas said she does not support the motion because she is concerned about the RFP process for contracting lobbyists. There were work sessions and interviews and it was voted unanimously to hire a federal lobbyist to monitor the issues that are of concern in Washington, and to hire no contract lobbyist for the state level. It was decided that at the state level, there would be internal reorganization to support Ramsey County's staff lobbyist, Terry Lindeke.

Chairman Finley said that it was agreed upon in the work session that for the legislative year 1996, RCRRA would seek legislative representation through means other than the RFP process and that for subsequent years RCRRA would employ the RFP process.

Commissioner Rafael Ortega expressed concern for policy consistency even though the Regional Railroad Authority and Ramsey County are two separate entities.

Commissioner Wedell suggested amending the motion to establish an RFP process for transit-related lobbying at the expiration of the Gerald Seck contract.

Commissioner Susan Haigh moved the following recommendation, as amended by Commissioner Wedell, and seconded by Commissioner Hal Norgard:

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to transportation 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 \$20,000 for January 1 through June 30, 1996; 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.; and Be It Further

RESOLVED, That if the Regional Railroad Authority decides to contract for legislation coordination and representation on transportation issues after June 30, 1996, there will be a request for proposal issued before a decision is made on awarding the contract for the services; and Be It Further

RESOLVED, That Regional Railroad Authority selection of legislative representation will be coordinated with Ramsey County's legislative representation.

Ayes - 6, Nays - 1
Motion adopted.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned at 11:15 a.m.

2

MinutesRAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ANNUAL ORGANIZATIONAL MEETING

JANUARY 2, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, January 2, 1996, in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rich O'Connor
Commissioner Rafael E. Ortega
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Hugh Faville, Eddie Maddox, Tom Mahowald, David MacMillan, Kathryn DeSpiegelaere, and Bobbie Schleper.

Chairman Finley called the meeting to order at 11:54 a.m.

1. Appoint Officers for 1996 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

Commissioner Brenda Thomas moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1996:

John T. Finley, Chair
Dick Wedell, Vice Chair
Hal Norgard, Secretary
Susan M. Haigh, Treasurer

and Be It Further

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 2, 1996

Page 2

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1996:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1996:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff).

Roll Call: Ayes - 7, Nays - 0
Motion Adopted. (R96-01)

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned at 11:56 a.m.

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

2/20/96

Date

Board Action Requested

Metropolitan Council staff presentation on
Transit Redesign, Growth Options, and
Livable Communities

DISCUSSION ONLY

Request Justification

Metropolitan Council staff presentation on Transit Redesign, Growth Options, and Livable Communities.

Attachments: 1) Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Management

Marlon Johnson 2/20/96
Dan Walker

Documentation certified complete for:

February 27, 1996

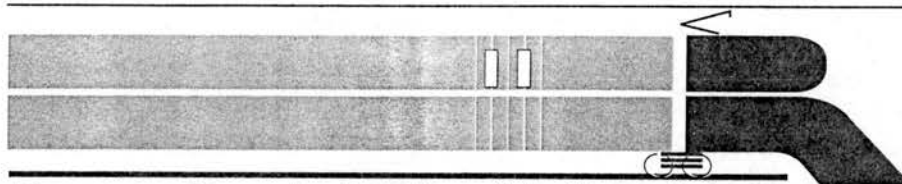
Board Date

Bette Kurysh

Signature

2/22/96

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Metropolitan Council Initiatives

DATE: February 16, 1996

The purpose of this memorandum is to provide background information for presentations by Metropolitan Council staff on three recent Metropolitan Council initiatives:

- (1) Transit Redesign;
- (2) Growth Options for the Twin Cities Metropolitan Area;
and
- (3) Livable Communities;

and their interrelationships.

A subsequent discussion by County Commissioners may be desired to determine the county's role.

Public comments on Transit Redesign are due on February 26. The Chair of the Railroad Authority will submit a response on that date.

The county's role on Transit Redesign has involved having Commissioner Wedell participate in Leadership Forums during the development of the report, having Metro LRT Joint Powers Board staff meet at regular intervals with the Metro Council staff to discuss the plan, reviewing the report with Public Works staff who will offer comments at the Metropolitan Council's Technical Advisory Committee meeting and preparing comments for the Joint Powers Board on the report. The Joint Powers Board is preparing a transit needs assessment, and Transit Redesign is the basis for the assessment. The transit needs assessment will be completed by summer, 1996.

Transit Redesign

Transit Redesign is a report that proposes methods to modify current transit services, including city and suburban bus routes and suburban opt-out services. The focus is on serving areas according to a combination of factors including population and employment density, travel patterns and transit dependence. Of particular interest to Ramsey County are the following key points:

1. Transit Redesign does not increase transit service. It does not attempt to gain more riders but rather relates to the current funding situation.
2. Large areas of Ramsey County north of Larpenteur Avenue will be in Area 4, the market area with the least transit service. See map on cover of the report, Attachment A. The map reinforces prior decisions of the Metropolitan Council and others that the Central Corridor is the best place for a major investment in transit services.
3. Chapter VIII of the plan proposes work activities in 1996-97 which include:
 - o Restructure and eliminate duplication in White Bear Lake area.
 - o Expand timed transfer and explore use of neighborhood circulator service from Hillcrest hub.
 - o Restructure service in northern Ramsey County, including Roseville.
 - o Implement Highland hub with timed transfer service.
 - o Implement high speed link between downtown Minneapolis and airport/Mall of America using Hiawatha Corridor.
 - o Approve regional parking plan.
 - o Promote diversification of operational funding sources.

Other actions currently planned on transit are increasing fares and elimination of some services. The report indicates that fare increases reduce ridership by 4 to 6%.

Growth Options for the Twin Cities Metropolitan Area

It is projected that in the next 25 years, the metro area will grow by 650,000 people, 330,000 households, and 380,000 jobs. Of particular interest to Ramsey County are issues that include:

Will the Metropolitan Council guide where new housing is built and where jobs are located? If so, how?

By mid summer of 1996 the Metropolitan Council expects to reach a decision on what it will do and what its role will be in this complex issue.

A study prepared in January 1996 for the Minnesota Legislature by the Metro Council outlines growth options. Three are under consideration:

1. Current trend

This option accommodates housing market demand. The metropolitan urban service area (MUSA) boundary would be expanded.

2. Concentrated development

This option increases job and housing density and retains the current MUSA boundary. This option is preferred by the City of St. Paul. Most of Ramsey County is within the current MUSA boundary.

3. Growth centers

This option encourages growth along corridors. Some parts of the MUSA would be expanded around growth centers.

Illustrations of each of these options is attached (Attachment B). Implications of the options are complex. How the selected option would be administered is another issue.

Ramsey County staff is reviewing the report through the Metropolitan Council's Technical Advisory Committee. I am a member of the subcommittee reviewing the report, Paul Kirkwold is a member of the Technical Advisory Committee and Commissioner Wedell is a member of the Transportation Advisory Board, which will also review the report.

Livable Communities

The Livable Communities Act passed in the 1995 legislative session. Its purpose is to encourage communities to diversify housing. The law, implemented by the Metropolitan Council, provides funding for (1) cleaning up polluted land, (2) revitalizing communities and promoting efficient development, and (3) providing housing that is affordable to people living on low and moderate incomes.

Of particular interest to Ramsey County are issues that include:

What is the linkage of livable communities to transit redesign? How will low income people dispersed in areas not served well by transit get to their destinations?

What is the county's role? Are counties eligible to apply for grant funds, when the eligibility for funds is conditioned upon negotiating affordable and life-cycle housing goals with the Metropolitan Council?

A copy of the Metropolitan Council's summary of the law is attached (Attachment C).

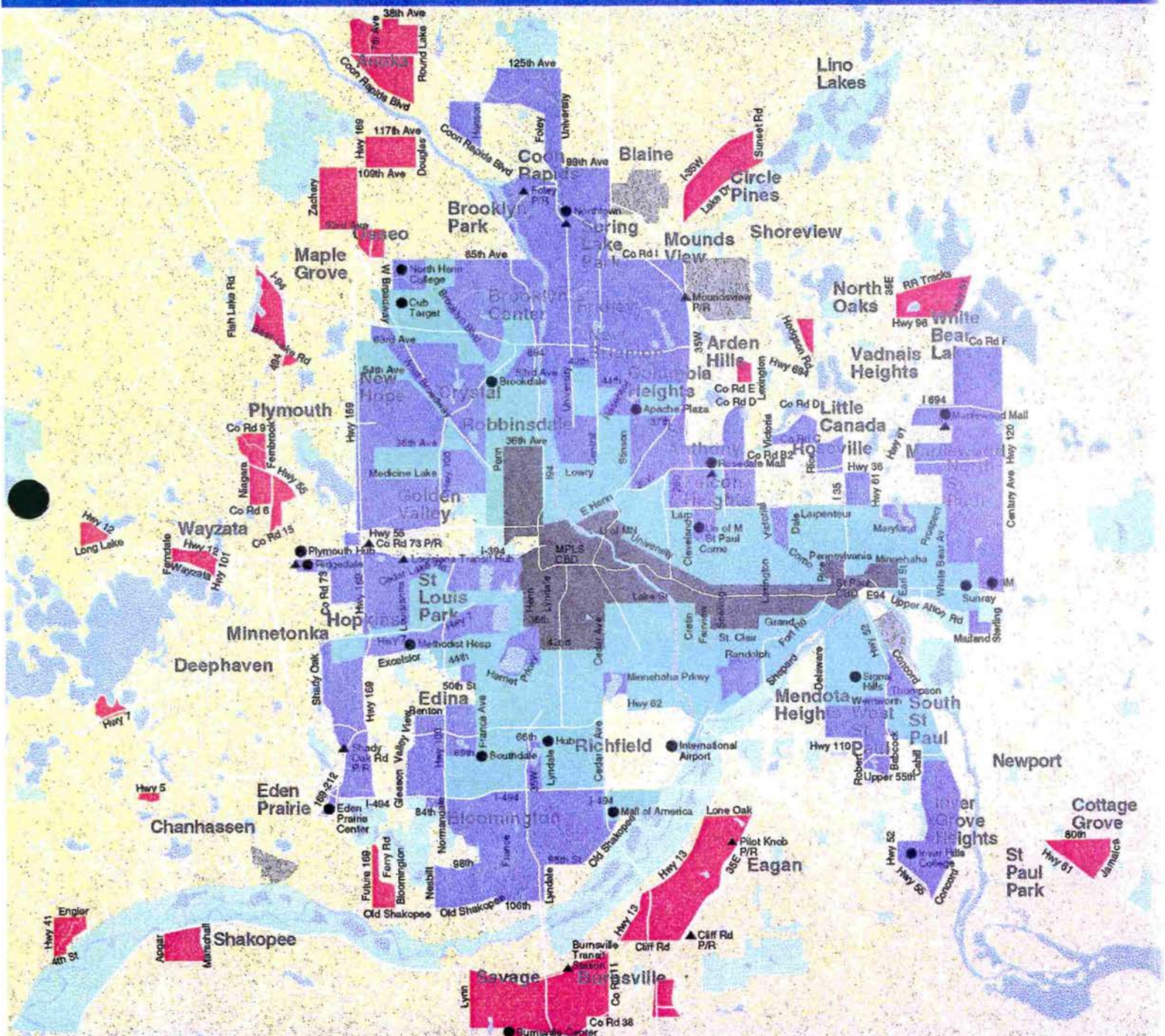
County Coordination

This material has been coordinated with Paul Kirkwold and Judy Karon who will attend the meeting at which it is discussed.

Recommendation:

A subsequent meeting to discuss the county's role may be desired after hearing presentations by the Metropolitan Council staff on these topics.

KD/blk
Attachments



DRAFT

January 22, 1996

Metropolitan Council Members

Curtis Johnson, Chair

Roger Scherer - District 1
Bill Schreiber - District 2
Mary Hill Smith - District 3
Julius C. Smith - District 4
Neil Peterson - District 5
Martha M. Head - District 6
Barbara Butts Williams - District 7
Carol A. Kummer - District 8

David Hartley - District 9
Richard Packer - District 10
Esther Newcome - District 11
Charles Arnason - District 12
Diane Z. (DeDe) Wolfson - District 13
Stephen B. Wellington, Jr. - District 14
Kevin Howe - District 15
Terrence F. Flower - District 16

The mission of the Metropolitan Council is to maintain and improve the overall health and vitality of the Twin Cities metropolitan area. The Council carries out its plans for guiding growth and development through joint action with the public and private sectors. It develops long-range plans for transportation, airports, water quality, parks and housing. The Council also operates the regional services for wastewater treatment, transit and affordable housing through its Metro Housing and Redevelopment Authority.

The quality of life of the Twin Cities area has been improved as a result of Council accomplishments: cleaner lakes and rivers, a transportation and transit system that provides mobility regionwide, a sensible land use plan that saves public dollars, and a regional park system that is the envy of urban areas nationwide.

The Metropolitan Council

Working for the Region, Planning for the Future

Upon request, this publication will be made available in alternative formats to people with disabilities. Please call the Metropolitan Council Data Center at 291-8140 or TTY 291-0904.

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Table of Contents

List of Tables

List of Figures

Executive Summary

Introduction

CHAPTER I - Integration of Land Use and Transit

CHAPTER II - Defining the Transit Market

CHAPTER III - Transit Service Design Standards

CHAPTER IV - Regional Transit Performance Standards

CHAPTER V - Fostering a Competitive Transit Environment

CHAPTER VI - Community Involvement in Transit

CHAPTER VII - Transit Financing

CHAPTER VIII - 1996-1997 Transit Redesign Action Plan

List of Tables

CHAPTER I

Table I-1 Transit related land use standards

CHAPTER II

Table II-1 Characteristics of transit market areas in the
Twin Cities

Table II-2 Transit Markets/Service Options

CHAPTER III

Table III-1 Transit Service Design Standards

CHAPTER IV

Table IV-1 Regional Standard for Passengers per Revenue
Hour

Table IV-2 Relations between Regional Performance
Standards

Table IV-3 Analysis of subsidy per passenger (1994/1995)

CHAPTER V

Table V-1 Regional and Provider Based Support Services

CHAPTER VII

Table VII-1 Comparable Transit Systems Annual Operating
Revenue Totals (1993-1994)

Table VII-2 Regional General Public Paratransit Financing
Methodology

CHAPTER VIII

Table VIII-1 Key 1996-1997 Transit Redesign Activities

List of Figures

CHAPTER I

Concentrated compact development
Mixed Uses
Design for People

CHAPTER II

Figure II-1	Route 18 productivity as related to population density
Figure II-2	Roseville Area Circulator productivity as related to population density
Figure II-3	1990 Population densities in the Twin Cities
Figure II-4	1990 Job density levels in the Twin Cities
Figure II-5	Major trip attractions in the Twin Cities
Figure II-6	Areas with high transit dependent population 1990
Figure II-7	Transit market areas in the Twin Cities metropolitan area

CHAPTER III

Figure III-1	Transit market areas in the Twin Cities metropolitan area
--------------	---

CHAPTER V

Figure V-1	Comparison of peak express routes
Figure V-2	Regional support service decision tree

CHAPTER VII

Figure VII-1	Total regional transit services operating revenue sources 1996
Figure VII-2	Metro Council Transit Operations operating revenue sources 1994
Figure VII-3	Comparable sized transit systems operating revenue sources 1994
Figure VII-4	Total regional transit services revenue source options 1/2% sales tax
Figure VII-5	Total regional transit services revenue source .25% sales tax

***TRANSIT REDESIGN
EXECUTIVE SUMMARY***

Transit Redesign

Executive Summary

The Problem

The transit system is experiencing serious service problems because of very dispersed and low density development patterns, cheap gasoline, low parking costs, high levels of car ownership and an excellent highway network. These factors contribute toward making the private automobile the overwhelming transportation choice and the transit system is not in position to compete with it.

The transit system is also experiencing serious financial problems. In spite of growing state general fund transit operating assistance, declining federal aid, less than inflationary growth of the regional transit property tax levy and increasing operating costs are creating serious funding shortfalls.

If nothing is done to remedy these problems, transit ridership losses will continue, costs will also continue to rise above available resources and further service cuts and/or fare increases will be inevitable. This downward spiral would be unacceptable.

It is time to rethink and redesign the transit system because the serious existing financial shortfall requires immediate attention and the Council has a unique opportunity in its new role to provide leadership in the development of a new vision and strategy for regional transit services.

Goals

1. To develop a transit system that can better contribute in the long term, to the livability and economic vitality of the Twin Cities region postulated in the Regional Blueprint.
2. To develop awareness of the direct relationship between land use patterns and transit effectiveness.
3. To develop a more effective transit system to make it more competitive with the single occupant vehicle.
4. To develop a more efficient transit system in recognition of the limited available resources.
5. To promote competition in the provision of transit services.
6. To enhance local involvement in the decision-making process, particularly in the delivery of local transit services.
7. To develop an adequate and equitable transit financing structure.

Principles

1. All forms of passenger transportation, other than the single occupant vehicles, regardless of the service provider and type of vehicle used, will be viewed as transit. Both the public and private sectors should be encouraged to become buyers of transit services as now more broadly defined.
2. Transit and land/use policies must be strongly integrated to ensure the long term viability of the transit system and to ensure that transit is used as a tool to enhance the livability and economic vitality of the region.
3. The demand for transit services, throughout the entire Metropolitan Area, can be better met by a wide range of service options (from ridesharing to fixed-route, fixed-scheduled services) and a combination of public and private providers.
4. Different market areas, as defined by population, employment and travel densities, as well as transit dependent concentrations, must be served with different transit services.
5. The hub and spoke transit service concept, a core system of local urban routes and circulators and express bus routes that links at transit hubs with local suburban services must be aggressively pursued.
6. All transit services must be developed according to regional service design standards and monitored and evaluated on the basis of regional performance standards.
7. The role of the private sector must be strongly encouraged through competitive bidding and further deregulation of passenger transportation services.
8. Transit capital investments must be primarily aimed at making the transit vehicle more competitive with the private automobile by providing separate rights-of-way in which to deploy high speed, nonstop services and to reinforce the hub and spoke transit service concept.
9. Smaller transit vehicles that can more efficiently serve certain transit markets in the metro area must become part of the transit fleet mix.
10. The Council must clearly separate its role as the purchaser/broker/funder of transit services from its implementing role as a transit service provider, while strengthening communication and coordination between these roles.
11. Decision-making processes, particularly to plan, implement and monitor local transit services, must be more decentralized. Those local transit services must be adequately coordinated within the regional transit system.
12. The transit financing/pricing structure must be closely related to other transportation modes.

13. The growing pressure to satisfy unmet suburban transit needs, in a limited resource environment, must be addressed without starving the service at the core and causing a downward spiral.

Strategies and Actions for Change

Strategy A: Encourage cities to create more pedestrian- and transit-oriented communities that can be more effectively and efficiently served by transit. (See Chapters I and VIII)

Actions:

- Inform local communities of the advantages of pedestrian- and transit-oriented, livable communities and how they can be accomplished--by increased housing and employment densities, better mixing of uses, and better urban design.
- Apply "Transit-Related Land use Standards" in redesigning transit service with local communities.
- Coordinate transit redesign activities with implementation of the Regional Blueprint, and with the Growth Scenario that is ultimately selected by the Metropolitan Council.
- Promote incentives for transit- and pedestrian-oriented development (including the Transit-Related Property Tax Reduction, Livable Communities Demonstration Program, and ISTEA).
- Explore potential new tools and incentives, such as financing methods, joint development and value-capture techniques and planning and regulatory tools that will lead to more pedestrian- and transit-oriented communities.

Strategy B: Diversify the transit system with a broad range of service options and a combination of public and private providers. (See Chapters III; V; VIII)

Actions:

- Restructure existing routes.
- Adjust service levels.
- Eliminate duplication of services.
- Better match vehicle size to demand (e.g. convert from big bus to smaller vehicle operations.)
- Replace fixed-route, fixed-scheduled service with demand responsive and/or ridesharing services.
- Test new service delivery options.

Strategy C: Make transit vehicles more competitive with the single occupant vehicle and develop a coordinated capital investment strategy to advance the transit redesign process. (See Chapters III; IV; and VIII)

Actions:

- Strongly pursue, in cooperation with MN/DOT and others, opportunities to develop preferential rights-of-way for passenger carrying vehicles to make them more competitive with the single occupant vehicle.
- Strongly pursue transit hubs and park-ride programs.
- Reassess short and long term bus garage requirements to determine the potential for either closing or changing the use of existing facilities.
- Reassess the transit fleet replacement strategy, in terms of vehicle size, type and life cycle.
- Apply emerging technologies.
- Develop an annual solicitation of transit capital projects open to all providers with priorities established through a peer review process, consistent with the objectives of transit redesign.

Strategy D: Increase competition in the delivery of transit services. (See Chapter V)

Actions:

- Competitively bid small vehicle operations
- Competitively bid peak hour only express bus service
- Promote passenger transportation services deregulation
- Pursue removal of taxicab licensing constraints
- Implement regional fleet concept

Strategy E: Decentralize the decision making process. (See Chapters VI; VII; and VIII)

Actions:

- Develop a cooperative process between the Council and local units of governments for transit services changes/additions with strong emphasis on local values and involvement in decision-making.
- Develop a Local Initiative Transit program to provide funding opportunities for new local service initiatives developed through the above process. The program priorities will be developed in an open competitive process.

Strategy F: Rethink and redesign the transit financing/pricing structure within an intermodal context. (See Chapter VII)

Actions:

- Develop a new regional parking policy.
- Resolve in the short term property tax equity issues
- Shift away from the heavy dependence upon the property tax levies for transit subsidies.
- Refine the fare structure/policy with special consideration to a distance based structure and special fare categories.
- Implement innovative pricing schemes (e.g. user side and employer side subsidies, vouchers, etc..).

***TRANSIT REDESIGN
INTRODUCTION***

Transit Redesign

Introduction

Transit Redesign is a Metropolitan Council sponsored project that focuses on improving the regional transit system including management, financing, staffing and resource allocation. This report is not intended to be a recapitulation of regional transit policies, a five year work plan, or a regional budget document. It is intended to identify key areas of regional transit management and policies that need to change if transit is to remain a viable transportation option in the future. The report identifies some steps that should be taken to make transit work better in the diverse metropolitan environment. It also identifies some environmental changes that will need to be addressed if transit utilization is to increase in the long-term.

In late 1994, the Metropolitan Council authorized a comprehensive review of the regional transit system. The Council was not interested in producing a report of conceptual recommendations that had little chance of implementation. The direction of the project was to emphasize changes that would reflect a "new way of doing business" in the region.

Community involvement was a key part of the project development in the past year. A series of five "Transit Leadership Forums" were held in the last half of the year where elected officials, transit advocates, providers and other community leaders provided critical input to the concepts as they were developed. In the past month, the Metropolitan Council's Providers Advisory Committee (PAC) has been solicited for input on the study.

During 1996, the Metropolitan Council is committed to implementing the recommended Transit Redesign changes that will signify a new regional approach to providing transit services.

CHAPTER I
INTEGRATION OF LAND USE AND TRANSIT

Chapter I

Integration of Land Use and Transit

"Integration of Land Use and Transit", part of the Metropolitan Council's Transit Redesign Project, is intended to serve the following purposes:

- To illustrate for local governments, developers, land owners and others ways to create communities that are more pedestrian and transit oriented, and that can be more effectively and efficiently served by transit in the short and long run
- To articulate the benefits of creating such community settings
- To inform local communities of the general types and levels of transit services that are feasible in different areas of the region
- To begin to identify tools and incentives that can encourage the development of transit- and pedestrian-oriented communities

The Problem

Spread Development Patterns and Greater Reliance on Automobiles

The Twin Cities Metropolitan Area has experienced major land use and transportation changes over the last 20 to 40 years, including substantial housing, population, employment and economic growth, extensive suburbanization and decentralization of activities, and big increases in vehicle ownership. Spread development patterns aided by massive highway buildup have resulted in huge increases in vehicle trips, much greater reliance on the single-occupant automobile, and declining use of transit and ridesharing. Separated, spread out land uses require freeways and major arterials as connective tissue. Large proportions of our land are devoted to roads and inexpensive or free parking. Traffic congestion is increasing at a steady pace and transportation improvement costs are skyrocketing, while transportation funds are becoming increasingly limited. The region has acknowledged that it cannot build its way out of congestion; adding lane capacity, while reducing congestion in the short term, would result in increased levels of accessibility that would encourage additional decentralization.

A Challenge for Transit and People Who Depend on Transit

The land use patterns established over the last 40 years have created a big challenge for regional transit. Spread out, single-use, disconnected development patterns do not contribute towards use of transit, regardless of the type of vehicle deployed. Transit cannot operate cost efficiently nor serve its passengers effectively in such environments. Unless the region and its communities adopt a more proactive approach to creating transit- and pedestrian-oriented communities, regional transit will become less and less effective at meeting travel needs of the region's residents, and its efficiency will continue to deteriorate. The automobile will continue to dominate the landscape, and more and more of the region's citizens will need to own and depend on an automobile to meet their daily travel needs. Access and mobility for people who are economically disadvantaged, who have no car, or who are older, younger, or who have a disability will become more problematic.

Impacts on Community and Regional Vitality

The economic vitality and livability of many of the region's communities are being challenged by a disconnected, spread out development pattern, almost exclusive reliance on automobiles, and associated economic, environmental and social costs of such a pattern. The cost of developing and

maintaining necessary infrastructure and services to support such land use patterns is straining the public's ability to pay. Natural resources, agricultural land and the character of the rural area are being compromised. Continued spread of low density development forces disinvestment in people, infrastructure and services in the inner parts of the region. At the community level, places are scaled for the automobile and hostile to pedestrians. Individual neighborhoods are purposefully designed to be separated but have the effect of isolation because connectivity between them is missing. Street level activity is sparse and vibrant community gathering places, an essential ingredient in building community identity, are absent in most areas.

Access, mobility and vital community settings are critical to a healthy, thriving regional economy. Our ability to get around the region to work, services, shopping or school, to move goods, and take advantage of cultural and recreational opportunities is being stressed. Investors have begun to acknowledge that healthy, livable places with mixed uses and varied transportation options may be better risks for investment in the next century.^{1,2}

Fundamental Change is Needed

There is more need than ever before to make fundamental changes in the way we develop and redevelop our communities. Rather than shaping growth by planning first for the transportation infrastructure, which is focused on designing communities around the automobile, land-use decisions need to lead. Cities need to build and rebuild successful communities for people, that contribute towards building a sense of place, and let the appropriate transportation follow, emphasizing the creation of transit- and pedestrian- oriented environments. Alternative forms of transportation, including transit, walking and bicycling, will then carry a larger share of the travel load.

Cities can meet the community needs of people of all ages, income and physical ability levels by developing compact, more efficient growth patterns and revitalizing auto-dominated areas. Achieving the vision for such "livable community" settings can be accomplished in the following ways:

Incremental Infill & Redevelopment

In central cities and developed suburbs, neighborhood vitality can be improved and more compact growth patterns can be achieved without dramatically changing the scale and character of existing neighborhoods. Incremental infill development on small vacant parcels, allowing mixed-uses with neighborhood-scale commercial and granny flats or accessory apartments in existing residential neighborhoods, or encouraging residential in primarily commercial areas, would result in a gradual intensification along the existing grid system and transit and pedestrian networks. Redeveloping

¹ *Beyond Sprawl: New Patterns of Growth to Fit the New California.* Bank of America, California Resources Agency, Greenbelt Alliance, and Low Income Housing Fund. February, 1995.

² *Emerging Trends in Real Estate: 1995 and 1996*, by Equitable Real Estate Investment Management, Inc., and Real Estate Research Corporation, where the "24-Hour City" was referenced. Presented by Jonathan D. Miller, Senior Vice President at Equitable, at "Building Successful Communities with Rail" conference, 1995.

and filling up underutilized or vacant buildings would also contribute positively towards community vitality more efficient use of land, infrastructure and services.

Large Parcel Development

Newly developing areas or larger parcels of vacant land can be developed in more clustered, mixed use patterns, creating places with a sense of community and making better use of local and regional infrastructure that can support alternatives to the automobile. In rural areas, mixed use cluster development would preserve agricultural and environmentally sensitive lands and rural character.

Retrofitting Auto-Oriented Places

In areas that are fully developed, pedestrian, bicycle and transit infrastructure can be added to weave existing communities back together.

What Makes Transit Work: What Can a Community Do to Make Transit Work Better?

Three basic factors are widely regarded as being influential in transit's success. These concepts are illustrated below.

Concentrated, Compact Development Patterns

Housing, population and employment density levels are the most critical factors in determining the type and level of transit services that can operate most efficiently in different areas. Clusters of compact, concentrated development need to be located within 1/4 mile walk (1320 ft. radius) of transit lines or stops, so transit can be provided cost-effectively. Generally, housing densities of at least 7 units per acre would justify regular route transit services with 15-30 minute all-day frequencies. Employment densities of 10 or more jobs per acre and/or concentrations of at least 3,000 jobs also support at least a minimal level of transit service. Generally, transit works best where these compact neighborhoods are contiguous. Where there are lower densities, dial-a-ride or express-type operation is more appropriate. (See Table 1 for more information.)

Mixing of uses that supports transit, walking, and bicycling and reduces vehicle trips

Clusters of compact, concentrated, mixed use development, all within 40 to 160 acre "neighborhoods", contain a number of places to go and things to do within walking distance. Businesses are intermingled with housing, community gathering places, public buildings, parks, social activities, and schools, day care and other services. Uses are well integrated, as opposed to separating jobs, retail and housing from each other. A wide range of housing types and values are found. Most of the housing units are within 1/4 mile walk (1320 ft. radius) of employment, schools, day care, shopping, recreational uses, neighborhood services and transit stops. There may be mixed use buildings, with retail at street level and housing above. Such areas are active on evenings and weekends and encourage walking, bicycling and transit use for internal trips, thus reducing both the number of vehicle trips and the need to drive. Small lot platting that can be combined when needed, as opposed to large-parcel development, allows for more flexibility, higher density, small developers, and variations in lot sizes. Mixed use zoning is applied to better integrate complementary land uses.

A built environment designed for people, encouraging walking, bicycling and transit use

A "sense of community" is created with a pleasant, safe, walkable environment by enhancing streets and development with gathering places, parks, landscaping, lighting, trees, streetscaping, preserved natural features and other amenities. All uses accommodate pedestrian, bicycle and auto access. Buildings front the street and setbacks are reduced to shorten walks to the street and to transit. Transit, pedestrian and bicycle travel is at least as convenient as travel by auto. A continuous pedestrian/bicycle network connects streets, sidewalks, and trails with all uses. A well connected radial and grid or modified grid-style street network is kept narrow to slow traffic and emphasizes pedestrian, transit and bicycle travel, while still accommodating the automobile. Such streets are easy to cross on foot, and if the street is wide, trees are planted and pedestrian islands, or waiting areas, are created. Parking spaces are more limited. Any parking that is provided is shared between developments or located on-street, in structures, underground, or behind or beside buildings, as opposed to large parking lots in fronts of buildings that create vast, paved, unprotected open areas. Garages are located in back, sides or alleys of homes. Living space (homes, public/open space, workplaces, entertainment areas, pedestrian paths, etc.) together amounts to more than auto space (garages, roadways, driveways, parking).

Benefits of Implementing Transit and Pedestrian Friendly Communities

Application of the land use concepts described above would offer a number of transportation benefits, in addition to other important regional benefits. Creating more clustered "livable community" settings in both existing developed areas and newly developing areas will:

Transportation Benefits

- Improve housing, employment, entertainment, service & education connections
- Improve mobility for elderly, youth, & disabled persons
- Offer businesses & residents a variety of high quality transportation alternatives
- Increase walking, bicycling, transit use
- Decrease auto trips & vehicle miles per person & household
- Improve transit's effectiveness & its ability to operate more efficiently

Environmental and Social Benefits

- Revitalize declining neighborhoods & business areas
- Preserve farm land, rural character & natural resources
- Reduce auto emissions, energy consumption & fossil fuel dependence
- Improve sense of community & quality of life for more of the region's people

Fiscal Benefits

- Reduce the cost of community and regional services & infrastructure
- Lower living costs for people (for housing and transportation)
- Maintain or increase a community's property values & tax base

- Make more efficient use of land by maximizing use of existing investments & limiting geographic spread of development

Linking types and levels of transit service to land use patterns:

What type of transit works where?

The Metropolitan Council's "Transit Related Land Use Standards" shown in Table I-1 are intended to help inform communities of the general types and levels of transit services that might be feasible in different areas of the region. Generally, regular route transit (bus service operating on a fixed route with a fixed schedule and stops, with all day, fairly frequent service) operates well where densities are higher (where housing is at least 7 units per residential acre), connected or intermixed with higher concentrations of jobs and housing. Other forms of transit, like express bus services, circulators, ridesharing and demand-responsive transit, need to be deployed to a greater extent where land use intensity is lower. Certainly, innovations in transit can be applied in any part of the region, suited to the particular environment.

Table I-1 is meant to communicate the general relationship between density and different types and levels of transit service, with particular emphasis on regular route scheduled services (operating on a fixed route, with a fixed schedule). These density standards are meant to be applied as the Metropolitan Council and communities consider the types and levels of transit services that can be economically justified in particular areas, based on likely patronage potential. These standards are the first step in assessing service feasibility, and are intended to be further supplemented at a more detailed community or corridor level with census data and other information regarding households or persons who are likely to be dependent on transit, as well as trip patterns. (See Chapters II and III, "Defining the Transit Market" and "Transit Service Design Standards" for a complete description of factors that enter into defining the appropriate types and levels of service for different parts of the region.)

Table I-1

TRANSIT-RELATED LAND USE STANDARDS
General Land Use Density Standards for Different Levels of Transit

Employment, Household, and Population
Density Levels⁴

Appropriate Types³ and Levels of Transit Services

Highest Density Areas

Large concentrations of highest density jobs (50+ jobs/acre in concentrations of at least 10,000), and/or concentrations of highest density housing (12+ households/acre and/or 30+ persons/acre)

Primary emphasis on high-capacity regular route service generally operating at 5-15 minute frequencies, complemented by Metro Mobility and downtown circulators

High Density Areas

Large concentrations of high-density housing (7-11 households/acre) and/or population (18-30 persons/acre) with mixing of jobs (20-50 jobs/acre in concentrations of 5000+ jobs). These areas are contiguous to the highest density areas

Primary emphasis on high-capacity regular route service generally operating at 15-30 minute frequencies, complemented by Metro Mobility and neighborhood circulators

Moderate Density Areas

Concentrations of moderate-density housing (4-7 households/acre and/or population (10-18 persons/acre) that are contiguous to the high density areas & may also contain employment at 10-50 jobs/acre with at least 3000 jobs

A mix of high-capacity regular route service (generally operating hourly) tied with community circulators at transfer points and complemented by Metro Mobility

Low Density Areas

Housing and population density is lower (less than 4 households/acre and less than 10 persons/acre) and jobs are more spread out (less than 10 jobs/acre & concentrations have less than 3000 jobs)

Primary emphasis on peak period commuter expresses and county/rural circulators linked with major park/ride lots

Moderate density pockets

Housing and/or jobs are concentrated in areas that are not contiguous to High & Moderate density areas and have 4+ households/acre (10+ persons/acre) and/or 10+ jobs/acre in concentrations of at least 3000 jobs

Primary emphasis on peak period commuter expresses that may loop through neighborhoods, linked with community circulators at major park/ride lots

³Service definitions: Regular Route: Bus service operating on a fixed route with a fixed schedule and stops.

Circulators: Service providing either downtown, neighborhood, community, county/rural circulation on either a fixed route or on a demand-response or advance-reservation basis, and provided with a bus, small bus, van or automobile.

Expresses: Scheduled service, primarily operating during peak periods, running along a fixed route and generally operating at higher speeds and making fewer stops than regular routes.

⁴Housing and population density levels shown in Table I-1 are based upon residential acreage (single family, multifamily, isolated farms); job density is based upon acreage in commercial and industrial use. For equivalent conversions of population and employment density levels to gross acres, see Table II-1 in Chapter II.

**Building Transit and Pedestrian Friendly Communities:
Tools and Incentives for Linking Land Use and Transit**

A number of programs offer incentives for land use and transit linkages and transit and pedestrian oriented development in the Twin Cities Metropolitan Area. They include three existing programs:

Transit-Related Development Tax Incentive

Minnesota Laws, Chapter 264, Article 3, Sections 9, 27, and 52, passed in the 1995 legislative session, provides for property tax reduction for new or expanded commercial/industrial property (excluding retail and hotel/motel uses) within 1/4 mile on each side of a frequently operating regular route transit line. The intent of this incentive is to concentrate employment to a greater degree along transit corridors with high levels of service. These routes and "transit zones" are identified annually by the Metropolitan Council and communicated to county and city assessors.

Intermodal Surface Transportation Efficiency Act (ISTEA)

The Metropolitan Council and its Transportation Advisory Board allocates Intermodal Surface Transportation Efficiency Act (ISTEA) funds for the Twin Cities Metropolitan Area. Applications for projects are solicited regularly from local governments and agencies. Some of the funding categories provide a way for communities to retrofit existing communities by adding pedestrian, bicycle, and transit infrastructure and access improvements. A new category in the 1996 ISTEA solicitation package, for example, encourages development of a network of bicycle and pedestrian facilities within a one or two square mile area.

Livable Communities Demonstration Program

The 1995 Metropolitan Livable Communities Act (Minnesota Statutes 473.25) authorizes the Metropolitan Council to establish a demonstration account to make grants or loans to communities participating in the Local Housing Incentives Program. These communities have negotiated agreements with the Council regarding actions they will take concerning affordable and lifecycle housing. The demonstration program is designed to encourage innovative projects that integrate housing, transit employment, commercial and other land uses such as schools. Design of projects should accommodate the pedestrian, as well as the car, in a walkable and diverse environment. Examples of eligible projects include mixed use developments, housing located in proximity to employment concentrations, public infrastructure improvements that provide linkages to other parts of the community, and planning processes and development of planning tools to implement a project. Projects may demonstrate development in new growth areas, or redevelopment and infill. The demonstration program is an opportunity to recognize projects that provide good models for replication in other communities.

The above three programs provide meaningful incentives to create transit- and pedestrian-oriented communities. Other planning mechanisms, financial and regulatory tools and development incentives might be further explored to expand upon this base.

Existing Regional Planning Mechanisms

Comprehensive Planning & Review

The Metropolitan Council's procedures for local comprehensive plan and environmental reviews might be examined to explore how the concepts included in this document might be communicated to local governments.

Blueprint Implementation and Regional Growth Options

The *Regional Blueprint* established principles for "Livable Communities". This land use element of Transit Redesign is intended to be one step towards implementing the *Blueprint*, and embodies the *Blueprint* livable community principles.

The outcome of the regional growth options project currently under way will influence future development of the region. It is critical that the Metropolitan Council incorporate the principles of livable communities and transit- and pedestrian-oriented development into any growth option selected for the region.

Recommendations:

1. The Metropolitan Council should work with individual communities where the transit-related development tax incentive applies to promote this property tax reduction to encourage new transit- and pedestrian-friendly development. In addition, as the Council works with individual communities to promote this tax incentive, the Council might explore the feasibility of the application of a "mixed use- or transit- and pedestrian-oriented overlay zone". Such zoning tools applied to land within 1/4 mile of transit would encourage a compact mixture of residential, commercial and employment opportunities and promote pedestrian- and transit-oriented design.
2. The Council should consider enhancing its local comprehensive plan and environmental review expectations to include transit- and pedestrian-oriented, livable community concepts.
3. The Council's Transportation, Community Development and Transit Operations staff should work with a multijurisdictional group in 1996 to explore potential new tools and incentives to help the region's communities build better land use patterns into the next century that contribute towards building a sense of community by emphasizing pedestrian- and transit-oriented environments. Potential tools for exploration might include:

Planning and Regulatory Tools

- Development of a Model Ordinance, such as a Mixed Use Overlay Zone or Transit-and Pedestrian-Oriented Overlay Zone Ordinance, or other development design and performance standards models.
- Area Specific Plan initiatives providing more detail than current comprehensive land use plan elements

Development and Financial Tools

- Additional tax incentives
 - Joint development and value capture opportunities connected with transit facilities
 - Development impact fees coupled with incentives such as density bonuses or fee rebates for developers who create transit- and pedestrian-friendly developments and reduce vehicle trip demand
 - Other tools that will help retrofit existing communities and/or build better land use patterns
4. The Metropolitan Council should continue to ensure that livable community and transit- and pedestrian-oriented development and infrastructure are included as a priority in all relevant regional funding packages.
 5. The Metropolitan Council should ensure that the principles of livable community and transit and pedestrian oriented development become part of any growth option selected for the region.

Sources for "Integration of Land Use and Transit":

"The Ahwahnee Principles", authored by Peter Calthorpe, Michael Corbett, Andres Duany, Elizabeth Moule, Elizabeth Plater-Zyberk and Stefanos Polyzoides, edited by Judy Corbett, Peter Katz and Steve Weissman.

"Beyond Sprawl: New Patterns of Growth to Fit the New California", Bank of America, California Resources Agency, Greenbelt Alliance, and Low Income Housing Fund, February 1995.

"Emerging Trends in Real Estate, 1995 and 1996", Equitable Real Estate Investment Management, Inc. and Real Estate Research Corporation, presented by Jonathan D. Miller, Equitable's Senior Vice President, at "Building Successful Communities with Rail" conference, 1995.

"A Guide to Land Use and Public Transportation. Volume II: Applying the Concepts", Snohomish Co. Transportation Authority, Lynwood, WA, December 1993.

"Key Features in Neo-Traditional Neighborhoods", Calthorpe Associates.

"Principles of Traditional Neighborhood Design", Town Planning Collaborative (Richard McLaughlin and Michael Lander), 1995.

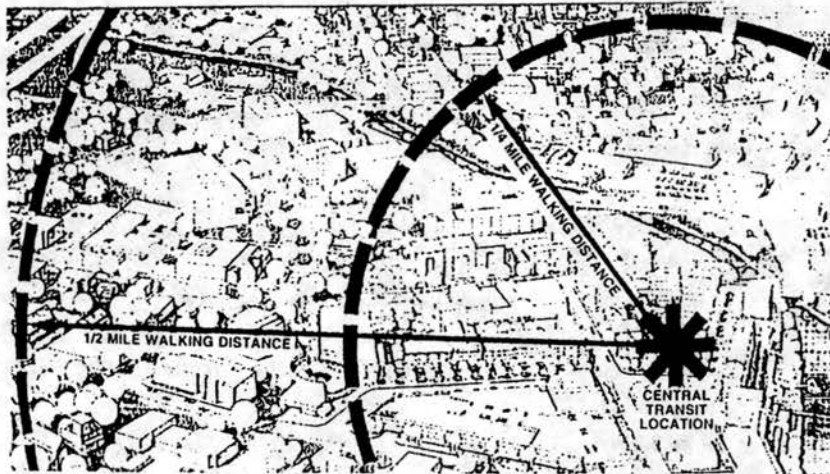
"Regional Blueprint", Metropolitan Council, September 1994.

"Transit-Oriented Development Impacts on Travel Behavior", compiled by Calthorpe Associates, August 1992.

"Using Residential Patterns and Transit to Decrease Auto Dependence and Costs", by John Holtzclaw, June 1994.

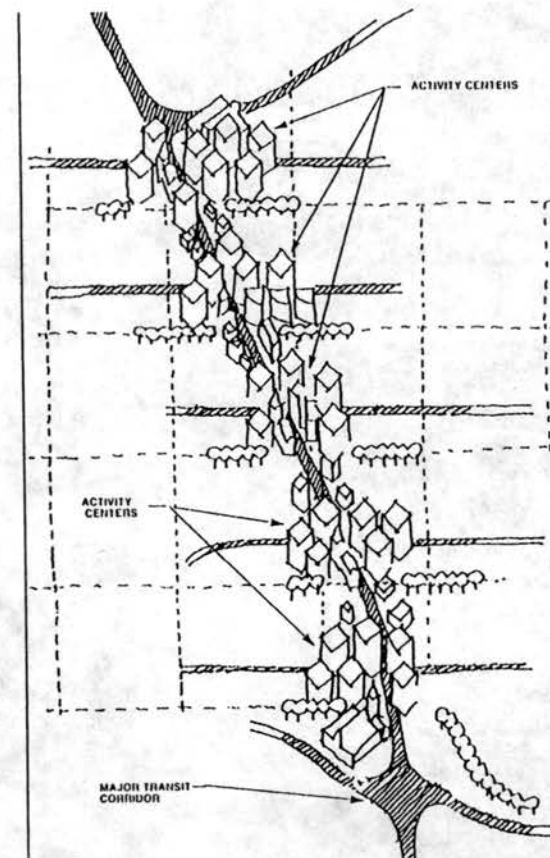
1) Concentrated, compact development

Housing and employment densities that support transit and walking



Source: "Planning for Transit-Friendly Land Uses:
A Handbook for New Jersey Communities"

- *Housing densities of at least 7 units per residential acre within 1/4 to 1/2 mile walk of a transit stop support high levels of transit service when contiguous with other higher density neighborhoods and connected with employment concentrations. Jobs within such employment concentrations should number at least 3,000, with a minimum of 10 jobs per acre.*



- *Compact development distributed along transit routes can encourage increased transit use & make transit more cost-efficient.*
- *Walking becomes a viable, convenient transportation option in compact areas.*

Transit-supportive housing densities can be accommodated in many different settings, with a diversity of housing types, costs & sizes.

Examples of compact neighborhoods (where housing densities exceed 6 units per residential acre)

- *In existing multifamily and single-family neighborhoods*



← Uptown →

↑
Uptown →



Centennial Lakes →

Photos: "Bus Amenity Corridors: Shaping and Reshaping the Metropolitan Area by Designing for Bus Use"

- *And on vacant land or as small-parcel infill development & redevelopment*

Compact housing can be attractive, successful in the marketplace, and accomplished with single-family and multifamily development.



*Observatory Green
Denver, CO
12-15 units/acre*



*The Crossings
Mountain View, CA*



*Positano
Irvine, CA
9 units/acre*

Examples:

- *Single Family Detached Housing ranging from 7 to 15 units per residential acre*



*Harbor Town
Memphis, TN
7 units/acre*



Photos: "Bye-Bye, Suburban Dream: 15 Ways to Fix the Suburbs". *Newsweek*, May 15, 1995

"Professional Builder", *Cahners Publishing Co.*, August 1994

Richardson Nagy Martin, Architecture/
Planning, Newport Beach CA

Mike Larson

More Examples:

- Multifamily housing dispersed among single-family homes:

Townhouses, apartments, condominiums, duplexes



*Village Homes
Edina, MN
36 units/acre*

*All other photos:
Kentlands, MD*

Row houses



Photos: "The New Urbanism: Toward an Architecture of Community" by Peter Katz

"Bye-Bye, Suburban Dream: 15 Ways to Fix the Suburbs", *Newsweek*, May 15, 1995

"The Urban Land Institute Project Reference File", Volume 17, Number 17

Carriage houses or "grannyflats" above garages

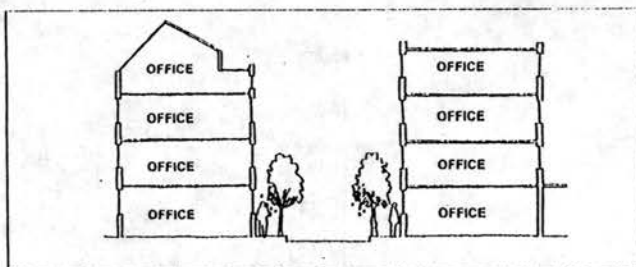


2) Mixed Uses

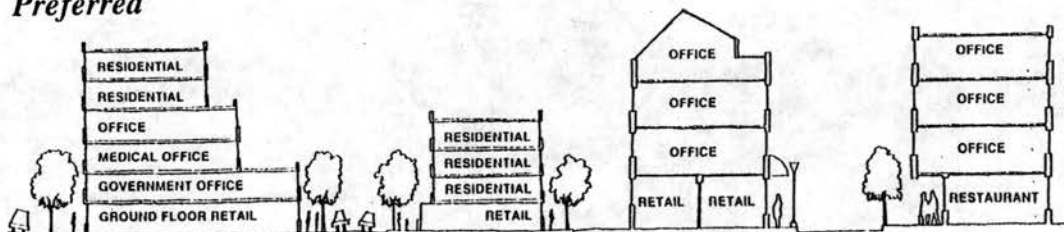
Most communities separate different land uses----but can be designed with a more interesting mix of interconnected activities.

Mixing of uses can be accomplished with mixed use buildings:

Discouraged



Preferred

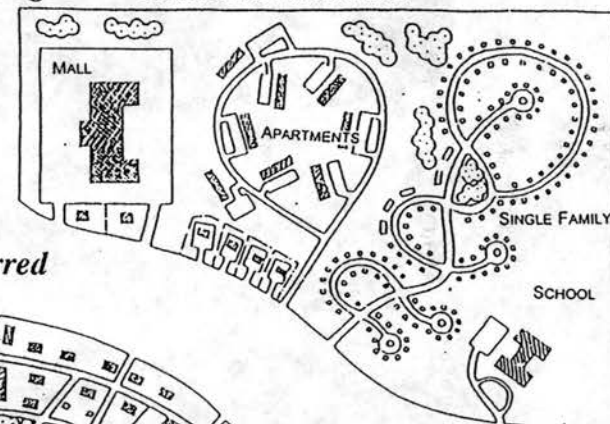


Sources: "Planning for Transit-Friendly Land Uses:
A Handbook for New Jersey Communities"

Or by clustering a variety of land uses adjacent to and connected with each other:

Discouraged

SEPARATED LAND USES



Preferred



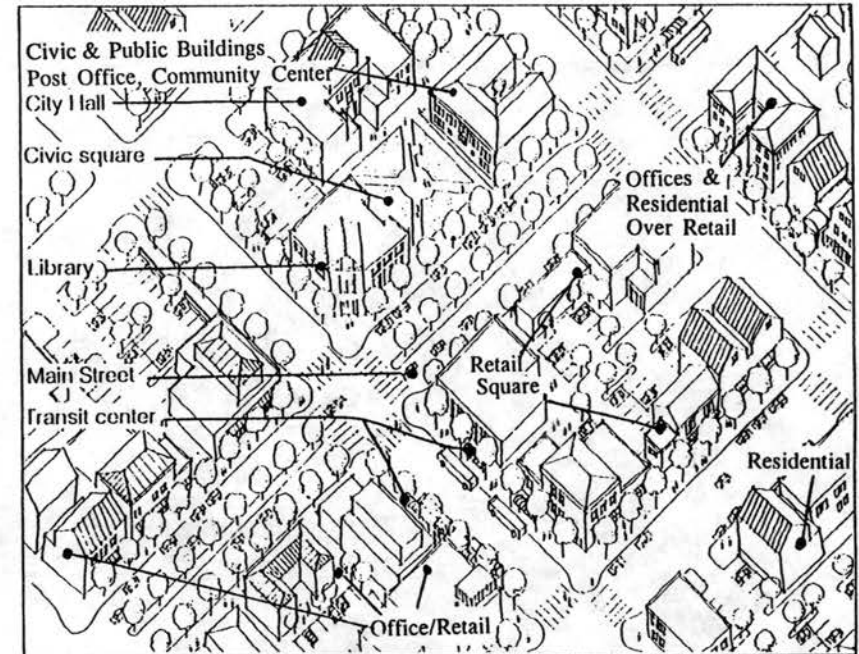
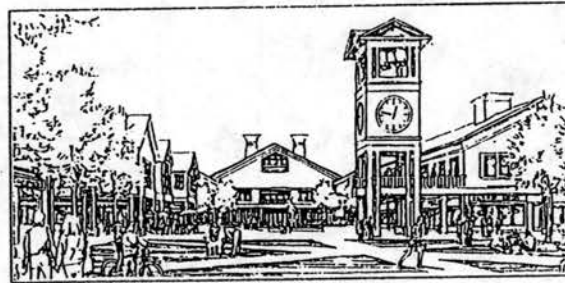
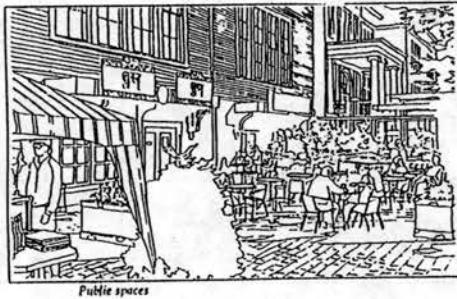
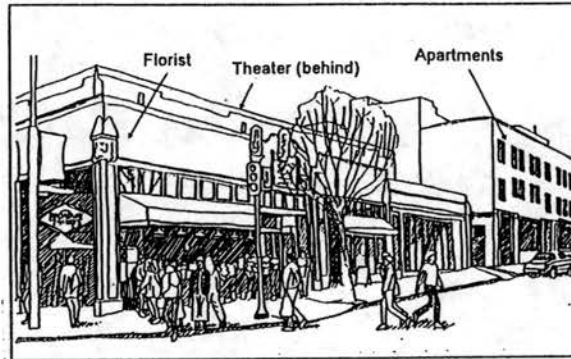
CONNECTED LAND USES

[Based on work of Andres Duany and Elizabeth Plater-Zyberk]

Elements of Mixed Use

A complementary land use mix includes:

- Higher density housing
- Commercial uses & services---offices, neighborhood-scale shopping, services, restaurants, child care
- Public spaces, parks & gathering places
- Civic & public services---libraries, post offices, city hall, community centers



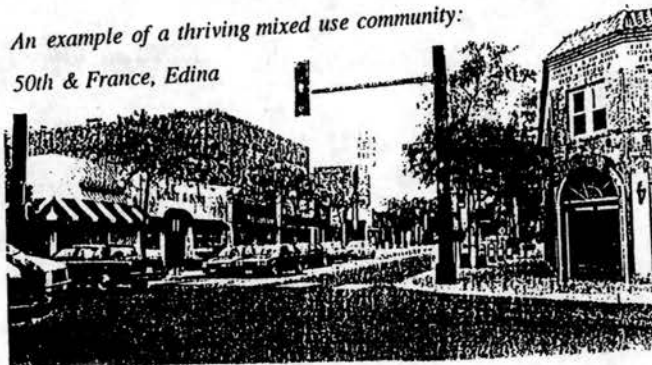
Advantages of Mixed Uses

Compact clusters of a variety of land uses within 40-160 acre neighborhoods:

- generate activity at all times of the day and week
- support one another economically
- create places to live, work, shop, recreate, receive services
- reduce the need to drive
- create a sense of community

An example of a thriving mixed use community:

50th & France, Edina



Laurel Village
Minneapolis

Minneapolis Star Tribune, Sunday,
December 10, 1995

"A Guide to Land Use and Public Transportation,
Volume II: Applying the Concepts"

"Planning for Transit-Friendly Land Uses:
A Handbook for New Jersey Communities"

"Bus Amenity Corridors: Shaping and Reshaping
the Metropolitan Area by Designing for Bus Use"

Sources:

3) Design for People

A Pedestrian- & Transit-Friendly Environment which features:

Pedestrian Infrastructure

- Connects all land uses

Roadway Infrastructure

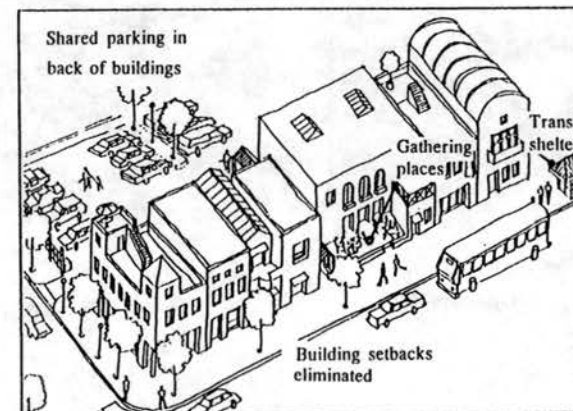
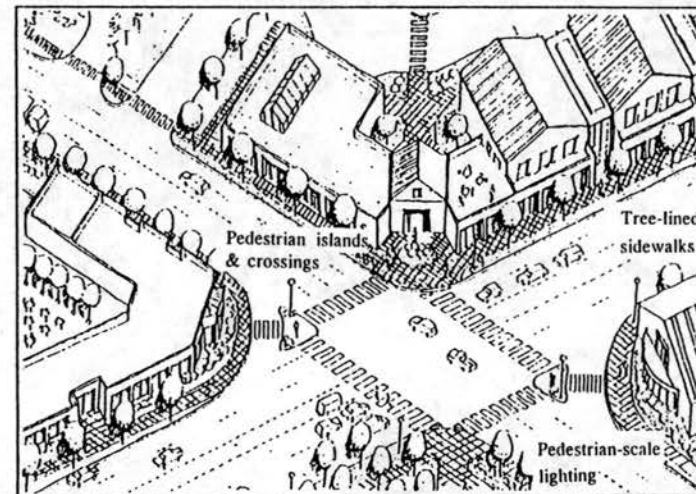
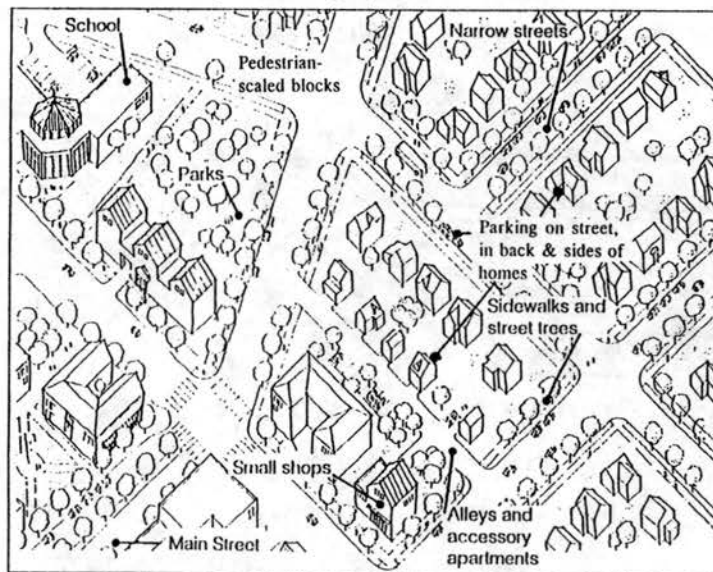
- Emphasizes walking, transit & bicycle travel, still accommodating autos

Site & Building Design

- Favors pedestrian activity

Enhancements & Amenities

- Contribute to community identity, vitality & public safety

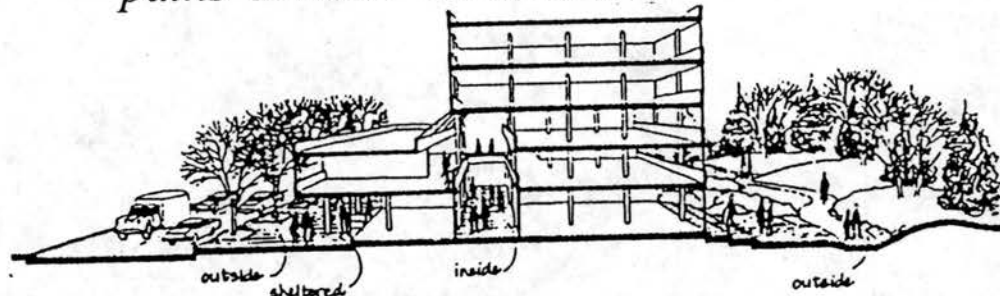


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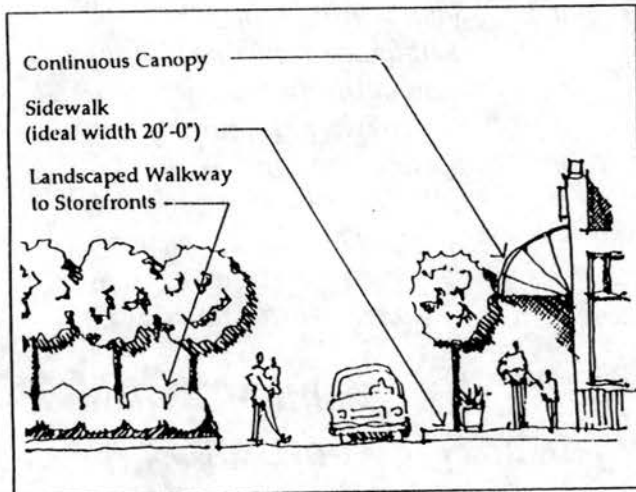
"A Guide to Land Use and Public Transportation.
Volume II: Applying the Concepts"

Pedestrian Infrastructure

- *Sidewalks, trails & pedestrian & bicycle paths connect all land uses*



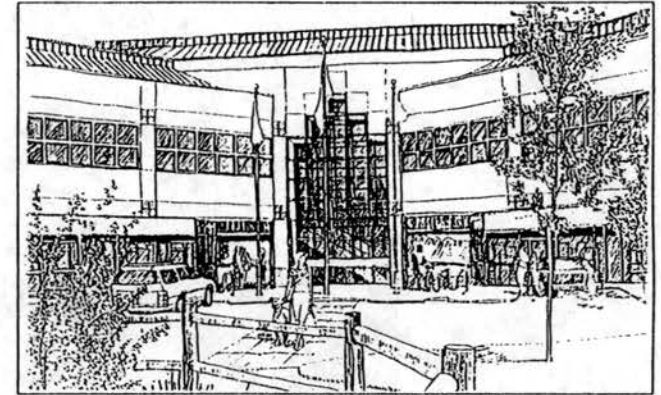
- *Uses are linked by sidewalks, sheltered, landscaped, & tree-lined walkways & bicycle routes*



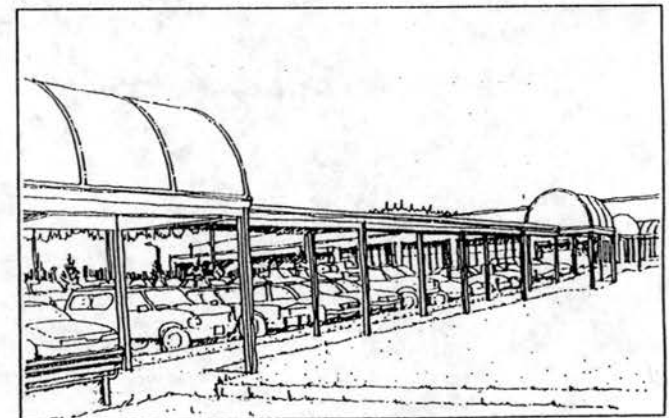
Sources: City of Edmonton's "Northeast LRT Corridor Land Use Plans"

"A Guide to Land Use and Public Transportation.
Volume II: Applying the Concepts"

- *Walking routes to transit, streets & sidewalks are short & direct*



- *Parking lots provide safe, pleasant accommodations for pedestrians to transit stops & sidewalks*

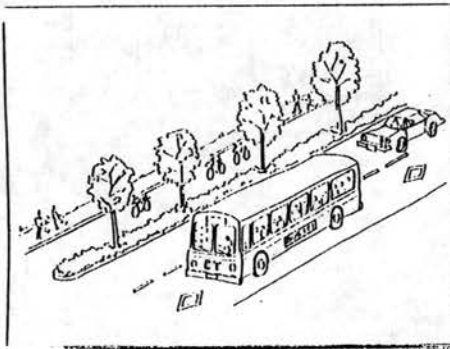


Roadway Infrastructure

- Roadway infrastructure emphasizes pedestrian, transit & bicycle travel, while still accommodating autos



- Speeds are limited to 15-25 mph

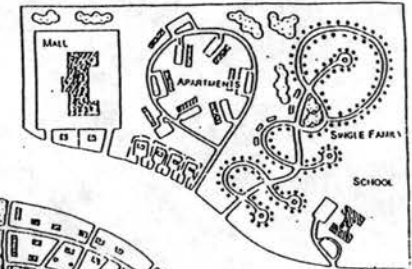


- Streets are narrow & easy to cross on foot



- Street networks are radial, grid & modified grid
- Blocks are scaled for the pedestrian

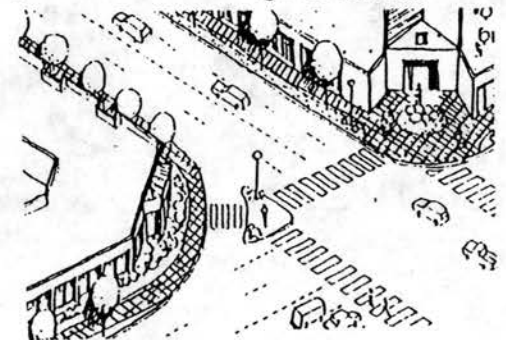
Discouraged: Disconnect street pattern



Preferred: Grid-style street pattern



- Wide streets are tree-lined & include pedestrian crossings & islands



Sources:

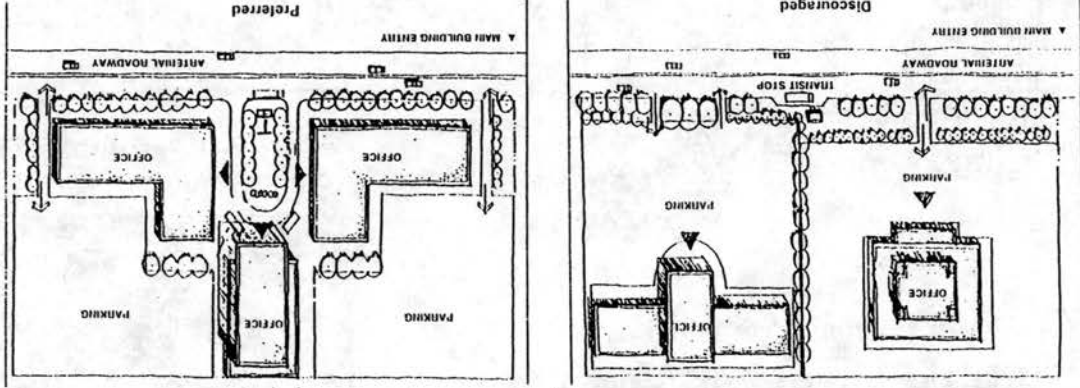
"Bus Amenity Corridors: Shaping and Reshaping the Metropolitan Area by Designing for Bus Use"

"A Guide to Land Use and Public Transportation, Volume II: Applying the Concepts"

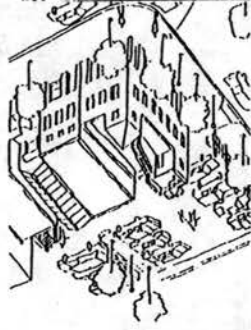
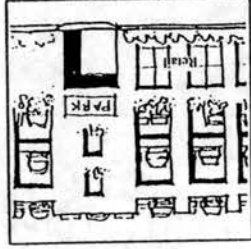
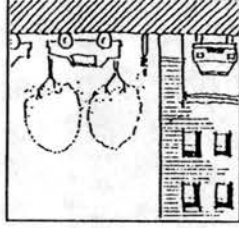
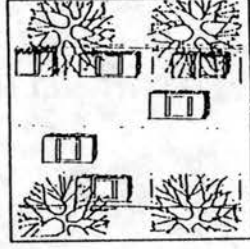
Site & Building Design

● Favors pedestrian activity & transit use

- Buildings from the transit street
- Setbacks are reduced to shorten
- walks to streets, sidewalks, transit

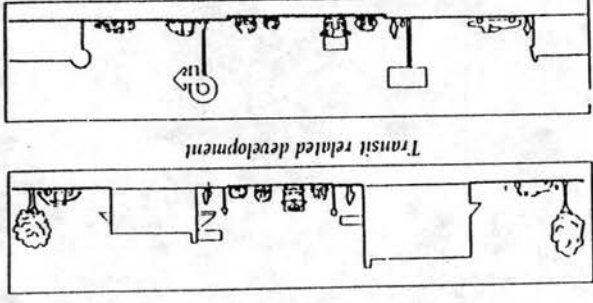
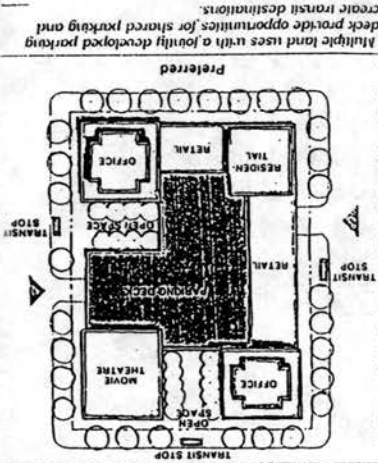
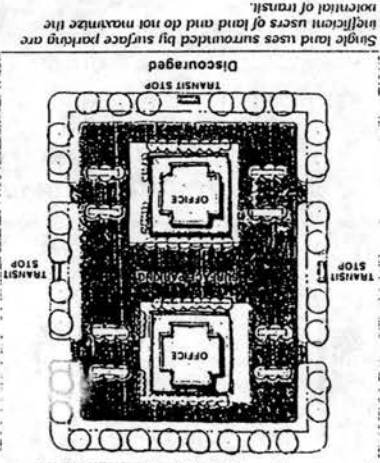


A mix of parking is provided, including



Shared Surface Lots
Behind/Beside Buildings

- Parking is limited, shared between developments & located behind or beside buildings

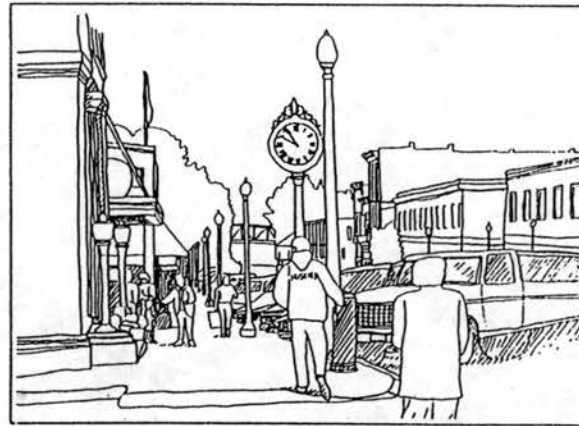


Automobile related development
Transit related development
Source: Public Streets for Public Life, Portland's Arterial Street Classification, Dellemer, (1987)

Enhancements & Amenities

- *Contribute to community identity, vitality, & public safety*

- *Gathering places*
- *Parks & open space*
- *Landscaping & trees*
- *Pedestrian-scale lighting*
- *Canopies, outdoor retail & cafes*
- *Transit & bicycle amenities*
- *Preserved natural & historic features*
- *Benches, public art, streetscape and other amenities*



Sources:

"A Guide to Land Use and Public Transportation. Volume II: Applying the Concepts"

"The Pedestrian Pocketbook"

"Bus Amenity Corridors: Shaping and Reshaping the Metropolitan Area by Designing for Bus Use"

"Mr Disney's Neighborhood", Minneapolis Star Tribune, Sunday, December 10, 1995, Architectural drawing by Walt Disney Co.'s Celebration, Florida

CHAPTER II
DEFINING THE TRANSIT MARKET

Chapter II

Defining The Transit Market

The need and demand for transit service varies throughout the region. For example, the demand for service in a low-density, auto-oriented, newly developed suburban area will vary considerably from the demand for transit service in a highly concentrated, pedestrian oriented, older center city area. Each offers a different challenge in providing effective, cost efficient service. Similarly, the constraints and challenges to deliver transit services in an effective and efficient manner will vary in each of these market areas. The purpose of this chapter is to identify and define the broad categories of transit markets that exist within the metropolitan area and to provide standards for development of transit services reflecting appropriate types and levels best suited to each market area.

The Transit market as a puzzle

What are the primary factors that identify and differentiate the transit market potential of one area from that of another? Past studies conducted in the U.S. and elsewhere have examined this topic and have concluded that there are two primary indicators that are used to identify the transit market; population and employment density. In preparation of this report to define transit markets, staff looked at what criteria other transit systems in the country are using to locate their service. The primary criteria used by most transit systems in designing their systems is Population density and employment density¹. These two factors are used by over 74% of the transit systems surveyed by the Transportation Research Board (TRB).

Briefly reflecting on the nature of mass transit we can understand why these two factors are so critical. Transit is in the business of pooling, bringing together people, to share rides. The more compact the market of intended shared rides, the more effectively and efficiently transit is able to deliver its service. The more dispersed the pattern and location of shared rides, the more penalties that are imposed on both the rider and the operators. For the rider, trips can become more circuitous, route spacing more diffused, and frequencies less attractive. For the operator, costs increase as it becomes necessary to travel greater distances to pick up riders. Like the airlines, transit needs a critical mass to succeed. When critical mass is not present, it becomes necessary to develop strategies (i.e., park-rides, dial-a-rides, differing levels of service e.t.c.) which are tailored to the market.

¹ *Transit Cooperative Research Program Synthesis 10, Transportation Research Board (TRB), 1995*

In addition to population density and employment density, staff identified two other factors that differentiate transit markets. They are trip volume and transit dependency. These four factors can be thought of as pieces of a puzzle which, when assembled, will identify a transit market.² The following is a brief explanation of the pieces of the puzzle and how they fit together to define the transit markets in the Twin Cities metropolitan area.

Piece 1: Population density

Two ways to measure population density include persons per acre or dwelling units per acre. National research³ recommends standards or thresholds of population density that are required to sustain a given level and type of transit operations. These national standards were examined using local data. Local route productivity, measured using passengers per mile and passengers per hour, was correlated to population density⁴. Based on this review, the national standards were adjusted to fit local conditions. The thresholds were adjusted to the following break points; fifteen or more (15+) persons per gross acre, nine to fourteen point nine (9-14.9) persons per gross acre, five to eight point nine (5-8.9) persons per gross acre, and under five (<5) persons per gross acre. The population density information is depicted by traffic assignment zones (TAZ).

Figures II-1 and II-2 highlight two of the several areas where route productivity was compared against the corresponding population density in the area. Figure II-1 shows passenger productivity along the south end of Minneapolis route # 18 which operates all day service along Nicollet Avenue in South Minneapolis and parts of Richfield and Bloomington. Figure II-2 shows the passenger productivity of the Roseville Area Circulator (A community circulator system of five bus routes). Figure II-3 illustrates the 1990 population densities of the Twin Cities metropolitan area.

Piece 2: Employment concentration and job density

The concentration and total number of jobs in a given location are two indicators determining the market potential of transit. In the Twin Cities metropolitan area staff identified two thresholds of employment density and two thresholds of employment concentration⁵ that, when combined, identify areas having market potential for transit.

² A brief note regarding the role of distance is necessary. In defining transit markets, we start from the premise of two markets as origins which are an equal distance or travel time away from the intended destination(s). Thus, distance and travel time being equal, what are the factors that distinguish the market potential of the one area from that of another. It is understood that as a general rule, as distance increases, the number of trips being made will decrease.

³ *Public Transportation and Land Use Policy*, Boris S. Pushkarev and Jeffrey Zupan 1977.

⁴ *United States 1990 Census*.

⁵ *Minnesota Department of Trade and Economic Development*.

FIGURE II-1

ROUTE 18, NICOLLET AVENUE, PRODUCTIVITY AS RELATED TO POPULATION DENSITY

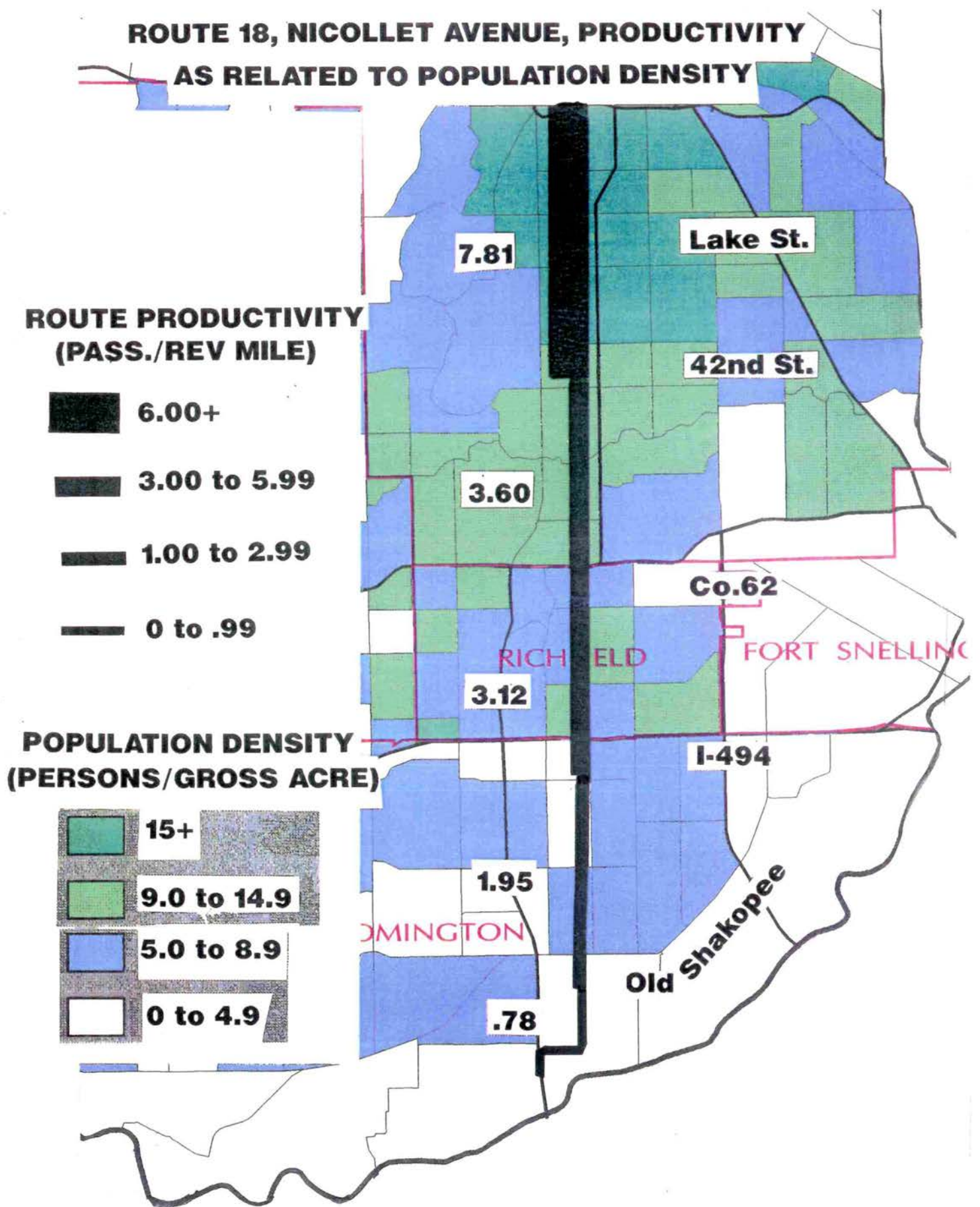
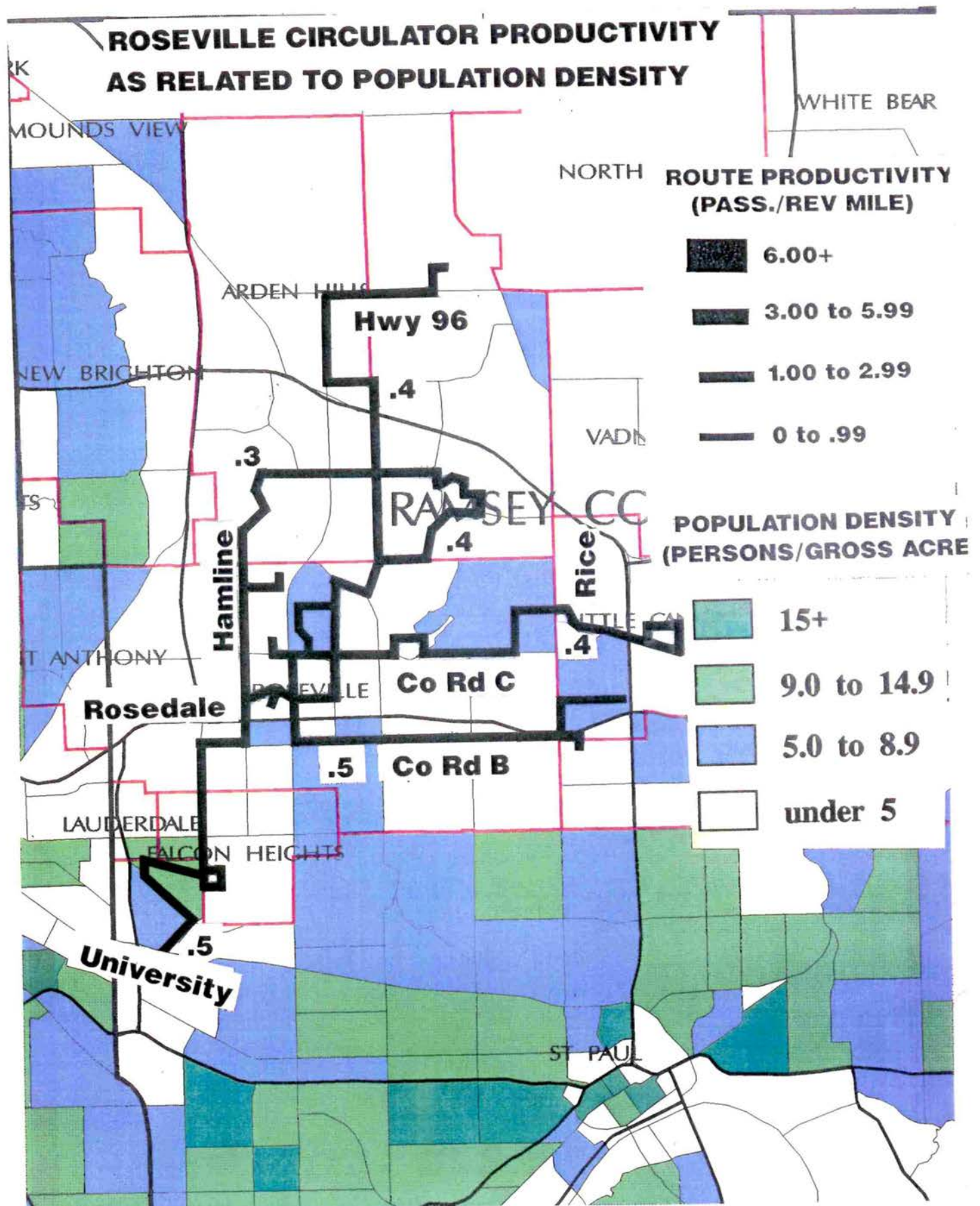
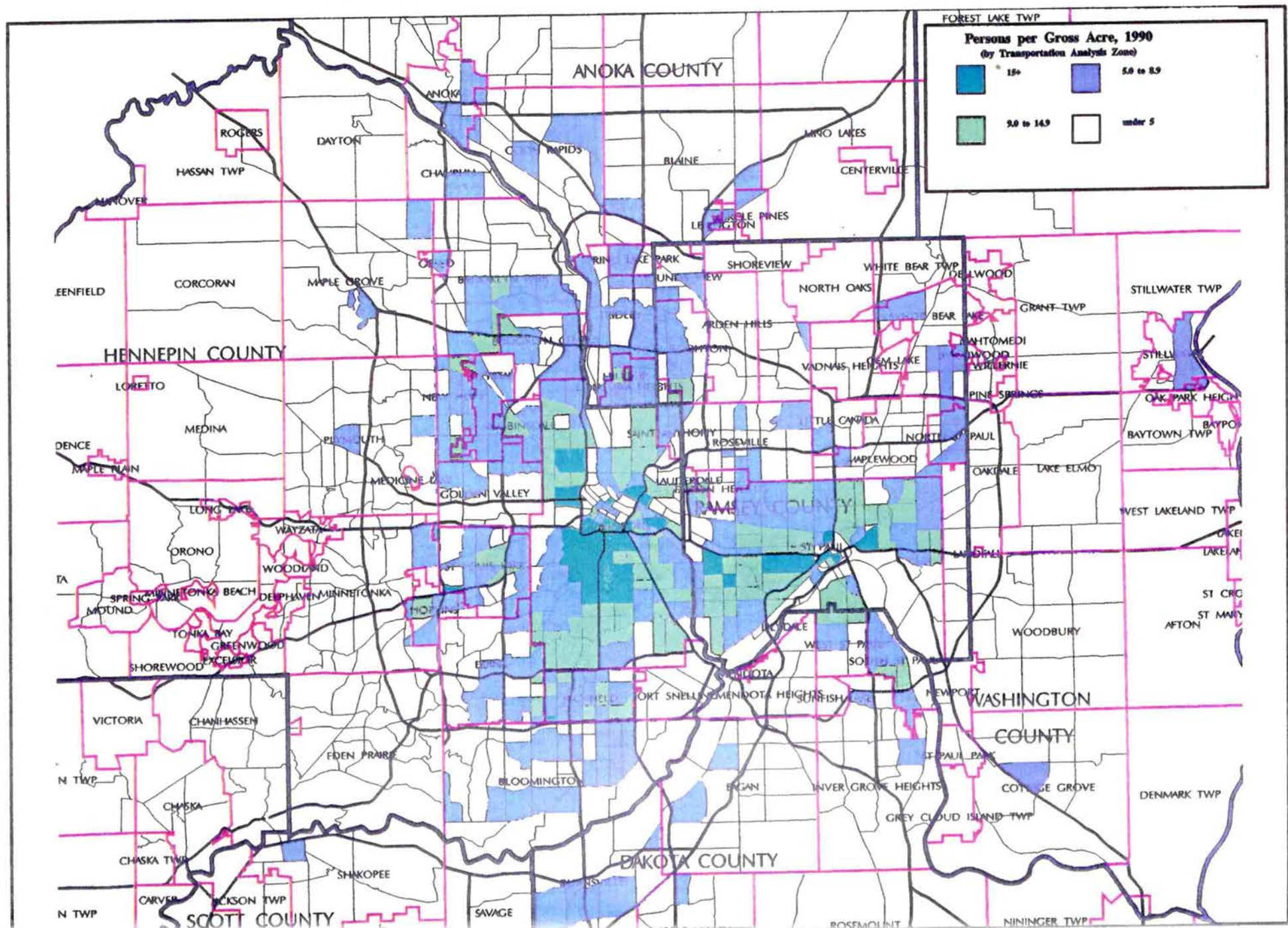


FIGURE II-2



1990 POPULATION DENSITIES IN THE TWIN CITIES



The thresholds for job density are; fifty or more (>50) jobs per gross acre, and ten to forty nine (10-49) jobs per gross acre. The thresholds for employment concentration are; 10,000 or more contiguous jobs, and 3,000 or more contiguous jobs. Figure II-4 illustrates the employment concentrations and job density levels in the Twin Cities metropolitan area.

Piece 3: Travel desire, trips, travel volumes and patterns

This is a valuable link to the first two pieces of the transit market potential puzzle. The locations of major activity centers that generate large traffic volumes to a single site or destination are good indicators of transit market potential. We want to know the volume, direction and levels of travel between points. We need to understand the time of day when travel occurs, trip purpose, trip frequency, and present mode of transportation in use. In transit redesign, staff used travel information⁶⁷ to identify locations within the metropolitan area that could be called major trip "attractors" or places where people are traveling to. Figure II-5 illustrates areas of major trip attraction in the Twin Cities metropolitan area. The 1990 Census Transportation Planning Package (CTTP) identifies work trips only, and the 1990 Travel Behavior Inventory (TBI) identifies work, non-work, and total trips.

Piece 4: Transit dependent segment of the population

The transit dependent component represents those segments of the population that have demonstrated higher need for public transit. The transit dependent population⁸ includes; seniors (persons >65 years), youth (persons <18 years), low income persons (Persons with annual income below \$25,348(1989 dollars) equating to a annual income below 200% of poverty level), persons with mobility limitations, and zero car households (households with no automobiles).

Staff identified Areas (census tracts) with a high percentage of transit dependency population groups by identifying the eighty percentile or greater portions of transit dependents in each of the five groups that make up the transit dependent Areas (census tracts) with a high composite score of transit dependency (80th percentile and above) were defined as high areas of transit dependency. The reason for choosing 80th percentile of the composite score as the cut-off point was that at this level there was high correlation of transit use with the composite score. Figure II-6 depicts the areas in the Twin Cities with high transit dependency composites.

⁶1990 Travel Behavior Inventory, Twin Cities Metropolitan Area, Metropolitan Council, June 1994

⁷1990 Census Transportation Planning Package (CTTP), United States 1990 Census.

⁸United States 1990 Census.

Modifications were made to the high transit dependency composite map to account for score for high income households (annual household income of \$75,000+) or households with high auto ownership (2 or more automobiles per household).

The composite picture of transit markets

The picture formed by combining the four pieces of the transit puzzle described above divides the region into distinct transit market areas that have varying densities of population and employment that warrant different types of transit service.

Figure II-7 illustrates the transit market areas defined by the above described methodology.

Table II-1 presents the area characteristics of each transit market area described above and depicted in Figure II-7.

FIGURE II-4
1990 JOB DENSITY LEVELS IN THE TWIN CITIES

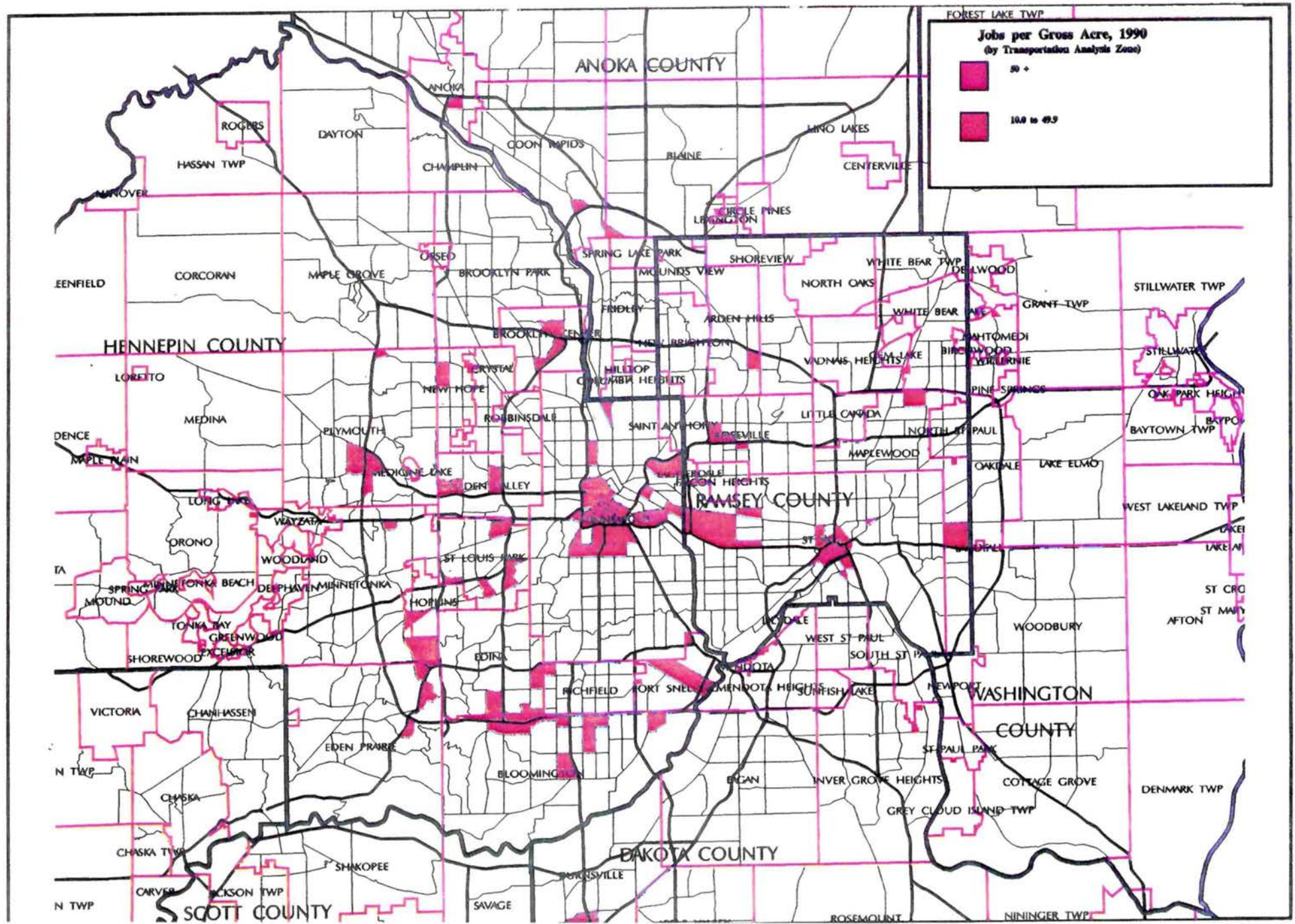
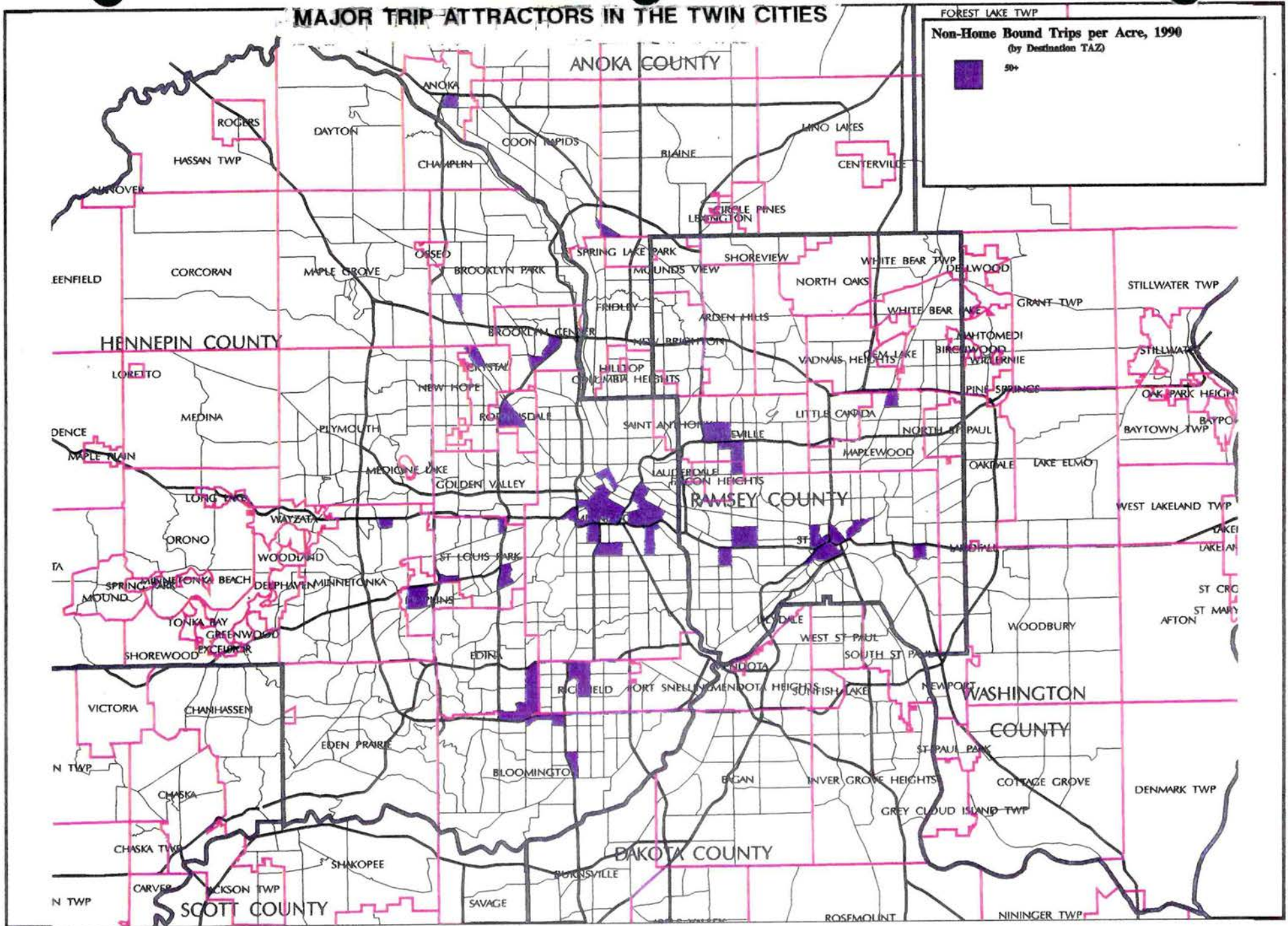


FIGURE II-5

MAJOR TRIP ATTRACTORS IN THE TWIN CITIES



AREAS WITH HIGH TRANSIT DEPENDENT POPULATION 1990

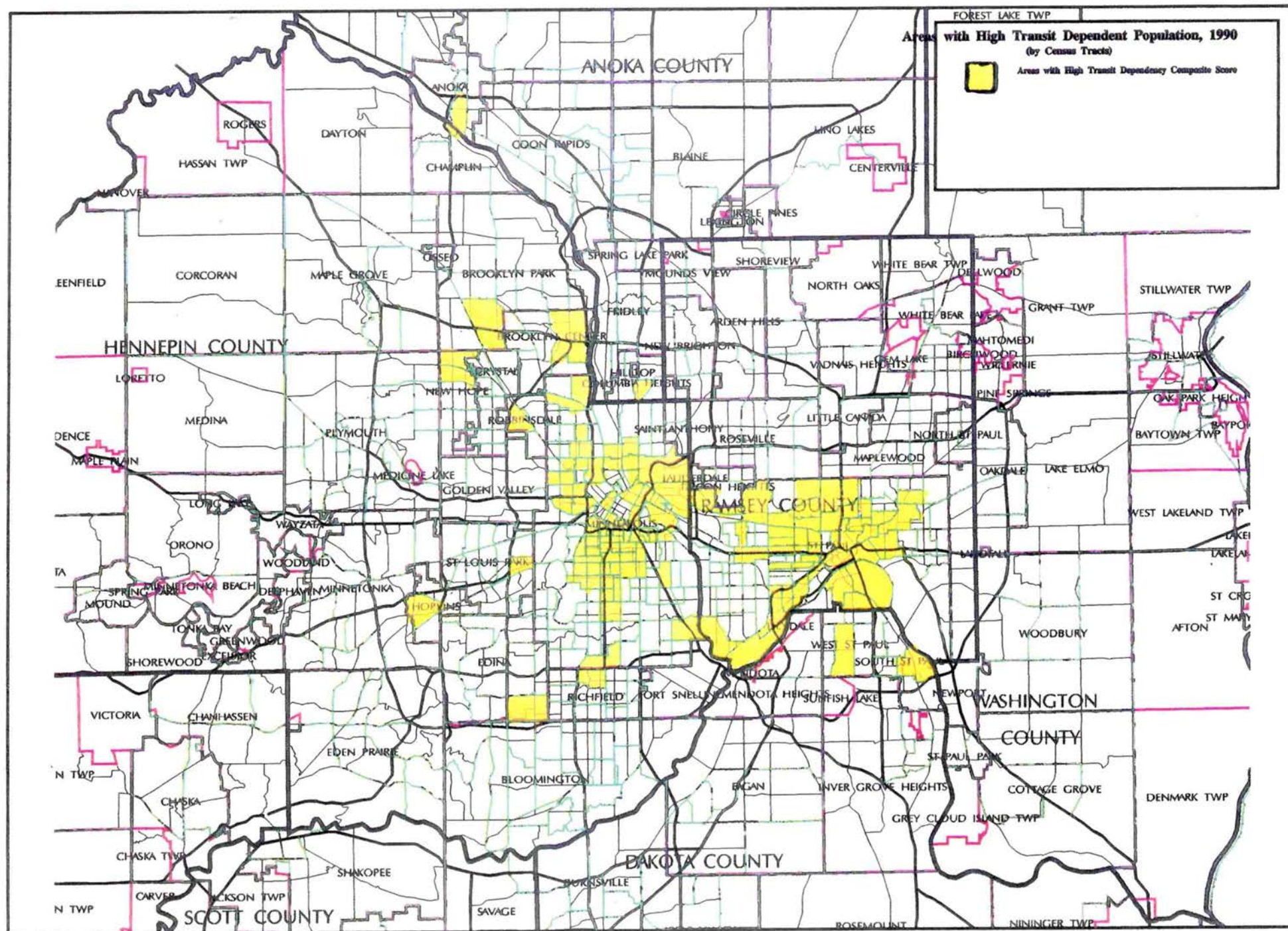


FIGURE II-6
AREAS WITH HIGH TRANSIT DEPENDENT POPULATION 1990

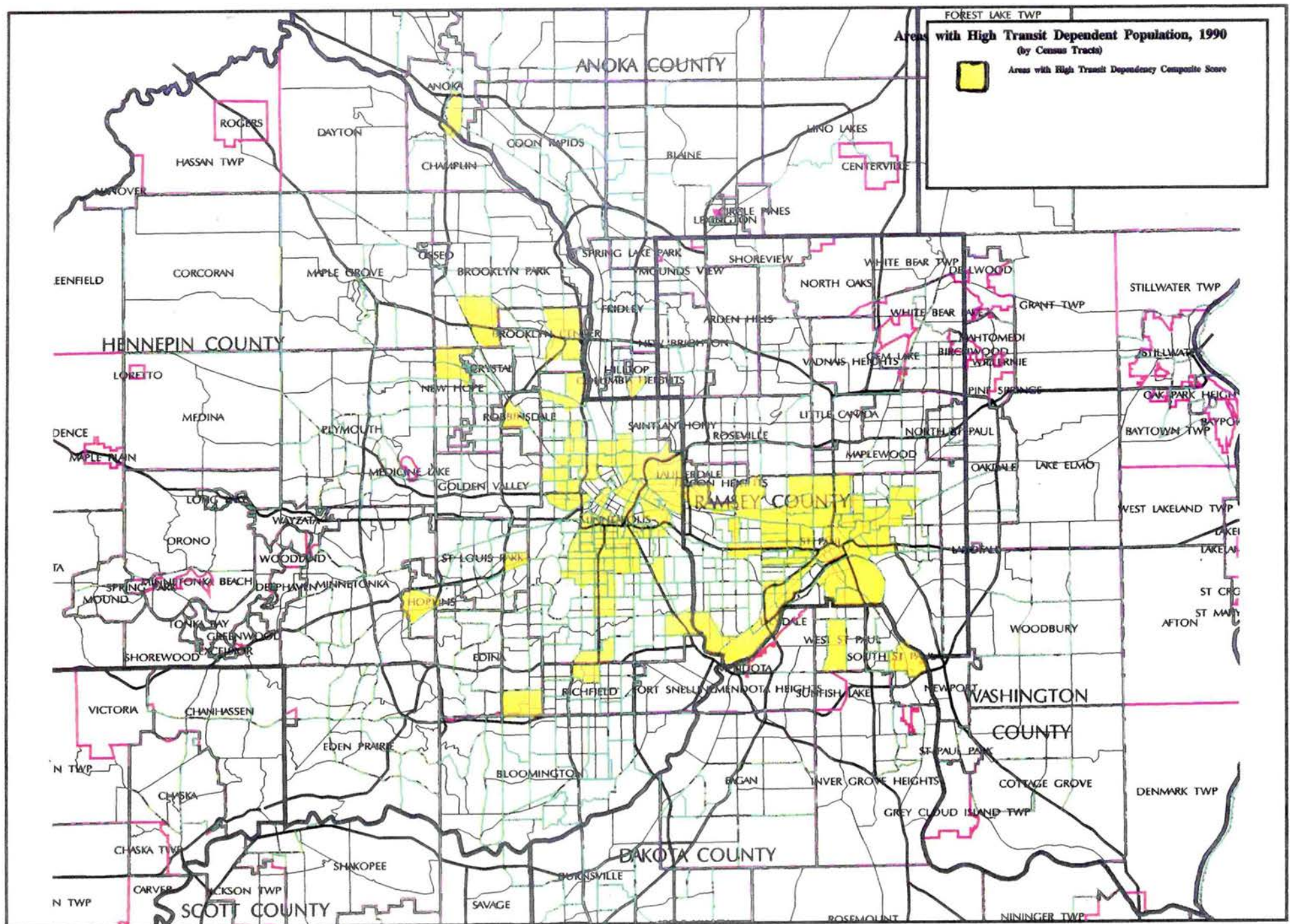


FIGURE II-7

TRANSIT MARKET AREAS IN THE TWIN CITIES METROPOLITAN AREA

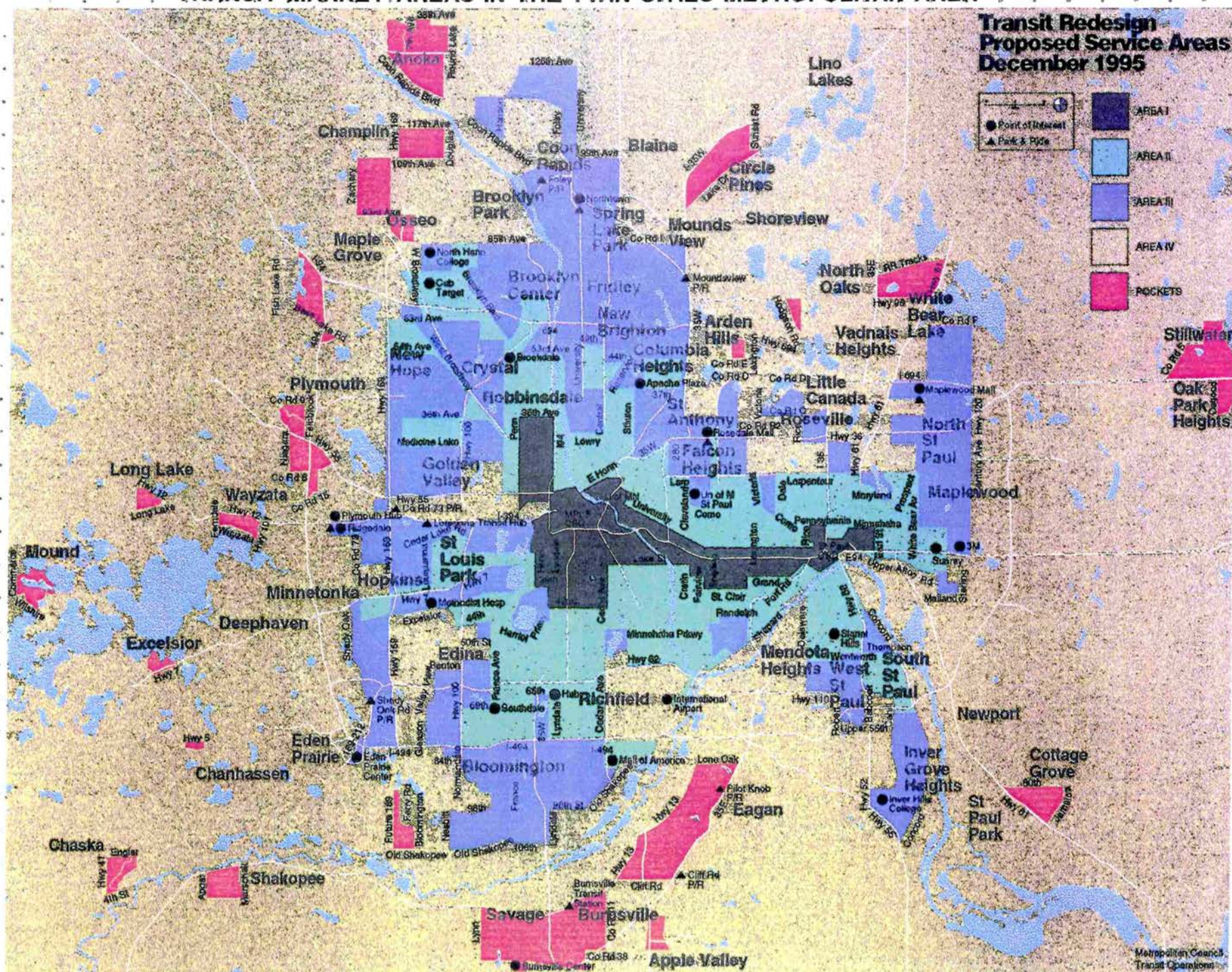


TABLE II-1
Characteristics of transit market areas in the Twin Cities.

<u>Market Area</u>	<u>Area Characteristics</u>
Area I	Population Density = 15 or more persons/acre ⁹ (or) Job Density = 50 or more jobs/acre and 10,000 or more contiguous jobs
Area II	Population Density = 9 to 14.9 persons/acre augmented by contiguous High Transit Dependency areas
Area III	Population Density = 5 to 8.9 persons/acre (excluding isolated pockets) augmented by: (a) contiguous areas with Job Density = 10 to 49 jobs/acre and 3,000 or more contiguous jobs or (b) contiguous areas with Major Travel destinations: 50 or more non-home bound trips/acre
Area IV	Population Density less than 5 persons/acre
Pockets:	Areas meaning at least one of the following: 1. Population Density = more than 5 persons/acre (isolated pockets only) 2. Job Density = 10 to 49 jobs/acre and 3,000 or more contiguous jobs (isolated pockets only) 3. Major Travel destinations: 50 or more non-home bound trips/acre (isolated pockets only) 4. High Transit Dependency areas (isolated pockets only)

Transit Market Area I has the highest density of population and employment. This area, which may be considered the core of the Twin Cities, is the area having all elements of the transit market puzzle previously described to support regular route transit service operating at high frequencies, though other innovative transit service delivery options should still be considered in this area.

⁹ All density levels shown here based upon gross acreage, excluding water area. For an equivalent conversion of population to net residential acreage and job density to net commercial / industrial acreage, refer to Table I-1 in Chapter I. Table I-1 also includes housing densities in terms of households to net residential acreage.

Transit Market Area II has high to moderate population and employment densities yielding a market area that is conducive to regular route operations and also other forms of transit service delivery.

As we move out into Transit Market Areas III, IV, and Pocket areas, selecting appropriate match of transit service to transit need becomes complex and challenging. It becomes more difficult to provide efficient transit service at reasonable costs. It requires us to be more creative, flexible, cost-effective, efficient, and partnering with the customers and communities involved to provide reasonably efficient and cost-effective transit services. The areas with lighter shade or no shade do not mean no service for them. Rather it means we need to identify special and innovative ways of meeting the transit needs within the limited resources available. To meet the unique transit needs in suburban and rural setting, we need to promote the right type of land use and development densities that can sustain transit operations.

Transit Service strategies recommended for the different market areas

Table II-2 identifies transit strategies that appear to be most appropriate for the different transit markets that are in the metropolitan area. The service delivery strategies presented are only illustrative and not exhaustive. More detailed study of specific parts of the metropolitan area may lead to other creative or innovative means of delivering transit service.

Table II - 2
TRANSIT MARKETS/SERVICE OPTIONS

TRANSIT MARKET AREAS	SUGGESTED SERVICE TYPES	SUGGESTED SERVICE CHARACTERISTICS
AREA I	Primary emphasis on Big Bus/Regular route service complemented by Metro Mobility paratransit service. Downtown area circulators possible.	ORIENTATION - Focus on both CBD's AVAILABILITY - Up to 24 Hours/Day & 7 Days/Week ACCESS - Route spacing (.25-.50 miles) with 8-10 bus stops per mile FREQUENCY - Generally 5 to 15 minutes
AREA II	Primary emphasis on Big Bus/Regular route service complemented by Metro Mobility paratransit service. Neighborhood circulators possible in some areas. Neighborhood circulators should tie in with limited stop regular route service.	ORIENTATION - Link CBD's/Suburban Transit Hubs AVAILABILITY - Up to 20 Hours/Day & 7 Days/Week ACCESS - Route spacing (0.5-1.0 miles) with 6-10 stops per mile FREQUENCY - Generally 15 - 30 minutes
AREA III	A mix of Big and Small Bus/Regular route and community circulator service complemented by Metro Mobility paratransit service. Community circulators should tie in to regular route regional service at a transfer point.	ORIENTATION - Link CBD's/Suburban Transit Hubs AVAILABILITY - Up to 18 Hours/Day & Up to 7 Days/Week ACCESS - Route spacing (0.5-1.5 miles) with 6-10 stops per mile FREQUENCY - Generally 30 - 60 minutes
AREA IV	Primary emphasis on: 1.) Small Bus/Dial-A-Ride service providing county or rural circulation, and 2.) Commuter bus service tied to major park & ride lots to create travel volume.	ORIENTATION - Suburb to Suburb and Central Cities AVAILABILITY - (Peak- Period Express and Midday Circulators); Weekdays Only ACCESS - Express routes tied to major Park & Rides/ Circulators link to transit hubs FREQUENCY - Advance registration for Dial-A-Ride services
POCKETS	Primary emphasis on: 1.) Small Bus service providing community local or Dial-A-Ride circulation, and 2.) Commuter bus service may have localized service in addition to linking with major park & ride lots to create travel volumes.	ORIENTATION - Localized AVAILABILITY - Varies by Pocket; primarily Weekday service. ACCESS - Door to Door or modified circulation; Express Routes primarily tied to Park and Ride lots. FREQUENCY - Up to 2 hours for circulator services. Advance registration for Dial-A-Ride.

CHAPTER III
TRANSIT SERVICE DESIGN STANDARDS

Chapter III

Transit Service Design Standards

The following set of transit service design standards are intended to assist transit administrators and planners in selecting appropriate modes of transit service for implementation in the transit market areas defined in the transit redesign study. These standards will provide consistency in designing publicly subsidized transit services enabling regional coordination and linkage.

The present policies developed by the former Regional Transit Board (RTB) are transit service design guidelines for regular route and paratransit services. These guidelines have been revised, expanded and specifically tailored to each of the transit market areas described in Chapter II. The guidelines have also been changed to standards reflecting a stronger emphasis to adherence and uniform application throughout the region.

Transit service options

Addresses the types of transit services most appropriate to implement in the different transit market areas identified to-date.(includes regular route and paratransit services).

Regular Route service

Regular Route service is a general public service operating on fixed routes and a predetermined or set schedule. The consistency of regular route service, or sometimes called fixed route service, enable printing and distribution of timetables and route maps. Regular route service can be classified as one of four types:

Local Radial - Buses stop at most every street corner and the routes start or end in one of the two downtown areas.

Local Crosstown- Buses make frequent pick-ups and drop-offs, but do not serve a downtown area.

Limited Stop- Buses make limited stops along a route or "skip-stops. "This is done to achieve faster service to selected destinations.

Express- Buses operate on a controlled access road or interstate highway for at least four miles. Express routes usually provide travel times comparable to those realized by driving in an automobile. Most express routes operate longer distances (8 to 25 miles) and have proven effectiveness when operated during peak times and destined to one of the two downtown areas.

Paratransit service

Paratransit service includes a variety of public transit services that are more flexible and personalized than regular route service. Paratransit services are typically operated in less densely populated suburban or rural areas where trip making patterns are very dispersed. Paratransit

services can be either "general public" or "ADA¹ mandated" according to the population they serve.

The following set of design standards recommend specific elements affecting the design of bus routes and schedules. Recommendations on route design, layout, branch developments and location of bus stops are included in this section.

Route spacing

Identifies the accessibility a route will have to the neighborhoods they operate through. This standard identifies the recommended spacing between bus routes and sets policy on acceptable walk distance to access regular route transit service.

Bus stop spacing

Identifies the acceptable distance between bus stops and establishes additional policy direction in defining accessibility to regular route transit service. This standard applies to the local or pick-up portion of all regular route service (including express and limited stop routes).

Bus stop siting

This standard identifies the specific location of a bus stop within a typical street interchange. Reference is made to the actual location of a bus stop within street interchanges. Individual stop sites must be evaluated for: (1). Traffic conditions (i.e. right turns, merging etc.) (2). curb availability, or how much curb space is available for the bus to physically stage or park (see stop dimension table recommendations) (3). general suitability for stop, (i.e. curb cuts, obstructions etc.)

Bus Stop Dimensions

Identifies the actual amount of space needed to park or stage a bus at a given stop. The space required includes room for independent operation or movement for a typical forty foot transit coach to maneuver into and out of a bus stop. this curb space need often times conflicts with other demands for on street parking (i.e. auto parking, turn lanes, commercial parking zones, handicapped parking, etc.)

Route Branches

Route branches are forks in the main trunk of a bus route that are usually done in instances where a significant traffic generator or pockets of population density are located some distance from the trunk or main bus route. This standard assists transit planners in determining when branch routes are warranted. The standard recommends that route branching be done only when it demonstrates

¹ Americans with Disabilities Act of 1990

sufficient passenger demand (measured by passengers per revenue hour) on the branch segment of the route.

Route directness or alignment

This standard identifies the ability of transit to be competitive with the automobile by comparing travel times between bus and auto along a given alignment or route. Often bus routes are forced to use a very circuitous routing through suburban areas in an attempt to serve neighborhoods. This standard assists transit planners in determining optimal route alignments and optimal route lengths by using travel time as a guide.

Service Span

Identifies the days of the week and hours of the day that transit services are recommended. (Minimum service levels must be justified; with passenger loading standards and service connectivity dictating frequency above minimum).

Service Levels

Refers to the frequency or occurrence of buses running on a pre determined schedule. The service level standards included refer primarily to minimum frequency for both new and existing regular route transit service. (Minimum service levels must be justified; with passenger loading standards and service connectivity dictating frequency above minimum).

Network Transfer Connectivity

Identifies the amount of time to be built into a schedule for connections or "timed transfers" between bus routes. The schedule times recommended include peak and off-peak times. The actual site of where scheduled connections are being designed does play a significant factor in the amount of time a bus or transit vehicle can wait for another vehicle.

Passenger Loading Guidelines (Peak Times)

Identifies the passenger load point and duration of passenger load when additional trips or seating capacity will be deployed on a route or service during the peak times.

Passenger Loading Guidelines (Off-Peak Times)

Identifies the passenger load point and duration of passenger load when additional trips or seating capacity will be deployed on a route or service during the off-peak times.

TABLE III-1
TRANSIT SERVICE DESIGN STANDARDS

see attached

Table III - 1

Metropolitan Council Transit Service Design Standards

12/20/95

Transit Service Options

Regular Route

Services Considered:

	Area I	Area II	Area III	Area IV	Pockets
Express	Yes	Yes	Yes	Yes	Yes
Radial	Yes	Yes	Yes	No	No
Crosstown	Yes	Yes	Yes	No	No
Circulator	Downtown	Neighborhood	Community	Specific	Specific
Limited Stop	Yes	Yes	Yes	No	Specific

ParaTransit: (Non-fixed route)

General Public	No	No	Specific	Yes	Yes
Metro Mobility	Yes	Yes	Yes	No	Specific

Service Span

Regular Route

Days and Times of Service:*

Availability	Up to 24 Hours	Up to 20 Hours	Up to 18 Hours	Up to 14 Hours	Up to 14 Hours
Express	Pk/Day/Nt/Wkend	Peak/Specific	Peak/Specific	Peak Only	Peak Only
Radial	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Specific	N/A	N/A
Crosstown/Circulator	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Specific	Specific	Specific
Limited Stop	Peak/Specific	Peak/Specific	Peak/Specific	N/A	N/A

*Minimum service levels must be justified; with loading standards/connectivity dictating frequency above minimum.

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	Specific	Pk/Day/Specific	Pk/Day/Specific
Metro Mobility	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Specific	Specific

Service Levels

Regular Route

Minimum Frequency for New/Existing Routes: *+

Express	15" Peak/60" Day	3 PkTrips/60" Day	3 Pk Trips/Specific	2 Peak Trips	2 Peak Trips
Radial	15" Day/30"Night	30" Day/60" Night	60" Day/Specific	N/A	N/A
Crosstown/Circulator	30" Day/60"Night	30" Day/60" Night	60" Day/Specific	60" Day/Specific	60" Day/Specific
Limited Stop	Specific	Specific	Specific	N.A.	Specific

*Minimum service levels must be justified; with loading standards/connectivity dictating frequency above minimum.

+In services with 15 minute or less frequency, clocked headways (or consistent departure times) shall be emphasized.

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	Specific	Specific	Specific
Metro Mobility	Specific	Specific	Specific	Specific	Specific

	Area I	Area II	Area III	Area IV	Pockets
Route Spacing					
<i>Regular Route</i>	<i>Acceptable Range:</i>				
Express	Specific	Specific	Specific	Specific	Specific
Radial	.25-.50 Miles	.50-1.0 Miles	.50-1.5 Miles	N.A.	N.A.
Crosstown/Circulator	.50-1.0 Miles	1.0-2.0 Miles	Specific	N.A.	Specific
Limited Stop	Specific	Specific	Specific	N.A.	N.A.

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

	Area I	Area II	Area III	Area IV	Pockets
Bus Stop Spacing	Relates to local pick-up portion of the route				
<i>Regular Route</i>	<i>Maximum Allowable: *</i>				
Express	8 per Mile	8 per Mile	8 per Mile	Prk&Ride or 8 per Mile	Prk&Ride or 8 per Mile
Radial	8 per Mile	8 per Mile	8 per Mile	N/A	N/A
Crosstown/Circulator	8 per Mile	8 per Mile	8 per Mile	N/A	8 per Mile
Limited Stop	Specific	Specific	Specific	N/A	N/A

* An allowable exception to standards may be CBD's and major traffic generators.

Bus stop spacing is roughly equivalent to one per block on long blocks, and every other block on short blocks.

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Bus Stop Siting:

Regular Route	Near side stops are preferred in most areas. In CBD's and other high commercial density areas, where traffic movements are major impediments to smooth bus operation, far-side/midblock stops are generally preferred. Individual stop sites must be evaluated for: (1) Traffic conditions in area, (i.e.: right turns, merging etc.); (2) curb availability,(see stop dimension table below); (3) general suitability for stop, (i.e.: curb cuts, ADA considerations, obstructions etc.)
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Bus Stop Dimensions:*

	<i>Mixed Use Stop</i>	<i>Small Bus Only Stop</i>
Near-side Stop	100 ft.	75 ft.
Far-side Stop	120 ft.	90 ft.
Mid-Block Stop	150 ft.	110 ft.

* Bus stops which have multiple buses stopping at the same time require more space.

	Area I	Area II	Area III	Area IV	Pockets
Branch Warrant	Route productivity measured as passengers per revenue hour for express and pass. per revenue mile for locals. In addition, branches need to support a certain peak or midday frequency to be considered.				
<i>Regular Route</i>	<i>Minimum Requirement: *</i>				
Express	Specific	15 PPRH & 30"	15 PPRH & 30"	15 PPRH & 30"	15 PPRH & 30"
Radial	1.5 route prod. & 30"	1.0 route prod. & 60"	0.5 route prod. & 60"	N.A.	N.A.
Crosstown/Circulator	1.5 route prod. & 30"	1.0 route prod. & 60"	0.5 route prod. & 60"	N.A.	N.A.
Limited Stop	30" peak frequency	15 PPRH & 30"	15 PPRH & 30"	N.A.	15 PPRH & 30"

* = Routes should be limited to no more than 4 terminals/branches per direction.

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

	Area I	Area II	Area III	Area IV	Pockets
Directness	Express service is measured from beginning of route and compared with average auto travel time (including 10 min. remote parking time). Local service is measured using passenger boardings per mile operated.				
<i>Regular Route</i>	<i>Minimum Required:</i>				
Express	1.35 Avg. Auto Time*	1.35 Avg. Auto Time*	1.35 Avg. Auto Time*	1.25 Avg. Auto Time*	1.35 Avg. Auto Time*
Radial	1.0 route product. +	1.0 route product. +	0.5 route product. +	N.A.	N.A.
Crosstown/Circulator	1.0 route product. +	1.0 route product. +	0.5 route product. +	N.A.	N.A.
Limited Stop	1.0 route product. +	1.0 route product. +	0.5 route product. +	N.A.	N.A.

* = Avg. auto time includes assumption of 10 minute remote parking related time.

+ = Increase in trip rides must be greater than thru riders inconvenienced (i.e.: new rides>thru rides). If deviation is more than 3 minutes, new trip rides must exceed extra time for thru riders. (i.e.:new rides>(thru riders X extra time))

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

	Area I	Area II	Area III	Area IV	Pockets
Network Transfer Connectivity	<i>New Route Design Consideration: (includes peak and midday service only)</i>				
<i>Regular Route</i>					
Express	3-15" with all others	Specific	Specific	3-10" at hub/P&R	3-10" at hub/P&R
Radial	3-15" with all others	3-10" at hubs	3-10" at hubs	N/A	N/A
Crosstown/Circulator	3-15" with all others	3-10" at hubs	3-10" at hubs	3-10" at hubs	3-10" at hubs/P&R
Limited Stop	Specific	Specific	3-10" at hubs & P&R	N.A.	3-10" at hubs/P&R

ParaTransit: (Non-fixed route)

General Public	N/A	N/A	3-10" at area hubs	3-10" at area hubs	3-10" at area hubs
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Option #1	Area I	Area II	Area III	Area IV	Pockets
One Way Transfer Restrictions for Usage	Option #1 assumes that round trips on the same route remain illegal. Standard assumes the use of new transfer distribution technology in 1996.				

<i>Regular Route</i>	<i>Allowable threshold:</i>				
Express	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Radial	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	N/A	N/A
Crosstown/Circulator	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Limited Stop	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	N/A	3 Hour Maximum

+ = Fare differential for different type of service used (i.e.; local to express)

<i>ParaTransit: (Non-fixed route)</i>					
General Public	N/A	N/A	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Metro Mobility	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum

Option #2	Area I	Area II	Area III	Area IV	Pockets
Two-Way Transfer Restrictions for Usage	Option #2 assumes that round trips on the same route are allowed for convenience, mktg. Standard assumes the use of new transfer distribution technology in 1996.				

<i>Regular Route</i>	<i>Allowable threshold:</i>				
Express	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Radial	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	N/A	N/A
Crosstown/Circulator	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Limited Stop	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	N/A	3 Hour Maximum

+ = Fare differential for different type of service used (i.e.; local to express)

<i>ParaTransit: (Non-fixed route)</i>					
General Public	N/A	N/A	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum
Metro Mobility	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum	3 Hour Maximum

	Area I	Area II	Area III	Area IV	Pockets
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Customer "Peak Period" Load Guidelines:

Guidelines are based on maximum load point of route and would be somewhat more flexible on fringe of peak period.

<i>Regular Route</i>	<i>Minimum and Maximum Targets on a Consistent Basis: *</i>				
Express	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.
Radial	85-125% of Seat Cap.	85-125% of Seat Cap.	N/A	N/A	N/A
Crosstown	75-115% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	80-110% of Seat Cap.	80-110% of Seat Cap.	N/A	N/A	N/A

* = Maximum customer load average over 15 minute period.

<i>ParaTransit: (Non-fixed route)</i>					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

	Area I	Area II	Area III	Area IV	Pockets
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Customer "Off-Peak" Load Guidelines:

Guidelines are based on maximum load point of route.

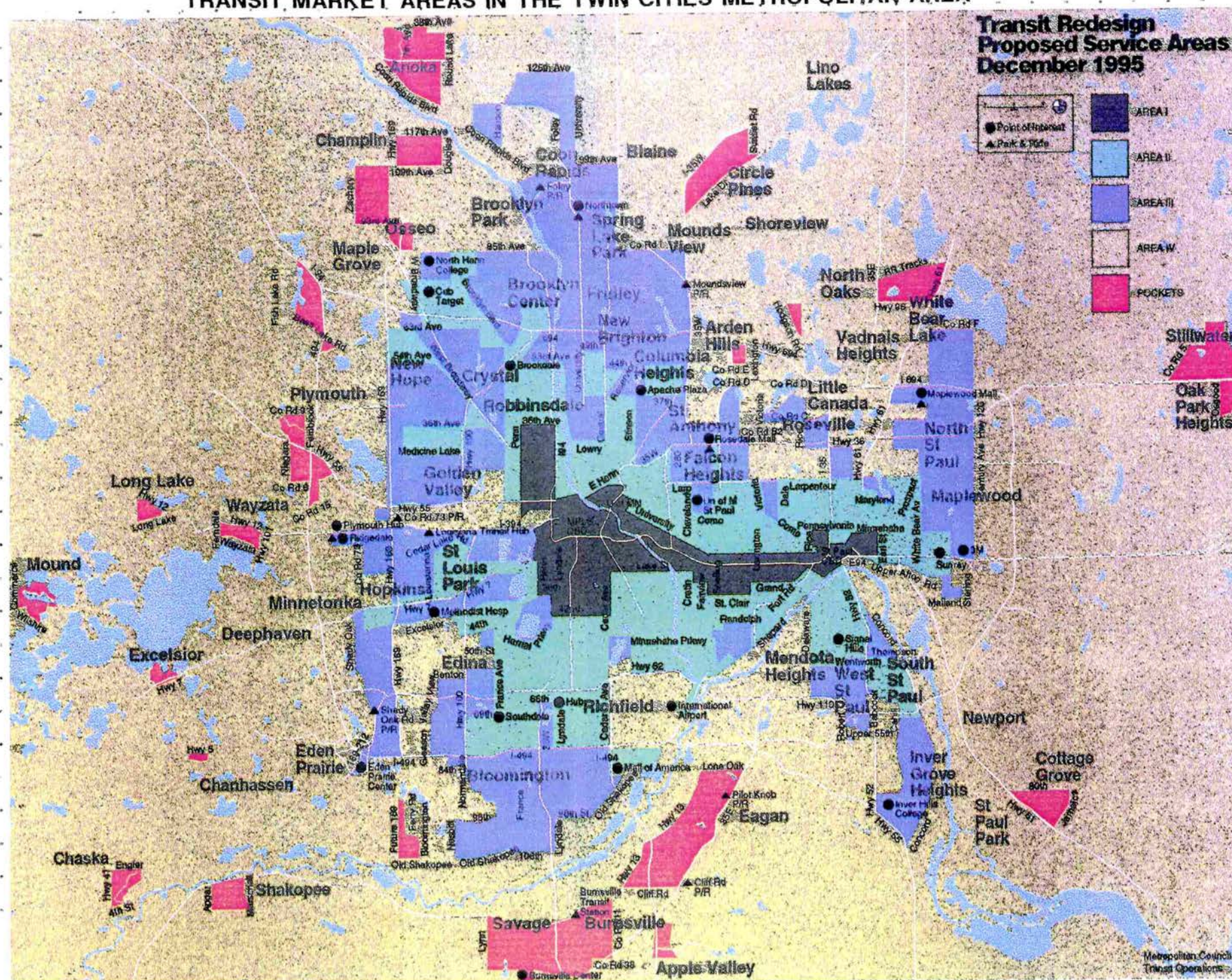
<i>Regular Route</i>	<i>Minimum and Maximum Targets on a Consistent Basis: *</i>				
Express	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.
Radial	60-100% of Seat Cap.	60-100% of Seat Cap.	N/A	N/A	N/A
Xtown	50-100% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.

* = Maximum customer load average over 30 minute period.

<i>ParaTransit: (Non-fixed route)</i>					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

FIGURE III-1

TRANSIT MARKET AREAS IN THE TWIN CITIES METROPOLITAN AREA



CHAPTER IV
REGIONAL TRANSIT PERFORMANCE STANDARDS

Chapter IV

Regional Transit Performance Standards

Background

Transit systems throughout the country use performance standards to evaluate the relative productivity (serving an adequate number of customers) and efficiency (cost-effectiveness) of the services provided. Performance standards are used to assist decision-makers in identifying service (or parts of service) that is not operating within an acceptable range when compared with similar types of services. Effective evaluation tools should not only quantify overall performance, but also allows for comparative evaluation of segments of the overall service.

A performance standard is a benchmark measurement by which all affected services are held accountable. A "standard" is differentiated from a "guideline" in that deviation from a standard typically compels corrective action. Guidelines provide more flexibility than standards, and therefore present a greater likelihood of inconsistent application. In the area of transit service performance evaluation it is strongly recommended that the Metropolitan Council adopt a series of performance standards that would apply equally to all transit providers receiving regional funds for operations.

Determining an Acceptable Range of Performance

Transit measurements of productivity usually compare transit inputs (e.g., dollars, hours of service) and outputs (e.g., passengers). In order for performance measurement to have relevance, an *acceptable range* of performance must be determined. There are generally two basic approaches employed when establishing an *acceptable range* of performance. The first approach sets a fixed range of acceptability, that would not change over time. In non-financial performance measurement, these fixed performance ranges can be very effective. For example, identified standards for "passengers boarding per hour of service" could remain fixed over several years. The second approach adopts a more fluid *acceptable range*, reflecting recent trends in overall performance. For example, the "subsidy per passenger" standard is relevant only if it reflects the changing amount, type and cost of service measured over time.

Another determinant in establishing an *acceptable range* of performance is the realistic ability to react to those services that fall outside the range. If the intended purpose of establishing an *acceptable range* is to provide corrective action for service that does not operate within the range, the established range should reflect the realistic ability to meet that objective. If the acceptable range of performance is too tight, resulting in an unmanageable level of service requiring corrective action, the corrective action taken will be inconsistently applied.

Subsidy Per Passenger

This region has historically relied on "subsidy per passenger" as its primary performance standard. Subsidy (or net cost) is the difference between the total cost of providing

service and the offsetting revenue from passenger fares. Subsidy per passenger represents the net cost divided by the number of passengers using the service. The use of this standard has allowed the region to identify the services that are not operating as efficiently as others, and thereby focus corrective actions on those services.

One major premise of Transit Redesign is that the transit services available should be somewhat flexible depending on the demographic patterns and travel needs of a specific area. The Metropolitan Council acknowledges that several factors influence the relative performance of a route or service. For example, transit services in lower density suburban markets will typically yield a much lower passengers per revenue hour average than transit services in a higher density urban market. If all routes or services were evaluated using the same performance standard, suburban and express services would have a much greater likelihood of failing to operate within an acceptable standard.

Regional policy has supported the concept that "transit" has different roles in different environments, and generally service should be available to serve each role. For that reason, services that operate in different environments (or serve different purposes) should be compared with services that operate within somewhat similar environments. Therefore, transit services should be categorized for financial performance evaluation in one of four classifications. They include:

1. Urban Local Service

(including fixed route radial, crosstown and limited stop services which operate primarily in the center cities.)

2. Suburban Local Service

(including fixed route crosstown/feeder routes and non-ADA required paratransit services operating primarily in suburban environments.)

3. Express Service (including peak only and all day services which travel non-stop on highways for four or more miles.)

4. ADA Paratransit Service (includes Metro Mobility and like services which fulfill the regional role of providing accessible paratransit service in conformance with federal law.)

Note: Some providers perform both general and ADA paratransit services. During the first six months of 1996, Metropolitan Council staff will work with these providers to separate ADA related services from general paratransit services for evaluation.

Individual routes and services should be monitored separately by day of the week (i.e.: Weekday, Saturday, and Sunday/Holidays). Overall, service will be monitored quarterly and evaluated on an annual basis. New or significantly restructured service should have an 12-18 month demonstration status to allow patronage to increase before formal evaluation.

The proposed reclassification of services (for subsidy per passenger performance measurement) differs from the existing classifications in that the new process tends to

group service by area served, where the existing process tends to group service by service type. Comparative analysis has shown that the proposed classifications reflect better peer service grouping.

Within each category of service a series of subsidy thresholds would be established on a yearly basis. Subsidy thresholds are determined by calculating the non-weighted subsidy per passenger average within each service classification, plus fixed percentage deviations from that average. (See Table IV-3). Historically, the region has adopted a single subsidy per passenger threshold for each classification of service. The single threshold reflected an implicit perception that performance was acceptable as long as the route or service did not exceed the threshold. The revised standard of multiple thresholds represents a broader based approach to performance management. The greater the individual route performance variance from the average performance within a classification, the more significant the corrective action required. For example:

- (A) If a route's average passenger subsidy is between 20% - 35% higher than the average subsidy for the service classification, service planners would monitor the route and consider minor modifications to improve route performance.
- (B) If a route's average passenger subsidy was 36% - 50% higher than the average for the service classification, the route would be considered for more significant changes or, perhaps, subcontracting.
- (C) If a route's average passenger subsidy is more than 50% higher than the average for the service classification, service planners would consider major restructuring, subcontracting, or elimination of service.

Passengers Per Revenue Hour

In addition to a regional subsidy per passenger standard, the region should adopt a passenger per revenue hour standard. Research has shown that strict dependence on subsidy per passenger as the sole performance standard is inadequate. In many cases there may be an imbalance between financial performance and operating effectiveness. In some cases a route may have unacceptable financial performance while carrying an adequate number of customers. In these cases the region should look for options to reduce costs without necessarily reducing service to customers.

A passenger per revenue hour standard allows for performance measurement at a more refined level than a subsidy per passenger standard. Utilizing the existing technology available with automated fareboxes, it is possible to determine productivity by individual hour of the service day. Routes with overall acceptable financial performance may have certain times during the service day where the level of service is not properly balanced with the demand for the service.

The passenger per revenue standard establishes a minimum threshold of performance for big bus fixed route service, small bus fixed route service and paratransit operations. The proposed standard includes a threshold for high occupancy vehicles not currently deployed in the region, such as LRT trains. (See Table IV-1). Use of this standard will help service planners to identify routes which may have an incorrect type or level of transit service available in certain areas.

Table IV-1
Regional Standard for Passengers Per Revenue Hour

<u>Type of Service</u>	<u>Average Passengers Per Revenue Hour</u>	<u>Minimum Passengers Per Revenue Hour**</u>
Light Rail Transit/Other	≥180	≥120
Big Bus Fixed Route- All Day	≥20	≥15
Big Bus Fixed Route- Peak Only	≥20	N/A
Small Bus Fixed Route	≥9	≥5
Small Bus Non-Fixed Route	≥3	≥2
Other/RideShare/ Shared Ride Taxi	≤2	N/A

** Due to fluctuations in ridership accounting per hour, individual hours will not be held rigidly to this standard. Individual hour productivity is intended to be used as a guideline.

Relationship Between Subsidy and Passengers Per Revenue Hour Standards

The development of two regional performance standards will provide better insight into the operational and financial performance of individual routes and services. In the past service evaluation decisions were made primarily on the basis of whether a route or service met a financial standard (subsidy per passenger) performance. The development of the passengers per revenue hour standard will provide an operational effectiveness standard to balance the financial standard. The combination of these two standards should lead to improved performance-related decision making.

Table IV-2, describes how the proposed regional standards would interact with each other and provide direction for the corrective action required.

Table IV-2
Relationship Between Regional Performance Standards

High Subsidy Per Passenger and Low Passengers Per Revenue Hour:

This combination indicates that the service or route is not operating in an efficient or effective manner. Likely corrective action would include restructuring (including the possible change of area served, hours of operation, mode, or provider) or elimination.

High Subsidy Per Passenger and High Passengers Per Revenue Hour:

This combination indicates that the service is effectively performing its primary responsibility of carrying customers, but not in the most cost-efficient manner. Likely corrective action would include reducing costs (including possible competitive bidding, or reduction in non-revenue hours) or increasing fare revenues.

Low Subsidy Per Passenger and Low Passengers Per Revenue Hour:

This combination indicates that the service is operating efficiently but not necessarily effectively. Likely corrective action would include reducing the service hours or area served to better fit demand, and possible expanded use of marketing.

Low Subsidy Per Passenger and High Passengers Per Revenue Hour:

This combination represents the optimum balance between operational effectiveness and financial efficiency.

It is recommended that the Metropolitan Council adopt a revised subsidy per passenger standard that evaluates all transit services in one of four categories: express; urban local; suburban local; and ADA service. It is further recommended that the Council adopt a passenger per revenue hour standard that evaluates service productivity on a per route basis, as well as a per hour of service basis. Regional performance standards should apply equally to all transit providers receiving regional subsidy.

Table IV-3

Transit Redesign: Analysis of Subsidy per Passenger (1994/95)

Summary:

Type of Service	Total Routes	Peer Avg. Subsidy Per Ride	Threshold # 1: For Quick Review		Threshold # 2: For Intense Review		Threshold # 3: For Significant Change	
			Routes	Percent of Total	Routes	Percent of Total	Routes	Percent of Total
Express	72	\$3.04	\$3.65 7	10%	\$4.14 7	10%	\$4.56 7	10%
Suburban Local	60	\$5.20	\$6.24 5	8%	\$7.08 3	5%	\$7.80 11	17%
Urban Local	117	\$2.07	\$2.49 8	7%	\$2.82 4	3%	\$3.11 19	16%

Description of Performance Thresholds:

Threshold #	Level of Performance	Monitoring Goal	Possible Action:
1	Subsidy performance: 20 to 35% over peer average	For Quick Review	Minor modifications
2	Subsidy performance: 36 to 50% over peer average	For Intense Review	Major changes
3	Subsidy performance: More than 50% Over peer average	For Significant Change	Restructure/Eliminate

Note:

* Figures are from previous reporting periods and are for illustrative purposes only.

Transit Redesign: Analysis of Subsidy per Passenger (1994/95)

(Note: Figures are from previous reporting periods and are for illustrative purposes only.)

Service type	City and/or Route #	Day	Rides* rev hr	Subsidy* per ride	Cut-off Line of threshold
I. Express:					
EX	S 94W	weekday	19	\$6.74	
EX	M 50	weekday	19	\$6.69	
EX	M 87	weekday	18	\$6.02	
EX	72W	weekday	42	\$5.42	
EX	M 75	Sunday	12	\$5.19	
EX	S 94S	weekday	22	\$5.06	
EX	M 76	weekday	24	\$4.64	----- Threshold 3: More than 50% over average subsid
EX	92 regular	weekday	13	\$4.54	
EX	M 75	Saturday	14	\$4.42	
EX	48	weekday	22	\$4.41	
EX	M 44	weekday	24	\$4.30	
EX	M 70	weekday	26	\$4.30	
EX	S 61	weekday	20	\$4.18	
EX	M 64	weekday	21	\$4.18	----- Threshold 2: 36 to 50% over average subsidy
EX	S 35ABE	weekday	27	\$4.01	
EX	91 regular	weekday	9	\$4.01	
EX	53 BC	weekday	25	\$3.99	
EX	U of Minn - D	weekday	15	\$3.96	
EX	37W	weekday	25	\$3.87	
EX	S 95MU	weekday	30	\$3.80	
EX	53D	weekday	25	\$3.68	----- Threshold 1: 20 to 35% over average subsidy
EX	35M	weekday	28	\$3.64	
EX	M 74	weekday	28	\$3.33	
EX	M 47	weekday	21	\$3.30	
EX	M 35JK	weekday	27	\$3.28	
EX	M 94E	weekday	39	\$3.28	
EX	M 44E	weekday	31	\$3.28	
EX	M 24	weekday	28	\$3.28	
EX	53K	weekday	25	\$3.23	
EX	53E	weekday	22	\$3.16	
EX	M 75	weekday	21	\$3.08	
EX	M 35GZ	weekday	35	\$3.06	
EX	35NR	weekday	28	\$3.04	
EX	M 94BCD	Sunday	23	\$3.01	
EX	M 38	weekday	41	\$2.98	
EX	U of Minn - G	weekday	18	\$2.97	
EX	M 47	Saturday	20	\$2.96	
EX	M 35LSU	weekday	31	\$2.93	
EX	77BC	weekday	40	\$2.72	
EX	S 35C	weekday	34	\$2.67	
EX	77A	weekday	39	\$2.65	
EX	M 67	weekday	32	\$2.58	
EX	M 58	weekday	40	\$2.58	
EX	77DEW	weekday	41	\$2.53	
EX	S 36	weekday	35	\$2.47	
EX	93 regular	weekday	19	\$2.39	
EX	94P regular	weekday	36	\$2.35	
EX	M 26	weekday	33	\$2.35	
EX	M 71	weekday	17	\$2.35	
EX	M 35CF	weekday	36	\$2.33	
EX	M 85	weekday	37	\$2.30	
EX	S 35N	weekday	49	\$2.26	
EX	S 94J	weekday	40	\$2.17	
EX	94R	weekday	35	\$2.10	
EX	U of Minn - B	weekday	22	\$2.02	
EX	M 94GK	weekday	40	\$1.99	
EX	94N regular	weekday	38	\$1.99	
EX	S 94L	weekday	41	\$1.93	
EX	M 94BCD	Saturday	32	\$1.90	
EX	S 54	Sunday	30	\$1.84	
EX	M 45	weekday	42	\$1.80	
EX	Commuter II	weekday	19	\$1.77	
EX	U of Minn - E	weekday	27	\$1.74	
EX	M 94F	weekday	37	\$1.73	
EX	Commuter I	weekday	20	\$1.63	
EX	S 54	weekday	34	\$1.59	
EX	S 33	weekday	49	\$1.58	
EX	S 54	Saturday	37	\$1.50	
EX	M 94BCD	weekday	42	\$1.26	
EX	M 80	weekday	38	\$1.24	
EX	M 80	Sunday	51	\$0.81	
EX	M 80	Saturday	65	\$0.61	
		Avg	30	\$3.04	

Transit Redesign: Analysis of Subsidy per Passenger (1994/95)

(Note: Figures are from previous reporting periods and are for illustrative purposes only.)

Service type	City and/or Route #	Day	Rides*/ rev hr	Subsidy* per ride	Cut-off Line of threshold
II. Suburban Local:					
SL	Senior Transportation	NADAp	3	\$13.75	
SL	Delano	NADAp	3	\$13.48	
SL	42B	weekday	5	\$13.39	
SL	Volunteer	NADAp	1	\$12.33	
SL	77Z	weekday	7	\$11.52	
SL	Scott	NADAp	2	\$10.25	
SL	77J	weekday	4	\$10.21	
SL	42E	weekday	4	\$10.14	
SL	53M	weekday	4	\$9.60	
SL	S 94M	weekday	19	\$7.87	
SL	Linwood	NADAp	4	\$7.85	--- Threshold 3: More than 50% over average subsidy
SL	SWMT	NADAp	3	\$7.73	
SL	Carver	NADAp	2	\$7.50	
SL	94Pshuttle	weekday	6	\$7.36	--- Threshold 2: 36 to 50% over average subsidy
SL	RAC 100	Saturday	4	\$6.81	
SL	RAC 105	Saturday	4	\$6.67	
SL	77G	weekday	7	\$6.65	
SL	Shakopee	NADAp	3	\$6.62	
SL	White Bear	NADAp	3	\$6.57	--- Threshold 1: 20 to 35% over average subsidy
SL	Westonka	NADAp	3	\$6.18	
SL	RAC 100	weekday	6	\$5.97	
SL	STEP	NADAp	2	\$5.78	
SL	Plymouth	NADAp	4	\$5.49	
SL	S 94Y	weekday	24	\$5.01	
SL	RAC 103	weekday	8	\$4.67	
SL	RAC 101	Saturday	6	\$4.54	
SL	RAC 105	weekday	7	\$4.43	
SL	Hastings	NADAp	5	\$4.35	
SL	RAC 103	Saturday	6	\$4.29	
SL	RAC 101	weekday	9	\$4.10	
SL	RAC 102	weekday	9	\$4.06	
SL	NEST	NADAp	5	\$4.02	
SL	Valley Transit	weekday	11	\$3.84	
SL	RAC 102	Saturday	7	\$3.76	
SL	RAC 104	Saturday	9	\$3.57	
SL	M 15	weekday	19	\$3.49	
SL	RAC 104	weekday	8	\$3.45	
SL	M 29	weekday	31	\$3.41	
SL	BE Line - Rt. 89	Saturday	10	\$3.28	
SL	M 27	Saturday	20	\$3.22	
SL	M 81	weekday	25	\$3.15	
SL	S 15	weekday	24	\$2.81	
SL	M 11	weekday	21	\$2.75	
SL	M 82	Sunday	28	\$2.67	
SL	M 15	Sunday	24	\$2.66	
SL	M 27	weekday	33	\$2.61	
SL	S 20	Sunday	24	\$2.51	
SL	S 20	weekday	27	\$2.43	
SL	BE Line - Rt. 88	weekday	13	\$2.40	
SL	BE Line - Rt. 89	weekday	13	\$2.38	
SL	Hopkins	NADAp	5	\$2.13	
SL	M 82	Saturday	28	\$2.12	
SL	M 82	weekday	29	\$2.10	
SL	BE Line - Rt. 88	Saturday	15	\$2.10	
SL	Columbia Heights	NADAp	11	\$2.10	
SL	M 63	weekday	32	\$2.06	
SL	54 Incomm	weekday	10	\$1.74	
SL	S 20	Saturday	34	\$1.61	
SL	M 15	Saturday	40	\$1.38	
SL	M 73	weekday	61	\$1.26	
		Avg	13	\$5.20	

Transit Redesign: Analysis of Subsidy per Passenger (1994/95)

(Note: Figures are from previous reporting periods and are for illustrative purposes only.)

Service type	City and/or Route #	Day	Rides*/ rev hr	Subsidy* per ride	Cut-off Line of threshold
III. Urban Local:					
UL	Rt. 55 - Saturday	Saturday	6	\$13.53	
UL	NSL - Rice - weekday	weekday	12	\$5.63	
UL	S 22	weekday	10	\$5.47	
UL	M 1	Saturday	13	\$5.12	
UL	NSL - Rice - Saturday	Saturday	8	\$5.00	
UL	S 29	weekday	16	\$4.54	
UL	M 43	weekday	43	\$4.18	
UL	S 11	Sunday	16	\$3.98	
UL	S 7	Saturday	14	\$3.77	
UL	S 17	Sunday	16	\$3.75	
UL	S 17	weekday	18	\$3.55	
UL	S 10	Saturday	15	\$3.55	
UL	S 95E	weekday	22	\$3.50	
UL	S 5	Sunday	15	\$3.43	
UL	M 12	Sunday	17	\$3.42	
UL	S 49	Saturday	34	\$3.40	
UL	S 11	Saturday	19	\$3.29	
UL	M 8	Sunday	19	\$3.26	
UL	S 7	Sunday	17	\$3.14	----- Threshold 3: More than 50% over average subsidy
UL	S 17	Saturday	19	\$3.08	
UL	NSL - Lexington	weekday	19	\$2.99	
UL	S 12	Sunday	21	\$2.99	
UL	M 25	weekday	26	\$2.84	----- Threshold 2: 36 to 50% over average subsidy
UL	NSL - Hodgson	weekday	18	\$2.80	
UL	U of Minn - H	weekday	21	\$2.75	
UL	S 49	Sunday	21	\$2.70	
UL	Rt. 55 - weekday	weekday	25	\$2.69	
UL	S 49	weekday	23	\$2.58	
UL	S 10	weekday	23	\$2.56	
UL	M 23	Sunday	23	\$2.54	
UL	S 12	Saturday	21	\$2.49	----- Threshold 1: 20 to 35% over average subsidy
UL	S 5	Saturday	21	\$2.45	
UL	S 7	weekday	22	\$2.43	
UL	S 11	weekday	26	\$2.41	
UL	M 12	Saturday	22	\$2.38	
UL	M 4	Sunday	24	\$2.34	
UL	M 35A	weekday	53	\$2.34	
UL	U of Minn - K	weekday	21	\$2.33	
UL	S 8	Sunday	28	\$2.27	
UL	M 35BD	weekday	38	\$2.26	
UL	M 94H	weekday	35	\$2.23	
UL	S 12	weekday	26	\$2.23	
UL	M 20	Sunday	25	\$2.23	
UL	M 20	Saturday	24	\$2.22	
UL	M 68	weekday	43	\$2.14	
UL	U of Minn - S	weekday	26	\$2.12	
UL	S 5	weekday	26	\$2.08	
UL	S 4	Sunday	27	\$2.01	
UL	S 9	Sunday	27	\$2.01	
UL	S 4	weekday	29	\$1.97	
UL	U of Minn - P	weekday	24	\$1.92	
UL	M 8	Saturday	27	\$1.90	
UL	M 28	Sunday	29	\$1.88	
UL	U of Minn - F	weekday	27	\$1.87	
UL	S 9	weekday	30	\$1.86	
UL	M 1	weekday	30	\$1.83	
UL	M 9	Saturday	28	\$1.80	
UL	U of Minn - A	weekday	29	\$1.79	
UL	M 4	Saturday	29	\$1.78	

Transit Redesign: Analysis of Subsidy per Passenger (1994/95)

(Note: Figures are from previous reporting periods and are for illustrative purposes only.)

Service type	City and/or Route #	Day	Rides*/ rev hr	Subsidy* per ride	Cut-off Line of threshold
UL	S 4	Saturday	29	\$1.77	
UL	S 3	Sunday	29	\$1.74	
UL	S 8	Saturday	31	\$1.73	
UL	S 3	Saturday	28	\$1.67	
UL	S 8	weekday	36	\$1.64	
UL	M 2	Sunday	28	\$1.64	
UL	M 28	Saturday	31	\$1.64	
UL	M 23	Saturday	34	\$1.61	
UL	M 9	Sunday	31	\$1.60	
UL	M 8	weekday	34	\$1.59	
UL	M 7	Sunday	29	\$1.58	
UL	S 9	Saturday	33	\$1.57	
UL	M 12	weekday	31	\$1.54	
UL	M 23	weekday	35	\$1.53	
UL	M 6	Sunday	30	\$1.46	
UL	M 19	Sunday	34	\$1.43	
UL	S 3	weekday	37	\$1.41	
UL	S 14	Sunday	34	\$1.39	
UL	S 14	Saturday	34	\$1.31	
UL	M 19	Saturday	42	\$1.25	
UL	M 10	Sunday	43	\$1.25	
UL	M 19	weekday	40	\$1.24	
UL	M 20	weekday	38	\$1.21	
UL	M 14	Sunday	40	\$1.20	
UL	M 7	weekday	41	\$1.13	
UL	M 22	Sunday	41	\$1.13	
UL	S 14	weekday	43	\$1.11	
UL	M 28	weekday	42	\$1.06	
UL	M 4	weekday	41	\$1.05	
UL	M 7	Saturday	42	\$1.02	
UL	M 9	weekday	43	\$1.01	
UL	U of Minn - L	weekday	43	\$1.00	
UL	M 14	Saturday	41	\$0.99	
UL	M 6	Saturday	38	\$0.99	
UL	M 22	Saturday	44	\$0.98	
UL	M 10	weekday	49	\$0.94	
UL	M 17	Sunday	43	\$0.94	
UL	M 14	weekday	47	\$0.94	
UL	M 22	weekday	49	\$0.94	
UL	U of Minn - C	weekday	41	\$0.92	
UL	M 5	Sunday	52	\$0.89	
UL	M 2	Saturday	43	\$0.86	
UL	M 2	weekday	45	\$0.83	
UL	M 21	Sunday	51	\$0.80	
UL	M 16	Sunday	44	\$0.80	
UL	M 17	Saturday	47	\$0.78	
UL	M 18	Sunday	49	\$0.75	
UL	M 6	weekday	48	\$0.74	
UL	M 18	weekday	52	\$0.70	
UL	M 5	Saturday	59	\$0.68	
UL	M 18	Saturday	54	\$0.66	
UL	M 10	Saturday	55	\$0.66	
UL	M 16	Saturday	50	\$0.66	
UL	M 17	weekday	51	\$0.66	
UL	M 5	weekday	59	\$0.63	
UL	M 21	Saturday	61	\$0.56	
UL	M 16	weekday	59	\$0.51	
UL	M 21	weekday	65	\$0.50	
		Avg	33	\$2.07	

CHAPTER V
FOSTERING A COMPETITIVE TRANSIT
ENVIRONMENT

Chapter V

Fostering a Competitive Transit Environment

Introduction

The Metropolitan Council recognizes that each market area within the metropolitan area has unique transit needs, and the service delivery methods should be flexible to best meet those needs. One major emphasis of the Transit Redesign plan is to provide the appropriate type and frequency of transit service to each market area in the region. In an environment of tight financial resources it becomes more important to maximize the efficiency of the services delivered to the public. The region has a responsibility to ensure that the public receives:

1. The greatest amount of usable service within the financial resources available.
2. The best possible utilization of existing regional resources (both capital and operating).
3. Services which are delivered with consistent quality.

In order to address these responsibilities, the region should foster a transit environment where transit delivery and support services can be evaluated for effectiveness, and alternatives employed if needed. National and local experience have shown that transit solutions should be adaptable to meet the diverse needs of their constituency. The diverse demographic and travel patterns within this metropolitan area are best served with a wide range of transit service alternatives. The optimal range of transit services should include a mixture of appropriate sized vehicles, service delivery methods, and providers.

The overall objective of creating a flexible (and cost-effective) transit system, should be developed with a series of well coordinated, and consistent action steps. The first step in the process is the adoption of regional service design and performance standards. Standards should provide the consistent framework from which operational and financial decisions are based. The second step should be the development and testing of service delivery alternatives. Each alternative, (whether evaluating vehicle type, provider, or service delivery method) provides not only an opportunity to diversify transit services, but also a challenge to do so in a manner that will result in a net improvement for the transit customer. It is important to balance the attractiveness of the lowest possible cost, with service quality issues which makes the service attractive to existing and prospective customers.

The Council has identified three major areas of concentration in facilitating a flexible, cost-effective transit system. They include:

1. A competitive environment for a variety of transit delivery providers.
2. A regionalization of the bus fleet.
3. An effective regional structure for transit support services.

To gain maximum benefit, regional decisionmakers should evaluate individual issues for the potential impact on each area of concentration. Failure to do so could result in incremental savings in one area at a much greater cost in another. For example, it is possible for the region to

contract a certain amount of transit delivery service from one provider to another, resulting in an incremental operational savings. If the region did not have the flexibility to reallocate the capital resources (i.e.: buses) between the two providers, the operational savings may be offset by an increase in the capital expenses needed to provide the services. Similarly, in the effort to improve coordination and avoid duplication of staff resources, the Council should clearly identify which support services should be decentralized at the transit provider level, and which services should be centralized at a regional level.

Competitive Transit Delivery

The Council seeks to contain the regional cost of providing transit services while maintaining a consistent quality of service. In an environment of inadequate financial resources, the Council must either eliminate some transit services, or seek to provide certain services in a different (more cost-effective) manner. It may be possible to preserve some transit service by reducing the cost of providing the service. One alternative to service elimination is to seek a reduction in the cost of providing the service through the competitive bidding process. There are several legal, operational and financial issues that must be addressed if the region were to expand its use of the competitive bidding process in transit service delivery. Three critical issues need to be addressed immediately. They are:

1. How much service should be competitively bid?
2. What transit services make the most sense to competitively bid?
3. How do we assure a seamless and quality regional transit system in a more decentralized operating environment?

In the assessment of how much service should be competitively bid, the region should strive for maximum utilization of existing equipment, facilities and staff. For example, the region should not contract service that would result in acquiring new vehicles, if it would result in the under-utilization of similar sized vehicles that are part of an existing fleet. Due to federal labor protection provisions on vehicles purchased with federal grants, (Section 13(c) of the Federal Transit Act) it is recommended that the level of competitively bid services initially be limited by the number of vehicles funded with regional capital bond dollars. This pool of vehicles, which can be re-assigned from one provider to another, is known as the "regional fleet" concept. There are approximately 100 regionally financed 40' buses in the current Metropolitan Council Transit Operations (MCTO) fleet, that could be available for use by other providers. In addition any new vehicle, regardless of size, purchased with regional bonds should be considered as part of the regional fleet.

Current services that have not performed within regional subsidy per passenger performance standards, have been identified as primary candidates for competitive bidding. Long distance peak express services tend to be the best candidates for the competitive contracting process, as these types of services are the most difficult to recycle (or use for multiple trips) during a single peak period. Consequently, the net cost of providing long distance express service is high when compared with other types of service. The regional priority for competitive contracting should be the peak express services that are effectively transporting an adequate number of customers,

(passengers per revenue hour) but are failing to do so within the current subsidy per passenger standards. Figure V-1, illustrates how two express services, carrying a similar number of customers per hour can have significantly different subsidy per passenger averages, primarily due to the length of the route.

New or restructured service, particularly in transit market areas III and IV, (which are best suited to small or medium sized vehicles) are also considered logical candidates for the competitive contracting process. A typical example of this type of service would be the creation of a suburban circulator that would provide timed-transfer service to a suburban hub location.

It is recommended that the first phase of competitive contracting implementation begin in September, 1996. (See Chapter VIII; - 1996-1997 Transit Redesign Action Plan) Competitively bid service packages should be of adequate size to attract the most interest from potential providers. Prior to the actual implementation it is recommended that the region implement a contracting process which identifies clear and consistent performance expectations for providers.

It is recommended that all Metropolitan Council administered competitive bidding processes be open to all interested providers. To assure a clear separation of the regional role of the broker of service and the provider of service, the Metropolitan Council Transit Operations should not be a direct administrator for transit service contracts for new or restructured services. The Metropolitan Council will assume the primary role as the administrative broker for regional transit services. However, expertise from each side of the organization should be used in the prioritization of service needs, developing service plans, and identifying the contractual requirements for successful implementation.

Regional Bus Fleet

In order to gain maximum benefit from *Transit Redesign* recommendations, the region should move towards initiating a regional fleet in 1996. The development of a regional fleet would:

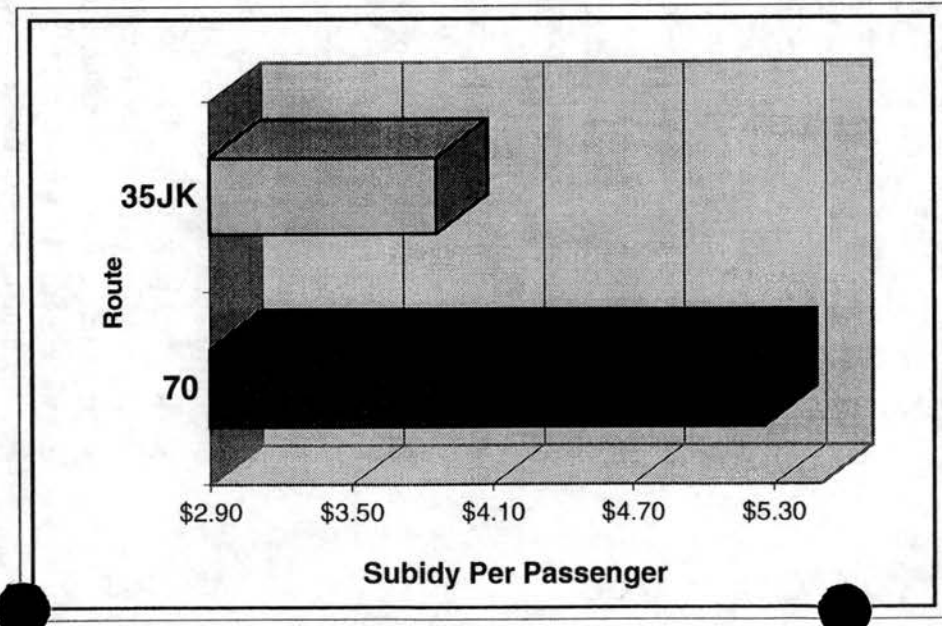
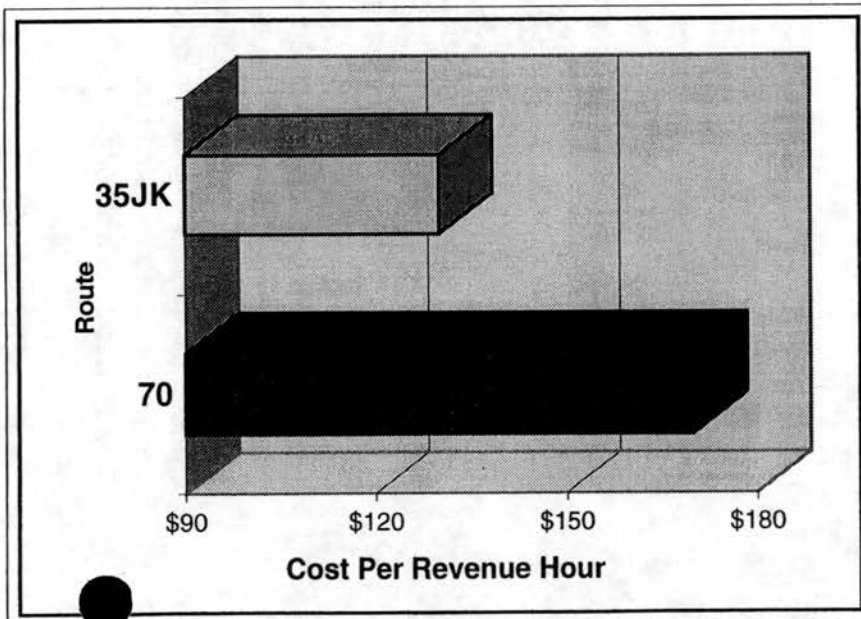
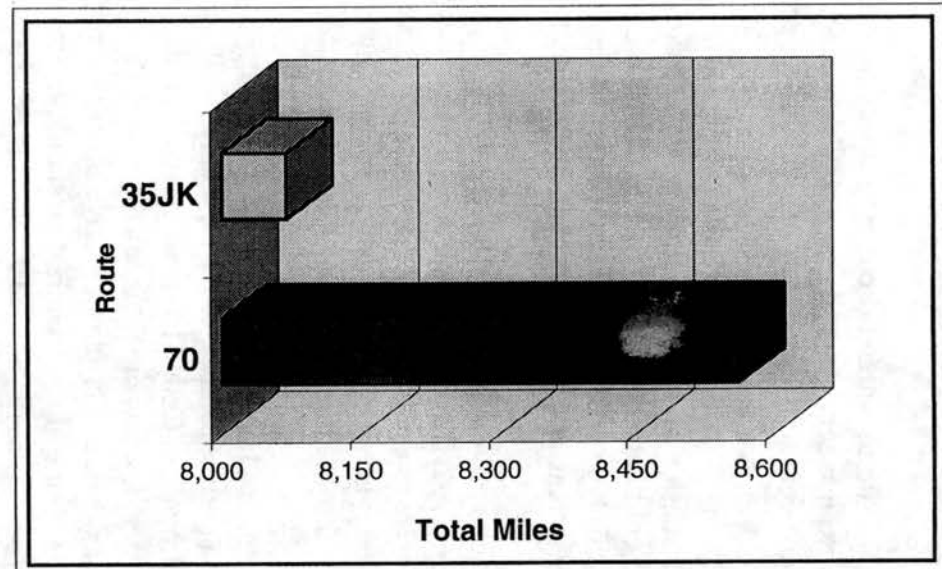
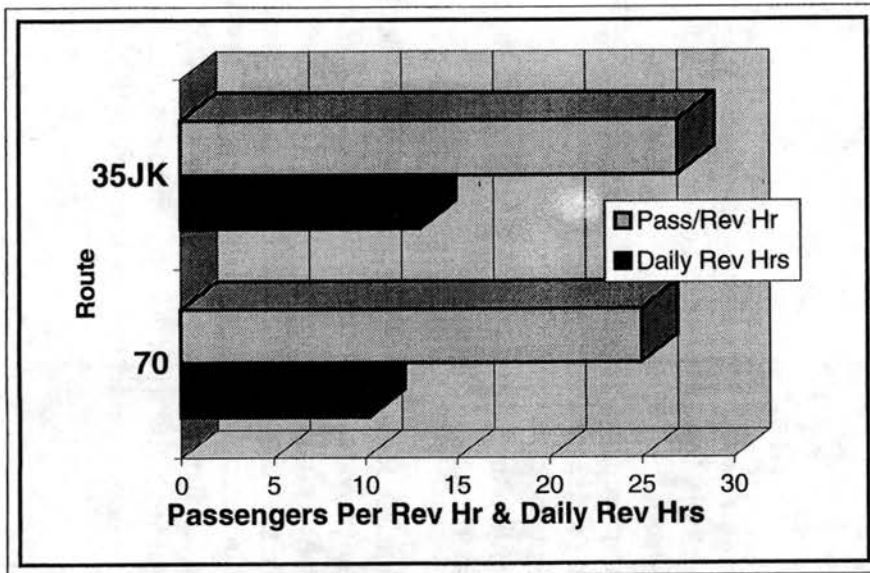
1. Help stabilize the regional bonding requirements.
2. Provide equipment equity for all service areas within region.
3. Allow for control of redeployment and disposal decisions.
4. Provide option of longer amortization time frame for vehicles beyond contract period.
5. Provide a standardization of equipment and base level amenities.

Currently most private providers are responsible for obtaining the number of vehicles required by contract specifications. Typically, a private provider will recover the cost of the vehicle over the length of the contract (usually 2-5 years). At the end of the contract period the region has paid for the cost of the vehicle but does not own the asset outright. Over an extended period of time it is probable that the region will have paid for some vehicles more than once. In the effort to minimize the regional equipment expense, standard size buses used for contracted service are often older, rehabilitated models. Consequently, customers that happen to patronize service that is contracted to a private provider will often have an older (and perhaps less reliable) vehicle

Figure V - 1

Comparison of Peak Express Routes

Routes 35JK and 70



over an extended period. If the region owned more of the vehicles needed for operation, it could adopt a capital replacement plan that better fits its available resources.

In practical terms a regional fleet will allow the flexibility of changing providers without incurring a capital cost penalty. It will also allow the region the flexibility to change the vehicle type on an individual route or service in response to changing demand. For example, if a certain express trip in one area had an average load of 44 customers, all the customers could be guaranteed a seat. However, if demand grew and the average customer load increased to 60, the region could either add another 40' bus and effectively double the operational cost while decreasing the per bus productivity, or replace the vehicle with an articulated bus and accommodate the demand without adding significant operational expense.

Due to several operational challenges associated with the successful implementation of a regional fleet concept, it is recommended that the concept be implemented on a pilot program basis in 1996. The initial pilot program will be limited to standard 40' buses. However, the region should expand the regional fleet concept to include all types of vehicles that have an average life expectancy of 7 or more years. Vehicles with short life expectancy would likely only operate within a single contract period (most contracts being 3-5 years), reducing the probability that the vehicles would be re-assigned to another provider. It is strongly recommended that individual communities not own vehicles (purchased with regional funds) that have an average life expectancy of 7 or more years.

Prior to implementation, the region needs to develop an operational plan that addresses the maintenance and bus part requirements for the regional fleet vehicles. Each vehicle type and manufacturer has unique parts and maintenance requirements. Individual providers are not familiar with maintenance requirements of all makes of buses. Therefore, it is important for regional vehicles to be allocated to providers in adequate package sizes to ensure that the vehicles are incorporated as part of their overall fleet, rather than treated as an anomaly. In the near term, issues such as maintenance guidelines, parts procurement and allocation, and staff training resources will need to be resolved by the region. It is recommended that the MCTO Equipment Maintenance Division, while soliciting input from other providers, be responsible for the development of this operational plan. It is further recommended that a routine mechanical audit process be part of the plan.

In the longer term, issues such as standardization of bus components, vehicle types and replacement schedules will need to be resolved by the region.

An Effective Regional Support Service Structure

Effective transit service extends beyond transit delivery on the street. Several administrative and operational support functions are required to ensure product quality. Given the regional objectives of expanding the types of transit services available and increased decentralization in transit provision, it becomes more important to redefine the roles of various regional support services. One objective of *Transit Redesign* is to create a diverse transit system that is "seamless" to the customer. The transit customer should not need to know the actual provider of

a regional service in order to access that service. Therefore, it is important that support services are delivered in a consistent, coordinated manner that avoids unnecessary duplication. Council staff has identified twenty seven regional support services or opportunities that should be reviewed for effectiveness in a decentralized operating environment. Each service should be evaluated using a standard decision-tree process (See Figure V-2). The key issues include:

1. Is the support service necessary? If yes,
2. Should the support service be provider-based or centralized? If centralized,
3. Should the service be contracted or regionally provided? If regionally provided,
4. Should MCTO or Met Council administer the service?
5. How should the service be administered within the Met Council or MCTO structure?

Some support services may be best provided from more than one source. For example, while it may be desirable to have regional engine rebuilding capability at MCTO's Overhaul Base, it may also be beneficial to have some engines rebuilt by private providers. In this example, having the flexibility to adjust to work-load or market conditions is more important than absolute centralization or decentralization. It is recommended that some services be available to all providers as part of a regional purchasing co-operative. For example, many consumables are less expensive (on a per unit basis) when purchased as part of a larger contract. Individual transit providers should be given the option to purchase consumables as part of a larger regional contract, or buy independently.

Table V-1 lists the support services that should be reviewed for effectiveness in a decentralized transit operating environment. As part of this review process, consideration should be given to the appropriate level of resources needed for each service. Final recommendations will be presented to the Metropolitan Council by the end of the first quarter, 1996.

Figure V-2

Regional Support Service Decision Tree

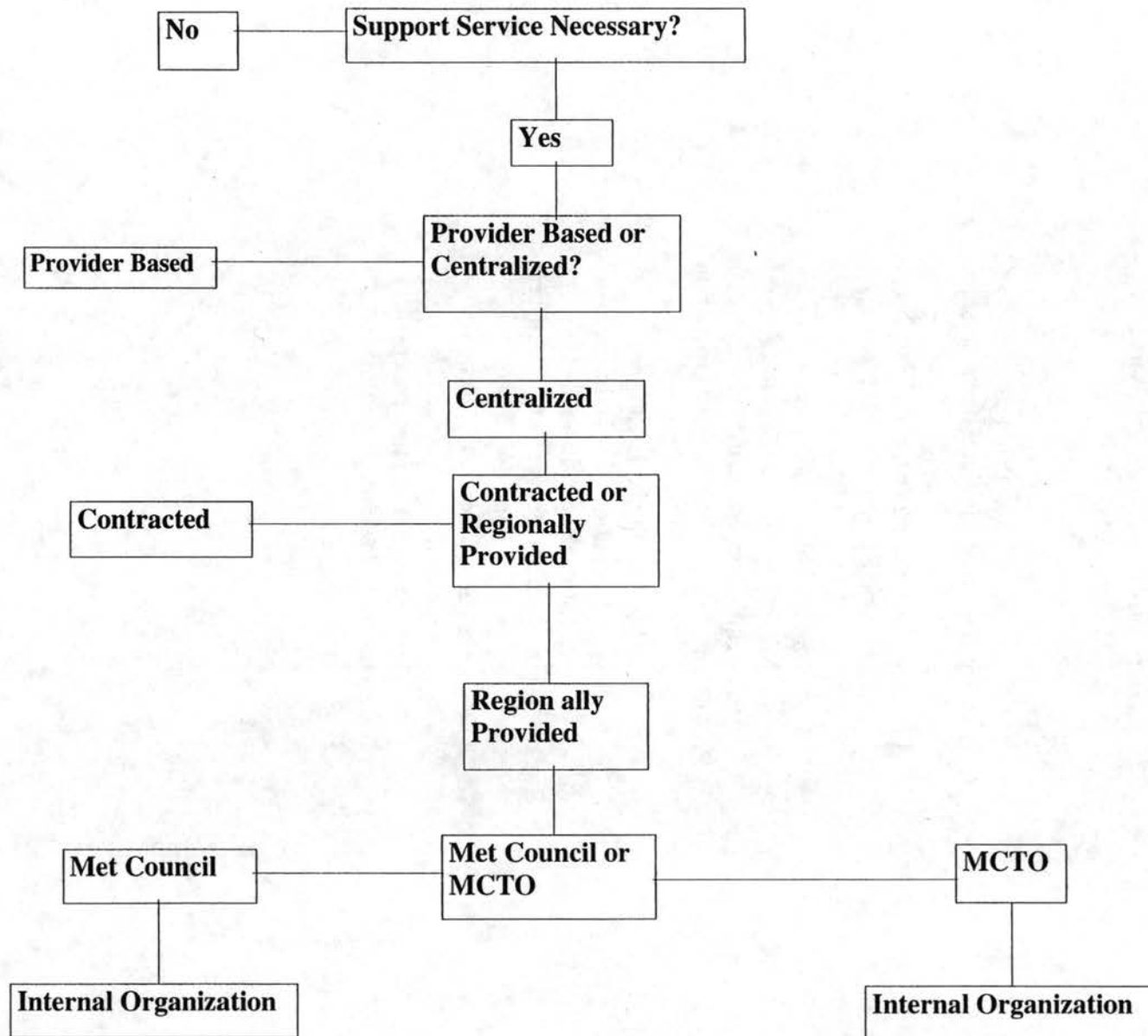


Table V-1
Regional and Provider Based Support Services

Complaint Investigation and Resolution
Contracts Auditing and Administration
Control Center Function - Fixed Route
Consumables Contracting with Vendors
Convenience Fares
Customer Relations Intake
Drug Testing
Garage Dispatching
Facility Design and Project Management
Hiring
Insurance Contracting or Claims Handling
Localized and Region-Wide Marketing
Lost and Found
Major Vehicle Maintenance
Minor Vehicle Maintenance
Parts Acquisition, Storage and Delivery
Pocket Schedule and Shelter Sign Production
Police
Safety Supervision
Service Planning and Scheduling
Street Supervision
System Infrastructure Improvements (Team Transit)
Training
Transit Information Center
Transit Stores
Ongoing Facility Maintenance
Paratransit Dispatching/Coordination

CHAPTER VI
COMMUNITY INVOLVEMENT IN TRANSIT

Chapter VI

Community Involvement In Transit

Introduction

An effective transit system is important to the region not only for the services it provides but also as an important component to a balanced transportation network. Continual changes and growth within the metropolitan area requires that transit adapt to remain viable. The regional challenge is to move from a "product-oriented" view of the transit business which casts the region as providers of bus/ridesharing services; to a "customer-oriented" perspective which defines the region as a provider of transportation solutions with decisions made from the perspective of the customer.

Consumers in the 1990's have become more educated and discerning, with more options than ever before. The metropolitan area has a comparatively affluent population and suffers from relatively little traffic congestion or parking problems. People have options and will utilize those which most conveniently meet their needs. The general public knows about the availability of transit in this metro area, and surveys indicate one in three have used transit at least once in the past twelve months. The reasons most often cited by non-riders who had been our customers are related to convenience and better options becoming available--namely cars. Thirty-eight percent of non-riders report that they might ride if the system were easier to understand.

Thus, establishing a process to better meet the transit needs of the communities within the metropolitan area is not only desirable but essential if the products and services are to meet the expectations of the public. A strong customer/community involvement process provides for: better designed and utilized service; a quality check on performance; and a broader transit advocacy base. In addition, a community involvement process should lead to more sound decision-making and improves the prospects of implementation of transit improvements.

The current service development process employed by regional providers of transit services does not adequately address the concept of customer or community input. The process relies heavily on the traditional public hearing and assorted peer-review techniques to solicit customer input and approval for service development issues.

The purpose of this proposal is to highlight the four basic premises of a community involvement process and describe their importance in yielding better decision making. The overriding principle is that input from the customer must come both sooner and more often in the process than it does today with more evaluation points throughout the course of the development.

Through increased community involvement, the primary result will be a more responsive and effective transit system in terms of both type and quality of service. There are several objectives that will assist in reaching this goal. They include:

Improved Public Feedback

Through improved public feedback processes, there can be more responsive planning and operation of transit services. The transit customer and the community at large will be empowered to offer critical input in the design and operation of the service. Through greater grass-roots support, a consensus can be built in determining the provision of transit in a variety of different markets.

Increased feedback from the public will allow transit providers to respond to customer needs on a day to day basis. Alternative service types can be incorporated based on customer input and community planning consistent with local transportation goals and objectives.

A More Informed Public

It is essential that communities in the metropolitan area understand the relationship between the concentrations and land use development, transit's effectiveness within varying types of development patterns, and the appropriate levels and types of service based on development concentrations. In addition transit customers and communities need to gain a better understanding of the approved service evaluation process for transit services within the region. Metropolitan Council planning, marketing and communication staff, and others who deal with the public, will need to provide this information to customers, potential customers, city planning staff and businesses making location decisions. As understanding of these concepts increases, communities can determine, based on a variety of alternatives, what transit services best fit their local needs within the concept of a regional system. Transportation planners will need to offer a variety of options to the public. Some options may need to meet local service objectives, some options will need to meet regional needs.

The public needs to be aware that there are costs associated with providing transit service and that there are limited resources available. As local decision makers and the riding public examine transportation options, costs must be incorporated into the evaluation process and consensus building.

Partnerships with Communities and Local Government

The Metropolitan Council must develop strong partnerships with local governments for input on transit planning as it relates to the needs of the local communities, current and future developments, as well as other issues that impact transit usage. Ownership in the transit system must begin with the Metropolitan Council. However, individual communities or clusters of communities must take part in the ownership of the transit system.

The Metropolitan Council should continue to refine and incorporate a timely and responsive process that will allow for service changes to take place. The process must seek input from riders, non-riders, and community leaders.

Increased Advocacy For Transit

If all of the aforementioned items can be accomplished, support for transit should be improved as a result.

Objective

The development of a process which guarantees customer and community involvement in all critical stages of the service development process to ensure the ultimate end product meets the needs of the community and builds transit advocacy within the region.

Four Basic Pieces

Scope

Partners

Opportunities

Methods

Scope

The optimal level of community involvement is highly dependent on the scope of the project. The magnitude of the undertaking determines who will be involved, how and when they will be used, and what tools will be utilized to solve the problem or maximize the opportunity.

1. **Major Changes** - such as corridor reconstructions, route introductions or eliminations.
2. **Minor Changes** - such as schedule, branch or stop adjustments.
3. **Monitoring and Feedback** - to insure the system continues to meet the needs of a changing environment.
4. **Advocacy** - Involving the community as partners grants them equity in the system and ultimately makes them champions of the system.

Partners

The composition of the community involvement team, as with scope, is dependent on the type and magnitude of the problem or opportunity which needs to be addressed.

1. **Customers**
2. **Community Stakeholders**
3. **Employers/Businesses**
4. **Transit Providers**
5. **Metropolitan Council...and other public officials**

Opportunities

The opportunity to incorporate community involvement can be found at several phases of the service development process.

- 1. Problem Identification**
- 2. Analysis and Evaluation of Alternatives**
- 3. Recommendations**
- 4. Implementation**
- 5. Follow-Up Evaluation**
- 6. Partnership**

Methods

The tools used to solicit community involvement are many and varied. The ultimate methods used to gather community input and support are dependent on which phase of the project the TEAM is focusing its efforts.

- 1. Customer Feedback** - used primarily for problem identification. Tools used to gather customer feedback include; customer satisfaction surveys, comment cards, Listening Post, Customer Relations Department staff, Customer Advocates and drivers. The region should implement an annual "report card" in which customers rate all aspects of regional transit service.
- 2. Task Forces and Advisory Committees** - used primarily to develop alternatives for transit delivery options within one or more communities. Community representatives, transit customers and other interested parties would be formed to identify needs and propose preferred options.
- 3. Project-Specific Solicitation** - used primarily for analysis and evaluation of developed alternatives. This may take the form of opinion surveys, focus groups or customer interviews.
- 4. Public Hearings** - used to gain community and customer feedback on recommended action. This process should be designed to solicit feedback from individuals or groups which have not been part of the formalized steps above.
- 5. Maintaining Relationships** - used as an ongoing mechanism for continued involvement in the planning and operations of transit services. In order for transit services to remain viable beyond initial implementation, service expectations, performance results and ongoing needs should be shared between the region, the service providers, customers and communities in which the service operates.

CHAPTER VII
TRANSIT FINANCING

Chapter VII

Transit Financing

Background:

The debate over the role of transit in this region represents one example of a larger societal re-assessment of priorities. Today, every public subsidized service is being scrutinized to ensure that the populace is receiving a fair return on the investment, and that the service has future relevance. To a large extent, Transit Redesign represents the regional commitment to providing transit services in a more cost-effective manner. Major elements of the plan are focused at improving the ways transit services are delivered throughout the region. Other parts of the plan represent external but related changes that will need to occur if transit is to have long-term relevance in this metropolitan area. However, in a very real sense, the ultimate determination of the future relevancy of transit will depend on the commitment to finance transit services (or to allow transit different ways to finance its own operations).

The question of how to finance transit in this metropolitan area has been the focus of considerable policy debate over the past several years. This issue has gained increased urgency in the past two years as traditional sources of transit financing have been strained. Federal operating assistance has been virtually eliminated in the past year, representing an annual loss of approximately \$10 million, or 7% of the regional transit operating budget. Property tax revenues have been growing slower than the rate of inflation for most parts of the metro area. State general fund allocation has grown considerably in the past year, but is not dedicated, and therefore subject to significant annual fluctuations. Transit fares have increased steadily in the past six years, albeit at the cost of losing 4-5% of its riders with each increase.

The impacts of strained transit financing has been felt on the streets during the past two years. Since September 1994, the number of regionally supplied peak hour buses has been reduced by 9.0%. The 1996 work plan, based on current revenue estimates would require an additional 4.5% service reduction. The Metropolitan Council Transit Operations 1996 Budget is predicated on reducing service as fast as driver attrition will allow. Service reductions planned for mid to late 1996 implementation would result in the elimination of certain routes that have operated within regional performance standards. Unless transit funding stabilizes, the region will be forced to continually eliminate service without a significant opportunity to re-invest in new or restructured services.

Transit Redesign is fundamentally a service re-investment strategy. Some elements of the plan call for the reduction in the service currently available in some parts of the metropolitan area. The resources saved from unproductive or duplicative services would be re-invested in areas that have unmet needs. It should be noted however, the restructured parts of the current system will not equal the new whole. If the region intends to have a competitive and attractive transportation alternative to the automobile, new levels of transit financing will be required.

Transit Financing in the Metropolitan Area

In 1994 there were four principal components of the regional transit financing picture. They included the property tax, accounting for approximately 44% of the total \$160 million annual operating budget. The second component is the state general operating fund accounting for approximately 20% (or approximately \$32 million) of the total budget. The third is the federal operating assistance which has accounted for approximately 7% (or \$9.6 million) of the total budget. The fourth major revenue source was transit fares, accounting for about 25% (or \$40.4 million) of the total.

By 1995, federal operating assistance was reduced by more than 50%, representing a annual loss of \$5.0 million. In 1996, it is expected that federal operating assistance will be virtually eliminated, representing a significant shortfall in the overall operations budget. The resulting shift in funding has resulted in a transit system that currently relies more heavily on fares, property taxes, and state general appropriations to meet the annual expense. State general appropriations have increased to become a projected 25% of the total regional revenue in 1996. (See Figure VII-1). Even with the significant increase in state funding, the transit system will be reducing service throughout 1996.

The Need for Diversification of Funding Sources

Excessive reliance on these three remaining principal sources of operational funding to meet the regional needs over a longer term is extremely risky. Each of the remaining primary sources of transit revenue in this region have significant limitations:

Property Tax: Transit dedicated property tax has been the source of considerable debate in the past ten years. There are two contrasting philosophies about the source and fundamental purpose of property tax for transit. One philosophy states that property tax represents a regional tax, fundamentally for regional use, which happens to be raised through a local taxing mechanism. The second basic philosophy states that the property tax is fundamentally a locally raised tax, and therefore there should be some direct relationship at a community level between taxes paid and services received. This issue has resulted in considerable tension between urban and suburban transit interests, as well as between regional and local transit priorities.

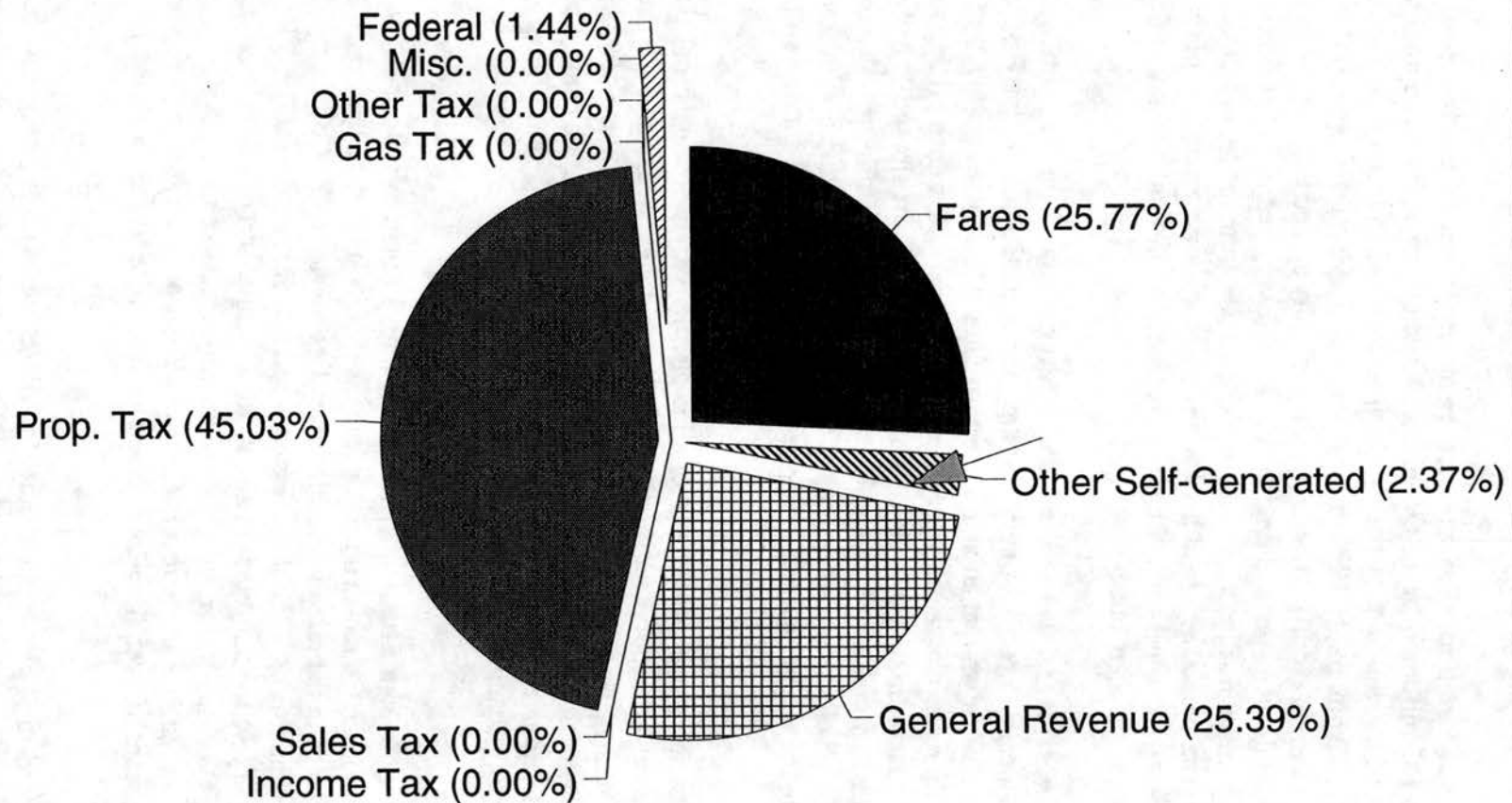
Past legislation, such as tax feathering and replacement services (commonly referred to as opt-outs) have attempted to bridge these philosophical differences. However, because the property tax is such a large percentage of the total transit revenue, issues of equity of service received for taxes paid continue to dominate funding discussions. As Transit Redesign proceeds to change service levels based on performance and market conditions, the relative equity debate could become more pronounced.

The second issue of concern with property taxes is its potential for future growth. Property tax revenue for the majority of the metropolitan region has been relatively flat in recent years. Property tax growth is primarily fueled by new development. The areas of

Figure VII-1

Total Regional Transit Services

Operating Revenue Sources 1996



biggest growth in the past few years have been within the opt-out communities. The property tax base for the rest of the region has been growing at approximately a 2% rate.

State General Fund: In 1995, the state legislature increased regional transit operations funding to \$83 million over the biennium. While this amount was approximately \$10 million less than requested by the region, it represented an increase of \$14 million over the previous biennium. In 1996, it is projected that 25% of the regional transit finances will come from this source. However, it is generally agreed that continued increased funding from the state general fund is not likely. Every year the state finances several social programs and adjusts for unexpected expenses from the general fund. Increased dependence on the state general fund would place a higher percentage of the overall budget in annual competition with other programs, and would be vulnerable to fluctuations in the state budget.

Transit Fares: Transit fares are not only a revenue source for the transit system, but they represent a decision point for many existing and potential customers. Past local experience has shown that an increase transit fares typically results in a 4-5% loss in ridership. Fares as a revenue source must be balanced with transit pricing as an influencing factor in modal choice. If the regional transportation goals include: maintaining regional access and mobility; reducing vehicle miles traveled in single occupancy vehicles; and supporting economic development, decision-makers must be sensitive to the changing of costs in one mode and its potential demand shifts to other modes.

Transit customers (who have transportation alternatives) evaluate their alternatives based on their perceived variable out-of-pocket costs (i.e.: fuel prices, maintenance, parking fees, transit fares etc.). While it is unlikely that transit pricing alone determines modal choice, considering transit fares in a larger regional transportation context could help promote the choice of transit. Conversely, rapidly increasing transit fares without corresponding changes in other modes will result in a reduction in transit usage.

Comparing Transit Financing Sources Among Transit Systems

The Metropolitan Council Transit Operations (MCTO) is by far the largest provider of transit services in the region, annually providing service to 93% of the regional transit ridership, while using 77% of the regional operating expense. The 1995 FTA compilation of operating funding allows for a comparison of similar sized transit systems with MCTO. Among comparable sized metropolitan area transit systems, the Twin Cities are somewhat unique in the revenue source allocation to transit. This region has the highest percent of overall revenue generated from property tax sources. (See figures VII-2 and VII-3).

The comparison of twenty three other transit systems with operating revenues from \$50 to \$300 million annually (see Table VII-1 for system listing and size) shows that only 3 other systems receive any revenue from the property tax base, and that no other system

Figure VII-2

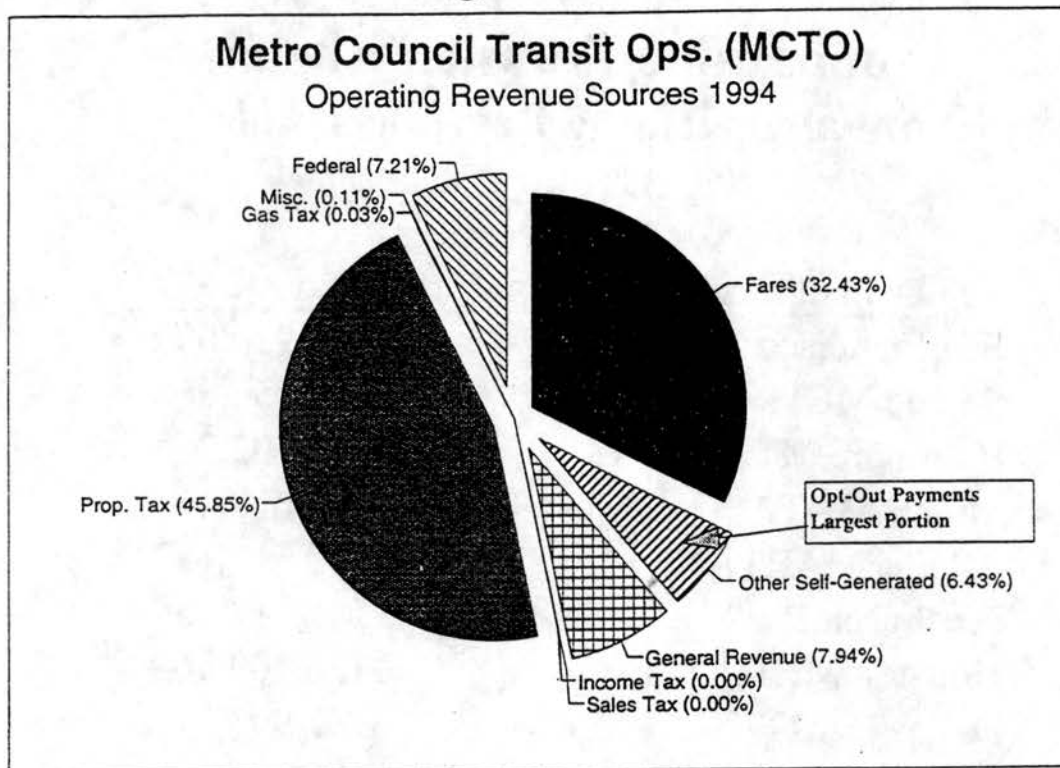


Figure VII-3

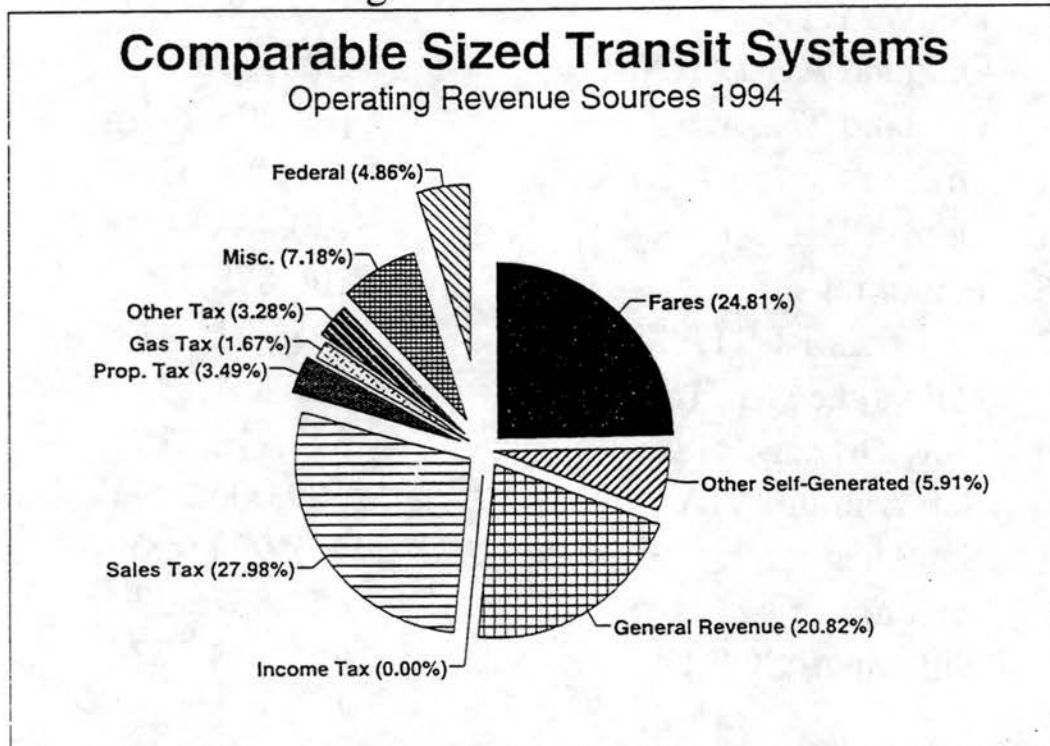


Table VII - 1
Comparable Transit Systems
Annual Operating Revenue Totals
 (1993-1994 data as available)

	Transit System	Operating Revenue
1	San Francisco MUNI	\$275,930,000
2	Seattle METRO	\$225,756,985
3	Baltimore MTA	\$220,192,262
4	Miami MDTA	\$201,610,471
5	Atlanta MARTA	\$200,511,133
6	Pittsburgh PAT	\$191,912,850
7	Houston METRO	\$186,409,367
8	Dallas DART	\$182,993,219
9	Cleveland RTA	\$176,199,728
10	San Jose SCCTD	\$152,648,554
11	Denver RTD	\$136,306,831
12	Oakland AC TRANSIT	\$135,330,638
13	Portland TRI-MET	\$129,205,231
14	Orange County OCTA	\$121,064,638
15	Detroit D-DOT	\$120,488,846
16	Honolulu	\$106,878,556
17	St. Louis BI-STATE	\$97,231,141
18	Milwaukee MCTS	\$87,381,234
19	New Orleans RTA	\$78,278,835
20	San Antonio VIA	\$69,006,229
21	San Diego	\$57,924,900
22	Phoenix	\$51,882,223
23	Cincinnati SORTA	\$51,874,777
	MCTO Comparison	\$132,228,854

depends on property tax for more than 28% of the annual operating revenue. Operating revenue sources for the other systems tend to come from a diverse number of sources with sales tax being the largest single source.

When combining the revenue sources for the 23 comparable sized systems, it becomes clear that sales tax is the largest source of revenue generation. A total of 12 of the 23 comparable sized systems depend on sales tax as a critical part of their annual revenue. When considering only those twelve properties, an average of 49.5% of the annual revenue comes from the sales tax sources.

Gasoline tax is often mentioned as an possible alternative form of transit revenue. However, of the twenty three comparable sized transit systems, only Detroit D-DOT derives any significant revenue from a gasoline tax. Approximately 40% of the Detroit D-DOT revenues come from a state imposed gasoline tax. The Detroit D-DOT system provides mostly regional express service.

Regional Transit Funding Considerations

While most people agree that the region should diversify its transit funding sources, a consensus alternative has not emerged. Transit and major transportation funding needs were evaluated by state and regional policy makers as part of a State Advisory Council on Major Transportation Projects Report (February 1995). The study group's criteria used in evaluating transportation funding alternatives included:

1. Revenue yield and revenue certainty.
2. Equity
3. Public acceptability
4. Constitutional status
5. Influence on travel behavior
6. Environmental
7. Impacts on regional development
8. Impacts on energy consumption
9. Previous local or national experience.

The summary of the report included the recommendation that "The Legislature should authorize the Metropolitan Council to impose a sales tax of up to one-half cent within the seven-county area to fund transit improvement projects currently identified by the Metropolitan Council, to replace general fund metro transit appropriations (other than Metro Mobility) and to replace the metro transit property tax currently levied by the Metropolitan Council."

Figures VII-4 and VII-5 project the transit revenue source pie chart with a one-half, and one quarter cent regional sales tax.

Figure VII-4

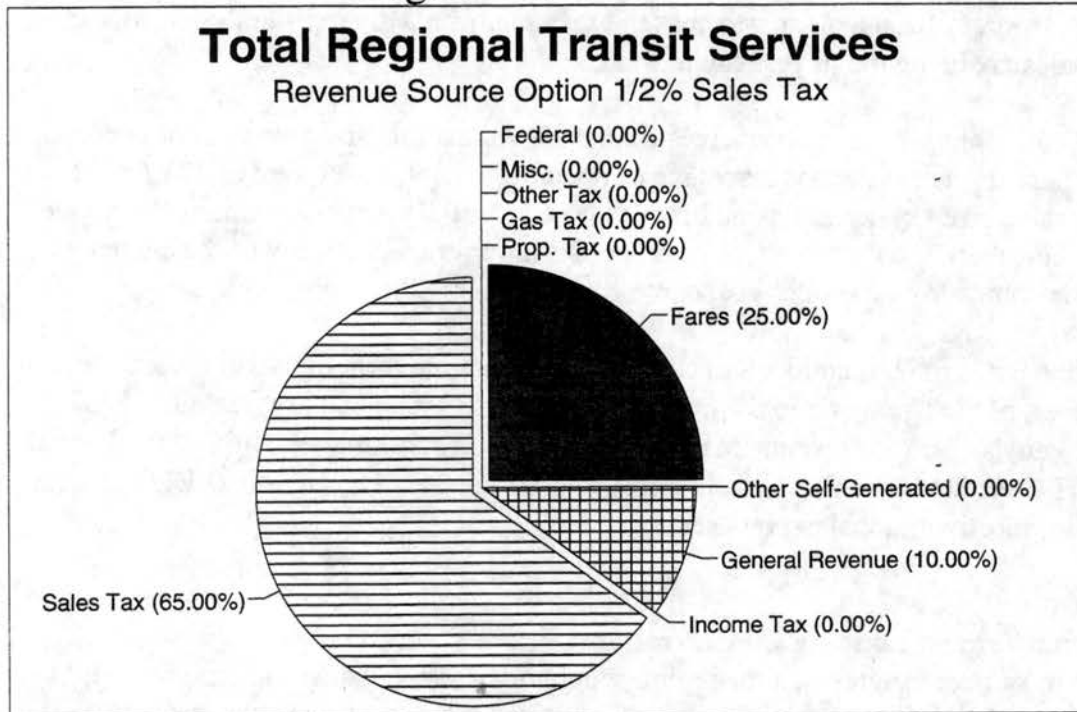
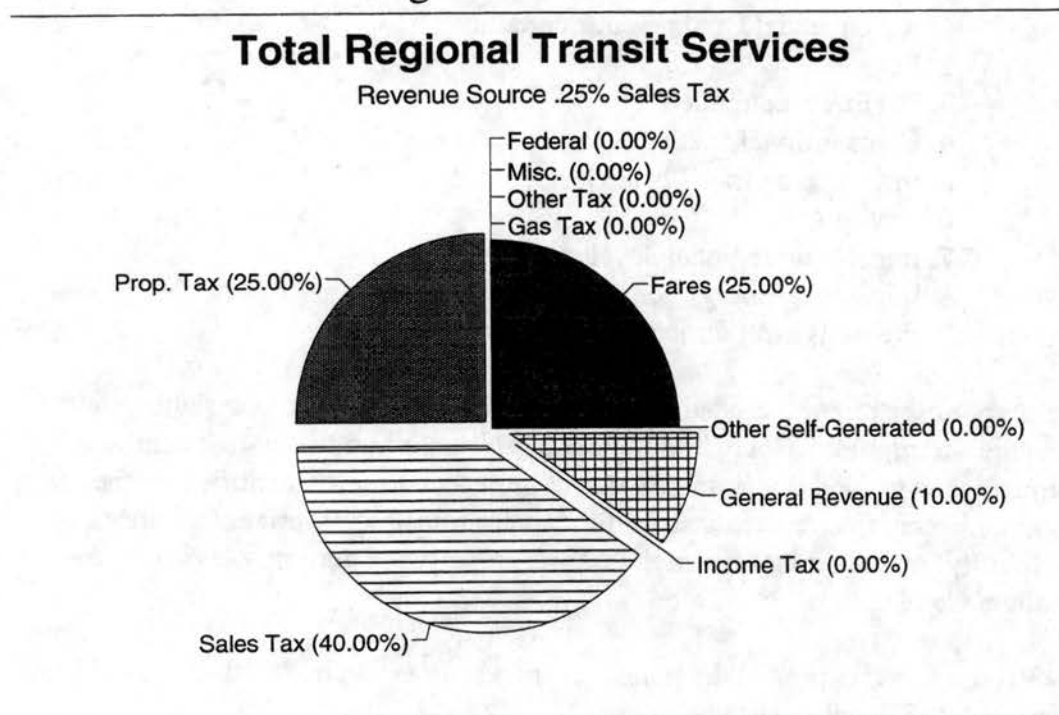


Figure VII-5



Paratransit Financing

Transit Redesign attempts to objectively identify where certain types of transit services should be available within the region. The premise that different transit modes are more appropriate in certain areas should not necessarily mean that certain modes are inherently preferable. In fact, when it comes to financing transit, general service paratransit services have received regional funding on a different allocation basis from other types of transit services. Fixed route and ADA transit services have received regional subsidy up to what should be a regional subsidy threshold. In other words these services have historically received regional subsidy from a zero base to a prescribed level.

General service paratransit services receive regional subsidy on a cost-sharing basis with the affected communities receiving the service. State legislation establishes a subsidy sharing ceiling for rural and small urban services that place a regional contribution at 60-65% of the total net cost. The legislation does not specify a regional funding floor for shared contribution. The net affect of this legislation has been that it is possible for two equally performing services (in terms of subsidy per passenger) but because one service is fixed route, the region will subsidize 100% of the net cost, while the other service will only receive a maximum of 65% regional subsidization.

Transit Redesign proposes changing the general service paratransit financing from a forced cost sharing arrangement between the region and the affected communities to one that is more performance driven. Because of the lack of a regionally observed paratransit fare structure, it is proposed that the paratransit funding methodology be regionally contributed funding for the first \$2.10 subsidy per passenger cost. For subsidy levels above \$2.10 and below \$7.70, the region and the affected communities would contribute on a 50% shared basis. For subsidy levels above \$7.70, the regional share would drop to 0%. If the affected communities determined that the service should continue to operate even with the higher subsidy level, they would responsible for funding the subsidy above \$7.70 at a 100% level.

Overall, this change in the short run should be revenue neutral. Productive services will have all or most of their operating subsidy paid for directly by the region. Unproductive services will contribute a larger share of the total cost of operation. See Table VII-2 for the proposed impacts on the general service paratransit services. There are some programs that provide both general service and ADA paratransit services. Currently, the region does not distinguish between the two services for funding purposes. In the coming months, Metropolitan Council staff will be working with these providers in order to better separate the level of service for funding purposes.

Table VII-2

Regional General Public Paratransit Financing Methodology

Calculates all Programs receiving 100% subsidy up to \$2.10 and 50% from \$2.11 to \$7.70 per passenger.

Paratransit Program	*1994 Sub/Pass	100% up to \$2.10 per Passenger	50% from \$2.11 to \$7.70 Per Pass	(A) Total Met Council Subsidy	(B) Current Met Council Subsidy	Variance (A) - (B)	Current Met Co. Funding as % of Total Expenses	Proposed Met Co. Funding as % of Total Expenses	Proposed Met Co. Funding as % of Net Expenses
Columbia Heights	\$2.10	\$43,014	\$0	43,014	\$33,914	\$9,100	60.00%	76.10%	100%
Hopkins	\$2.13	\$40,505	\$289	40,794	\$34,752	\$6,042	58.21%	68.33%	99%
STEP	\$5.78	\$6,722	\$5,890	12,612	\$11,100	\$1,512	60.00%	68.17%	68%
Westonka	\$6.20	\$25,456	\$24,850	50,306	\$31,715	\$18,591	38.47%	61.02%	67%
Carver County	\$7.50	\$75,476	\$97,041	172,517	\$124,332	\$48,185	43.02%	59.70%	64%
Linwood Volunteer	\$7.85	\$6,947	\$9,262	16,209	\$15,796	\$413	57.53%	59.03%	62%
NEST	\$4.02	\$64,953	\$29,693	94,646	\$97,412	(\$2,766)	60.00%	58.30%	76%
Hastings	\$4.35	\$56,933	\$30,500	87,433	\$78,618	\$8,815	48.96%	54.45%	74%
Lake Area Bus	\$6.85	\$39,225	\$44,362	83,587	\$94,770	(\$11,184)	60.00%	52.92%	65%
Scott County	\$10.25	\$100,626	\$134,168	234,793	\$119,519	\$115,274	23.95%	47.06%	48%
Delano	\$13.48	\$13,950	\$18,600	32,551	\$55,019	(\$22,468)	58.98%	34.89%	36%
Anoka County Volunteer	\$12.62	\$15,141	\$20,188	35,329	\$23,500	\$11,829	23.10%	34.73%	39%
Senior Transportation	\$11.73	\$17,711	\$23,615	41,327	\$47,000	(\$5,673)	38.49%	33.85%	42%
Total			\$438,458	\$945,118	\$767,447	\$177,670			

*Lake Area Bus figures are based on 1995 projections and include paratransit services only.

CHAPTER VIII
1996/1997 TRANSIT REDESIGN ACTION PLAN

Chapter VIII

1996-1997 Transit Redesign Action Plan

Overview

The ultimate success of Transit Redesign can be measured by the changes occurring over the next two years. The plan prioritizes service delivery changes, and recommends how to best implement and support those changes. The "Defining the Transit Market" chapter (Chapter II) outlines the process used to determine the levels and types of transit best suited for different parts of the metropolitan area. The second step in the process compared the current service provided throughout the metropolitan area with the market area analysis. This process identified geographic areas in which a "mismatch" exists between service provided and the market analysis recommendations. The comparison resulted in several "project areas" meriting prioritized attention for service changes. Each project has been When determining the implementation schedule for each identified service change project, consideration was given to:

1. The overall financial resources available for transit. In 1996 projects that resulted in net reductions or savings were prioritized. Projects that involved re-investment of operational savings or a significant increase in service were delayed until 1997.
2. The overall scope and complexity of the project.
3. The extent of community and customer participation
4. The necessity of capital improvements, and related timelines;
5. The possibility of competitively contracting the service delivery and related timelines.

Experience has shown that two key factors greatly influence the relative success of a service change project. The first is adequate staff resources to carefully plan the proposed changes. The second is a sound marketing plan to attract a customer base to the new service. It is imperative that adequate regional resources are dedicated to these two areas to optimize the chances for success.

Table VIII-1 (below) provides a recommended timeline for critical projects and activities needed for successful Transit Redesign implementation in the next two years. Certain key activities are outside of the direct scope of Transit Redesign responsibility.

Table VIII-1
Key 1996-97 Transit Redesign Activities

Service Plan Changes

April 1996: MCTO frequency and time of day service reductions; restructure service to Mendota Heights

June 1996: MCTO service reductions and route eliminations; Phase I of U of M and MCTO duplicate service elimination;

August 1996: Develop and coordinate 1997 private provider management and work plans.

September 1996: MCTO service reductions and route eliminations; Northwest Corridor Phase II (including providing different size vehicles and competitively bidding feeder operations); I-394 service restructuring and mode changes; Phase II of U of M and MCTO duplicate service elimination; Restructure service to Woodbury and surrounding areas; Restructure and eliminate duplication in White Bear Lake service area; Competitively contract some express operations

April 1997: Restructure service in Anoka/N.E. Hennepin County using Northtown and Columbia Heights as hubs; Expand timed transfer and explore use of neighborhood circulator service from Hillcrest hub; Restructure localized service in western Bloomington and Edina; Competitively contract some express operations; Implement Eden Prairie hub converting service to more park and ride orientation

June 1997: Phase III of U of M and MCTO duplicate service elimination; restructure service in West St. Paul; Restructure off-peak service in Cottage Grove and surrounding areas; Phase III of Northwest Corridor Plan (dependent on Brookdale Hub development); Restructure service in Northern Ramsey County, including Roseville.

September 1997: Highland hub implementation with timed transfer service; Implement I-35W service plan emphasizing high speed on corridor service tied together with suburban circulators; Implement high speed link between DT Minneapolis and Airport/MOA using Hiawatha corridor; Eliminate duplication of service in Stillwater.

Policy Changes

February 1996: Adopt regional service design and performance standards for non-ADA services; Adopt regional fare policy and recommended fare levels for 1996-97.

May 1996: Adopt regional fleet plan; Create a local initiative transit operations fund; Adopt a regional growth scenario plan.

July 1996: Adopt regional performance standards for ADA and mixed ADA/general public paratransit services; Approve revised paratransit financing plan for 1997.

September 1996: Approve regional capital plan with Transit Redesign priorities; Approve regional parking plan; Approve revised regional property tax feathering

Support Service and Structural Changes

March 1996: Resolve regional transit planning and other support responsibilities for Metropolitan Council administered services.

May 1996: Develop standardized contracting process, with consistent minimal performance expectations.

April 1997: Implement a revised regional route numbering plan, which eliminates duplication and contributes to easier customer comprehension of the regional network.

Legislative Priorities

1996 Session: Recommend increase in operational funding and capital bonding authority; promote diversification of operational funding sources; Revise paratransit funding requirements; Support legislation that links concentrated land-use and transit financing incentives.

1997 Session: Support alternative funding source for transit operations; recommend revised property tax feathering method; Support legislation that links concentrated land-use and transit financing incentives.

Growth Options
for the Twin Cities
Metropolitan Area

A Metropolitan Council Report
to the Minnesota Legislature

January 1996

Adopted by the Metropolitan Council January 11, 1996

Metropolitan Council
Mears Park Centre
230 E. Fifth St.
St. Paul, MN 55101-1634
(612) 291-6359

Publication No. 78-96-003

- The highway system and job location will continue to have major influence on the development pattern. For example, jobs in more outlying suburban locations make previously remote locations, or locations outside of the region, more accessible sites for housing. Those residents need other infrastructure and its maintenance, police and fire protection--the elements of urbanization.
- Fiscal reality, including the increasing costs to maintain infrastructure, less federal and state support, and tax policy that affects the location of development.
- Social issues, such as safety and school quality, which affect the choices people make about where to live.

Three Development Options

Development Options:

- Current Trend
- Concentrated Development
- Growth Centers

This report proposes how the region could accommodate expected growth in three fundamentally different ways. They are envisioned as strikingly different with different underlying assumptions so that choices and policy options are clear⁴. In addition, it is hoped that this will aid in the analysis and development of other combinations or related options. (See Appendix Tables A and B.)

The *Blueprint* calls for the orderly and economic development of the region through the provision of regional services and the creation of a Metropolitan Urban Service Area (MUSA) and a Rural Service Area. In addition, the *Blueprint* directs the region and communities to explore the designation of long-term urban reserve land for potential urbanization over the next 50 years and to preserve agricultural land. The three development options address these requirements in different ways (See Figure 2).

Figure 3.
Growth Option:
Current Trend Development

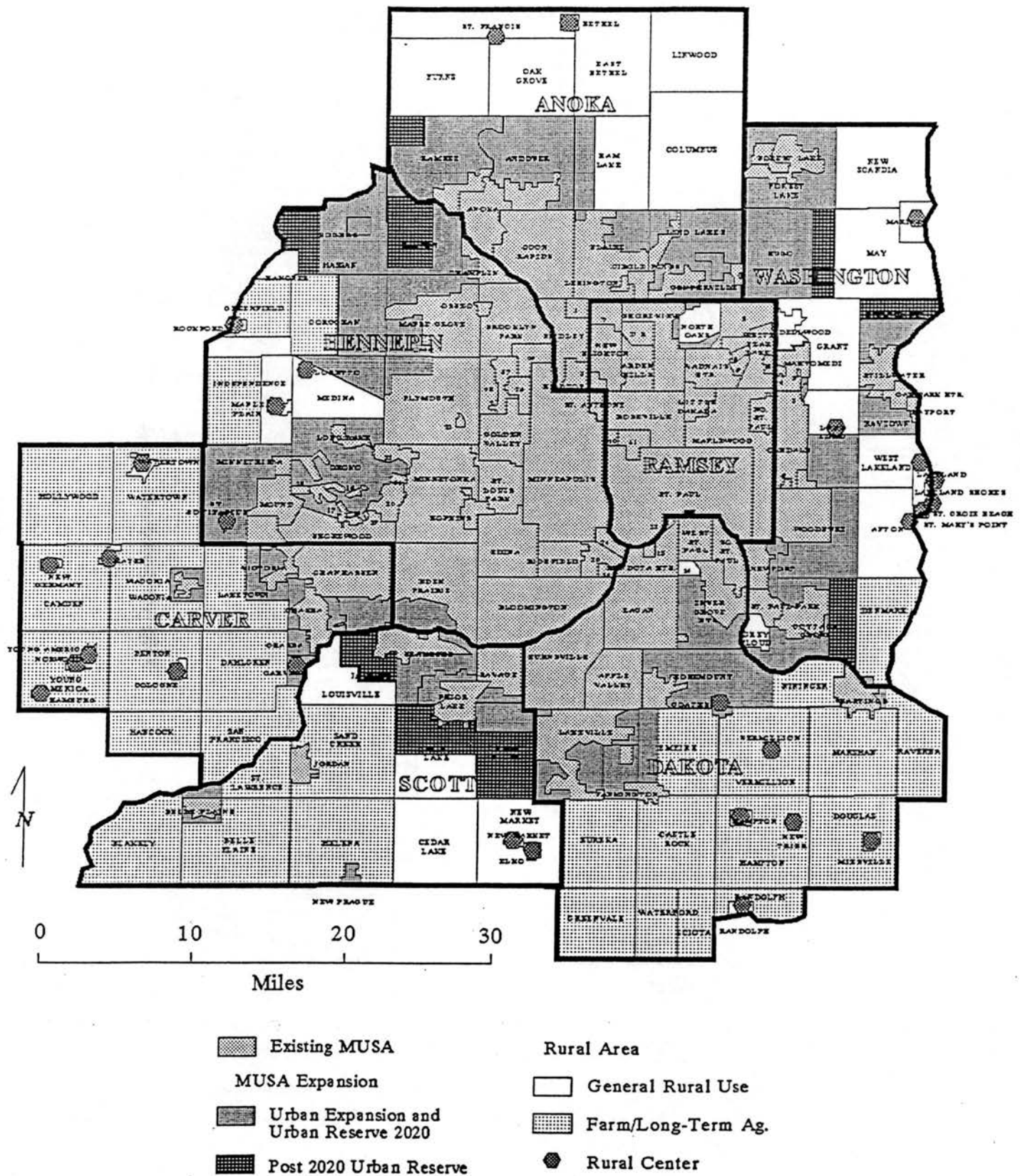


Figure 4.
Growth Option:
Concentrated Development

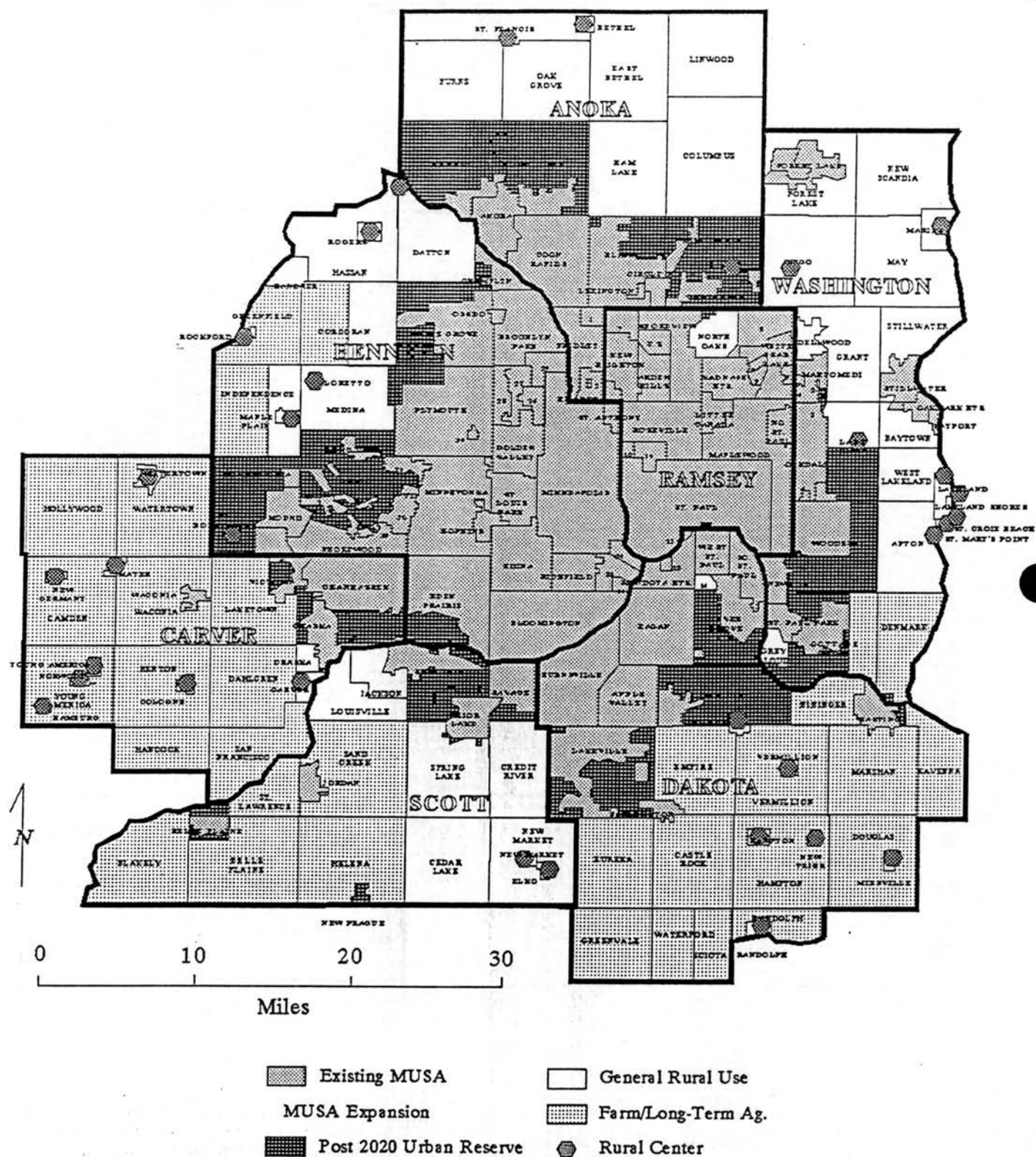
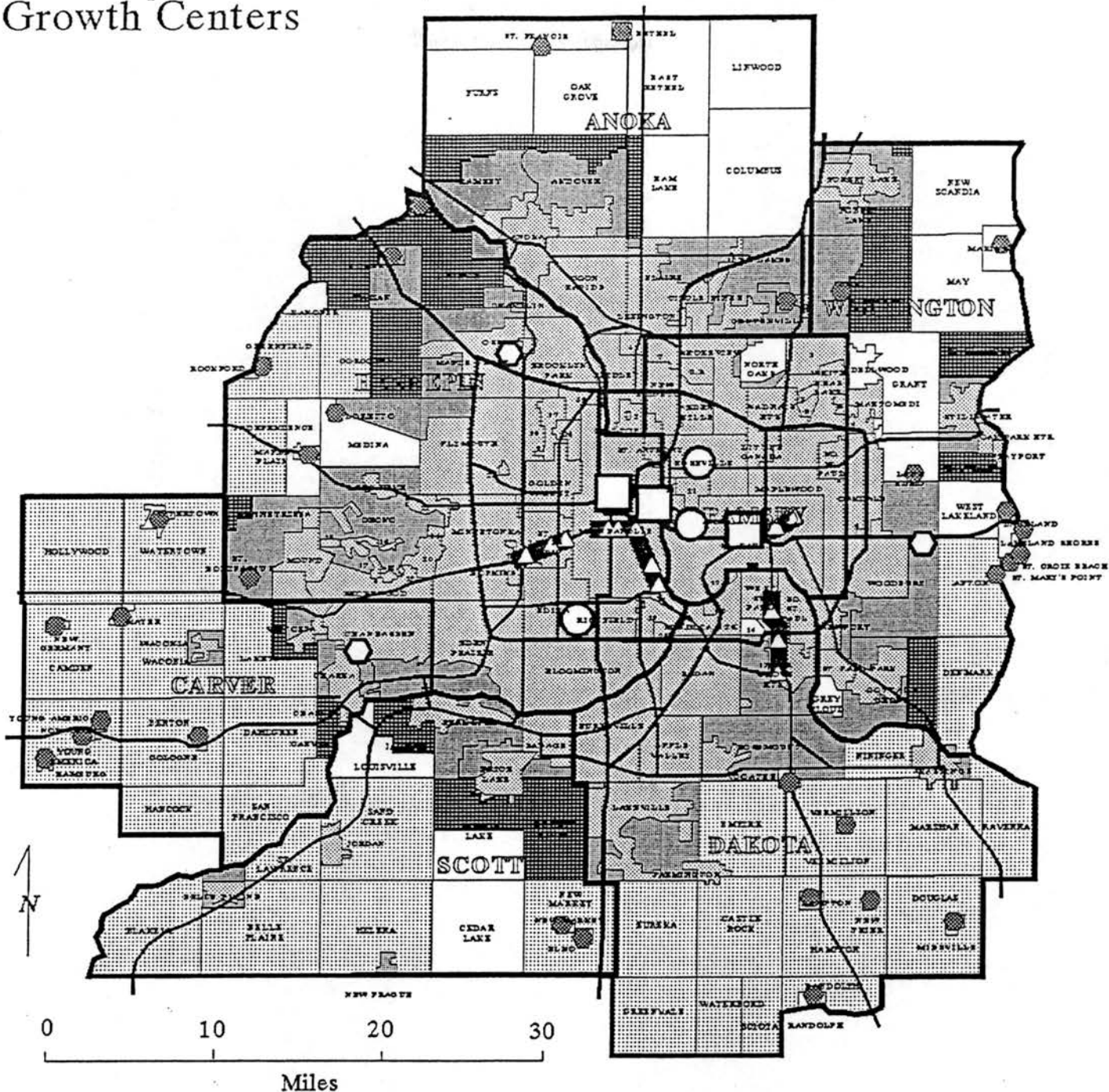
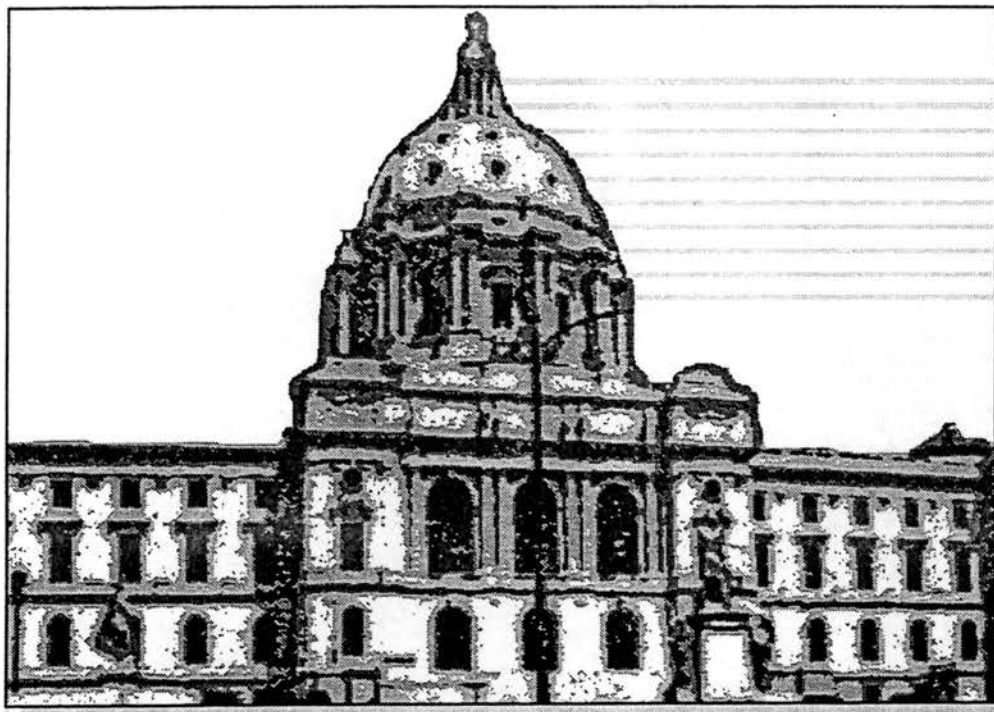


Figure 5.
Growth Option:
Growth Centers



- Metro Centers
- Intensified Mixed Use Centers
- New Mixed Use Centers
- Corridors with Infill Nodes
- Existing MUSA
- Urban Expansion and Urban Reserve 2020
- Post 2020 Urban Reserve
- Rural Area
- Farm/Long-Term Ag.
- Rural Centers

Note: Growth Centers designation is illustrative; actual designation will be made in consultation with local governments.



Metropolitan Livable Communities Law

Chapter 255, Laws of 1995

Context

The law is landmark legislation that will help clean up polluted land, expand housing opportunities and revitalize communities in the region. It represents a policy direction from the state on how to deal with affordable housing issues and provides funds to move from ideas to action. It also has funds for polluted site cleanup and for urban demonstration projects. The legislation uses incentives, not mandates, to accomplish the desired results. It closely parallels the Council *Regional Blueprint* plan, adopted in 1994, in encouraging communities to include housing diversity and choice and in giving priority for regional financial investments to communities choosing to participate.

General Provisions

- Creates a Metropolitan Livable Communities Fund administered by the Council. The size of the fund is yet to be determined. Funds to be placed in the account will come from several sources, including part of a property tax previously levied by the Metropolitan Mosquito Control District, existing Council funds plus funds the Council will levy in future years, and from funds related to Bloomington's fiscal disparities levy originally allocated in 1988 for interest payments on Mall of America highway improvements.
- Communities choosing to participate in the housing activities identified in the law can use the funds to: 1) clean up polluted land to make it available for commercial and industrial development; 2) receive loans and grants for demonstration projects fostering more compact development and encouraging housing diversity and development located close to transit; and 3) work toward achieving affordable and life-cycle housing goals, which are negotiated with the Council.
- Participating communities spend a designated amount to create life-cycle and affordable housing in their community. If they are not meeting their goals by 1998, they must distribute their designated affordable and life-cycle housing funds to their city or county housing authority, or to the Council's fund for distribution to other cities.
- Creates an urban homestead program offering an income tax break to people who move into homes in certain neighborhoods in transition toward blight and poverty.
- Requires periodic reports to legislature on implementing the law's requirements.

Polluted Site Cleanup

- Creates a "tax base revitalization account" for grants to help cities, towns and counties pay for clean up of polluted land in the metro area. Doing so also gives a boost to the urban tax base by making more land available for commercial and industrial development.
- Some of the money to fund the clean up program would come from revenues from the Right-of-Way Acquisition Loan Fund (RALF) levy, which the Council assesses to help local governments purchase rights-of-way needed to build roads. Amounts over and above what is needed for right-of-way acquisitions will go into the "tax base revitalization account." An estimated \$1.8 million is available in 1996.
- Other funds will come from a levy by the Council in an amount equal to the difference between

the area-wide levy certified by the City of Bloomington to cover interest payments on Mall of America highway improvements in tax year 1988 and in the current year, up to a maximum of \$5 million. An estimated \$4.7 million is available in 1996.

- Communities must participate in the law's local housing incentives program to be eligible for funding, and they may use grants from the "tax base revitalization account" as a local match for clean up funds from the Department of Trade and Economic Development.

Making Communities Livable

- Makes loans and grants available to cities, towns and counties that embark on demonstration projects to make their communities more "livable" and who participate in the local housing incentives program.

- The Council, with the help of an advisory committee, will set criteria for determining which projects qualify for funding from the "livable communities demonstration account," based on guidelines provided in the legislation. Demonstration projects eligible for funding from the Council must foster more compact development, housing diversity and development in close proximity to transit and other existing services.

- The Council is authorized to levy a tax up to 50 percent of the current Metropolitan Mosquito Control District's (MMCD) levy. In addition, the account will receive an annual Homestead and Agricultural Credit Aid (HACA) payment equal to 50 percent of what the MMCD receives. An estimated \$4.6 million is available in 1996. \$500,000 will be transferred from this account into the local housing incentives account each year, beginning in 1997.

Affordable and Life-Cycle Housing

- The Council makes grants available to communities working toward affordable and life-cycle housing goals. The Council negotiates housing goals with each participating community. Community participation in the program is voluntary.

- To participate in the local housing incentives program, communities must use their locally generated "affordable and life-cycle housing opportunities amount" on affordable and life-cycle housing in their own communities. The "local housing incentives account" provides dollars the Council will administer throughout the region to help communities reach their affordable and life-cycle housing goals.

Affordable and Life-Cycle Housing Opportunities Account

- The law provides a formula for calculating an annual "affordable and life-cycle housing opportunities" amount for each community. The estimated aggregate sum of all communities' affordable and life-cycle housing during the first year of the program will be approximately \$1.6 million.

- Participating communities that have met negotiated goals may use their locally-generated revenues to maintain existing affordable and life-cycle housing. Participating communities that have not already met their housing goals can keep their locally generated funds to work toward their negotiated housing goals.

- Beginning in 1998, however, participating communities that have not met negotiated housing goals and have not spent a significant portion of their locally-generated funds to create affordable and life-cycle housing opportunities must make one of two choices.

- They must give dollars from their affordable and life-cycle housing opportunities amounts to their city or county housing authorities to create affordable and life-cycle housing opportunities within their communities.

- Communities may choose to give these dollars to the Council's "local housing incentives account" for use by other communities.

- The law allows neighboring communities to work together to provide affordable and life-cycle housing opportunities. It also allows communities to participate in the housing program at any time, even if they were not participating earlier.

Local Housing Incentives Account

- Revenue sources for the "local housing incentives account" include:

- Funds from participating communities choosing to contribute revenues from their "affordable and life-cycle housing opportunities" amount;

- A one-time, \$1 million appropriation from proceeds of solid waste bonds issued by the Council;

- \$500,000 per year from the livable communities demonstration account, beginning in 1997; and

- Beginning in 1998, \$1 million a year from the Council's general property tax levy.

- Beginning in 1998 these sources will generate at least \$1.5 million per year which the Council will use to support local housing initiatives.

- Communities eligible to receive grants from the "local housing incentives account" are those that have not met their affordable and life-cycle housing goals, but are actively funding projects to meet those goals. To receive funding from the account, these communities must provide local matching dollars.

- Communities participating in the housing program may receive grants and loans from any of the three accounts. Those that choose not to participate may not receive funds from any of the three accounts, nor may they receive state grants to help clean up contaminated sites.

- The Council may consider a community's participation in the housing program when making decisions about funding regional investments.

Economic Vitality and Housing Initiative

- The Minnesota Housing Finance Agency may create an economic vitality and housing initiative to provide funds for affordable housing projects in connection with local economic development and redevelopment efforts. The initiative is intended to help ensure the expansion of the economic base and

employment opportunities. In the metropolitan area, the agency and the Council are to confer on the priorities for use of the funds.

Urban Homestead Program

- Law creates an urban homestead program giving state income tax exemptions to people who move into homes in certain declining neighborhoods within the metro area.
- The Council is to designate one or more "urban revitalization and stabilization zones" by September 1, 1995. Anyone who buys and occupies a home within a designated area would receive an income tax break for up to five years, provided they do not move out of the home, sell the house, fail to comply with building codes or are convicted of a felony.
- Maximum exemption for married joint filers is \$15,000; \$10,000 for single filers and \$12,500 for unmarried individuals qualifying as a head of household. The exemption is subject to income limits and phases out for filers with incomes that exceed statutory limits.

Development Pattern Report

- The Council must report to the Legislature by Jan. 15, 1996 on the probable development patterns in and affecting the metro area to the year 2020. The review is to include the present course of growth compared with directed, compact and efficient development, and consider development impacts on the adjacent counties (those in the federal standard metropolitan statistical area or those having five or more percent of its residents commute to jobs in the seven county region).

Timetable

- By Nov. 15 of each year, communities may elect to participate in the local housing incentives program. By Feb. 1 of each year, the Council reports to the legislature on which communities are participating in the program.
- By Jan. 15, 1996, Council is to adopt negotiated community goals for affordable and life-cycle housing.
- By June 30, 1996, communities are to identify actions they will take to meet the goals.
- Beginning Nov. 15, 1996, Council is to issue an annual city-by-city report card on affordable and life-cycle housing in the metro area.
- On Jan. 15, 1998, communities begin reporting to the Council on local expenditures to meet affordable and life-cycle housing goals.
- In Jan. 2003, Council is to prepare a report to the legislature evaluating the law and any recommendations for legislative action.



About the Metropolitan Council

The Metropolitan Council conducts regional planning and operates transit and wastewater collection and treatment services. The Council's responsibilities include:

- conducting comprehensive planning for transportation, environment and community development;
- working with other local units of government to ensure that their planning is consistent with the Council's plans and the plans of their neighboring communities;
- operating the regional wastewater collection and treatment system;
- operating the regional transit system; and
- administering the Metro Housing and Redevelopment Authority.

Upon request, this Metropolitan Council publication will be made available in alternative formats to people with disabilities. Please call the Council's Data Center at 291-8140 or TTY 291-0904.

July 20, 1995

Publication No. 14-95-042



Metropolitan Council

Mears Park Centre 230 East 5th Street St. Paul, Minnesota 55101-1634 (612) 291-6359
Fax 291-6550 TTY 291-0904 Metro Info Line 229-3780

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelauer
Authorized Signature

2/17/96
Date

Board Action Requested

Metro Light Rail Transit Joint Powers Board
1995 Annual Report

DISCUSSION ONLY

Request Justification

See attached report

Budgeting and Accounting

County Attorney

Risk Management

Marlin Johnson 2/20/96
Daniel Martell

Documentation certified complete for:

February 27, 1996

Board Date

Bette Kurysh
Signature

2/22/96

Date

Metropolitan Light Rail Transit Joint Powers Board

1995 ANNUAL REPORT

Metropolitan Light Rail Transit Joint Power Board
Members

John T. Finley, Chair, Ramsey County

Peter McLaughlin, Vice Chair, Hennepin County

Paul McCarron, Secretary, Anoka County

Mary Hauser, Washington County

Paul Krause, Dakota County

Tracy Swanson, Carver County

Dick Underferth, Scott County

1995 Annual Report

The Metropolitan LRT Joint Powers Board (Board) completed its fourth year of operations in 1995. Its member organizations include County Regional Railroad Authorities (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington). Commissioner John T. Finley served as Chair and Commissioner Peter McLaughlin served as Vice Chair. Commissioners Paul McCarron, Paul Krause, Tracy Swanson, Mary Hauser, and Dick Underferth served as Board members.

The year 1995 was an important year for the Board as it changed the focus of its work to assess transit needs and advocate for transit improvements prior to implementation of LRT. This Annual Report will describe the Board's role and summarize the activities and accomplishments of the Board in 1995.

New Focus

The purpose of the Metro LRT Joint Powers Board, as provided for in the agreement executed in 1993, is to coordinate member bodies in LRT-related policy development, planning, legislative activities, and to fulfill its statutory responsibilities relating to LRT.

Acknowledging the likely delays in the implementation of LRT, the Board agreed to expand its mission in 1996 to focus on transit activities and advocacy.

The Board identified several reasons for the change in directions which include:

1. Transit in the metropolitan area is in crisis because of the cuts in federal operating funds and the failure of the State Legislature to commit funding to transit.
2. Welfare reform with its emphasis on returning welfare recipients to the work force will increase demand as transit dependents need transportation to jobs. Similarly, regional efforts to disperse low income housing will add to transit demand.
3. Transit is one of the major underpinnings to the economic development of the region. Major employers are vocally recognizing the need for transit to move their work force.
4. There is a need for a forum for elected county officials in the region to share information, coordinate programs, and jointly provide leadership on transit issues.

5. The focus on transit as well as LRT provides an opportunity to use the technical resources of the regional railroad authorities and the Joint Powers Board to improve transit in the region.

As an initial step in its expanded leadership role of advocating for transit in general, the Board will prepare a transit needs assessment. The needs assessment will:

- examine the Metropolitan Council's Transit redesign for the region
- describe the existing and proposed regional transit system elements
- assess opportunities for improvement (gaps and overlaps) in the system
- identify potential improvements and responsible parties
- develop a recommended plan of action to address the needs, focusing on what the Joint Powers Board, counties, and regional railroad authorities can do.

The report is anticipated to be completed in mid-year, 1996.

Metropolitan Transit Education Committee

Staff of the Board, along with staff of the Metropolitan Council, Minnesota Department of Transportation, Minnesota Valley Transit Authority and County Regional Railroad Authorities continued activities on the Metropolitan Transit Education Plan.

The plan was developed as a result of the Central Corridor community participation plan, and has as a goal increasing the understanding of and use of transit in general for the region.

In 1995, Governor Carlson awarded the Metropolitan Transit Education Committee a Partnership Minnesota Cooperative Public Service Award for its excellence in developing transit education materials. The committee's 1995 work included development of a curriculum for educating fifth through eighth grade students about transit, dissemination of information through displays, and staffing a booth at the Minnesota State Fair.

Interim LRT Transit Linkages

The Board acted as a forum for the discussion of interim transit linkages or improvements that are occurring in LRT corridors as precursors to LRT. Key projects in 1995 included the Northtown transit hub and development of the high speed bus proposal in Dakota County.

Transit Funding

The Board supported transit funding at the 1995 session of the State Legislature, including monitoring a proposed 1/2 cent increase in sales tax in the metro area for transit.

On the federal level, two meetings were held with Grace Crunican, Deputy Director of the Federal Transit Administration to discuss the federal outlook for capital and operating funds for transit.

Transit Plans

The Board heard presentations by the Minnesota Department of Transportation on the statewide transportation plan, the metro transportation plan and toll road proposals. It commented on the state and metro plans.

Members of the Board testified at a hearing on the Metropolitan Council's Transportation Development Guide/Policy Plan amendment and submitted written comments.

Transit Strike

During 1995, the Metropolitan Council Transit Operations experienced a strike by Amalgamated Transit Union (ATU). The Board monitored events and received presentations on the impacts of the strike, both short and long term, on the metro area.

1995 Financial Report

The Board's budget for 1995 was:	<i>\$121,500</i>
Contributions from member counties totaled:	<i>\$ 56,345</i>
The carry-over from 1994 was:	<i>\$ 65,155</i>
Net revenue:	<i>\$ 6,185</i>
1996 budget approved by the Board was:	<i>\$100,000</i>

Metropolitan Light Rail Transit Joint Powers Board
Accounting Summary
For the Period January 1, 1995 through December 31, 1995

	<u>Actual</u>	<u>Budget</u>	<u>Balance Remaining</u>
Revenues:			
Member Contributions (1)	\$121,500.00	\$121,500.00	\$0.00
Other Revenue	<u>6,185.09</u>	<u>0.00</u>	<u>6,185.09</u>
Total Revenues	<u>127,685.09</u>	<u>121,500.00</u>	<u>6,185.09</u>
Expenses:			
Printing/Postage/Miscellaneous	1,796.83	5,000.00	(3,203.17)
Administration/Policy Analysis	19,703.44	31,500.00	(11,796.56)
Legislative Representation	0.00	0.00	0.00
Engineering Costs	0.00	10,000.00	(10,000.00)
Public Information	1,669.12	75,000.00	(73,330.88)
Contingencies	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total Expenses	<u>23,169.39</u>	<u>121,500.00</u>	<u>(98,330.61)</u>
Revenues less Expenses:	<u>\$104,515.70</u>	<u>\$0.00</u>	<u>\$104,515.70</u>

Metropolitan Light Rail Transit Joint Powers Board
Reconciliation of Fund Balance
For the Period January 1, 1995 through December 31, 1995

Fund Balance: Beginning of Year	\$65,155.39
Add: Revenues (Not Including 1994 Carryover)	62,529.70
Less: Expenses	<u>(23,169.39)</u>
Fund Balance: End of Year	<u>\$104,515.70</u>

Note:

(1): Budgeted member contributions includes \$65,155.39 of carryover from 1994.

Metropolitan Light Rail Transit Joint Powers Board
Calculation of Interest Earnings
For the Period January 1, 1995 through December 31, 1995

Month	Beginning of Month Cash Balance	Add Interest Prior Months	Adjusted BOM (with Interest)	End of Month Cash Balance	Add Interest Prior Months	Adjusted EOM (with Prior Months Interest)	Average of Adjusted BOM + EOM Cash Balances	Hennepin County Earned Interest Rate	Days in Month	Interest Allocation	Total Interest Y-T-D
January	65,155.39	0.00	65,155.39	65,155.39	0.00	65,155.39	65,155.39	5.42%	31	299.93	299.93
February	65,155.39	299.93	65,455.32	65,318.42	299.93	65,618.35	65,536.83	5.80%	28	291.59	591.52
March	65,318.42	591.52	65,909.94	109,774.56	591.52	110,366.08	88,138.01	5.54%	31	414.71	1,006.23
April	109,774.56	1,006.23	110,780.79	115,906.57	1,006.23	116,912.80	113,846.80	5.74%	30	537.11	1,543.34
May	115,906.57	1,543.34	117,449.91	115,906.57	1,543.34	117,449.91	117,449.91	5.95%	31	593.52	2,136.86
June	115,906.57	2,136.86	118,043.43	115,906.57	2,136.86	118,043.43	118,043.43	6.18%	30	599.60	2,736.46
July	115,906.57	2,736.46	118,643.03	113,342.16	2,736.46	116,078.62	117,360.82	6.06%	31	604.04	3,340.50
August	113,342.16	3,340.50	116,682.66	112,121.01	3,340.50	115,461.51	116,072.08	5.93%	31	584.59	3,925.09
September	112,121.01	3,925.09	116,046.10	111,034.24	3,925.09	114,959.33	115,502.71	6.05%	30	574.35	4,499.44
October	111,034.24	4,499.44	115,533.68	109,778.08	4,499.44	114,277.52	114,905.60	5.93%	31	578.71	5,078.15
November	109,778.08	5,078.15	114,856.23	107,747.66	5,078.15	112,825.81	113,841.02	6.10%	30	570.76	5,648.92
December	107,747.66	5,648.92	113,396.58	98,643.64	5,648.92	104,292.56	108,844.57	5.80%	31	536.17	6,185.09
									<u>365</u>	<u>6,185.09</u>	

Interest previously credited to JPB: (313.03)
Interest revenue to be credited effective 12/31/95: 5,872.06

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4
=

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helsingaer
Authorized Signature

2/20/96
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

See attached: (1) positions of the Metro LRT Joint Powers Board on transportation
(2) transit-related legislation tracking sheet

Budgeting and Accounting

County Attorney

Risk Management

Mark Johnson 2/20/96
Paul MacArthur

Documentation certified complete for:

February 27, 1996

Board Date

Bette Kuysh
Signature

2/22/96

Date

RESOLUTION

Metropolitan Light Rail Transit Joint Powers Board

Date: February 7, 1996

No: 2-7-96-1

Page 1 of 2

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board is concerned about the impasse in funding for transportation in the metropolitan area; and

WHEREAS, Transit fares have increased, transit routes and services are being reduced, and patronage is decreasing as a result of funding shortfalls; Now, Therefore, Be It

RESOLVED, That:

1. The Metropolitan LRT Joint Powers Board supports the Metropolitan Council's request for an additional \$10 million for operating funds for regional transit operations for FY 1997.
2. The Metropolitan LRT Joint Powers Board supports regional bonding authority necessary to complete the second and third years of the Metropolitan Council's capital program in order to avoid the loss of federal matching funds.
3. The Metropolitan LRT Joint Powers Board ratifies its previous position in support of a sales tax on gas to be dedicated for public transportation.
4. The Metropolitan LRT Joint Powers Board supports a 1/2 cent state sales tax dedicated to public transportation.
5. The Metropolitan LRT Joint Powers Board supports a constitutional amendment that provides for a portion of any increase in the gas tax to be dedicated for public transportation; and Be It Further

RESOLVED, That

6. The Metropolitan LRT Joint Powers Board supports a distribution formula for county state aid highway funds to more adequately reflect usage and needs.
- 1

RESOLUTION

Metropolitan Light Rail Transit Joint Powers Board

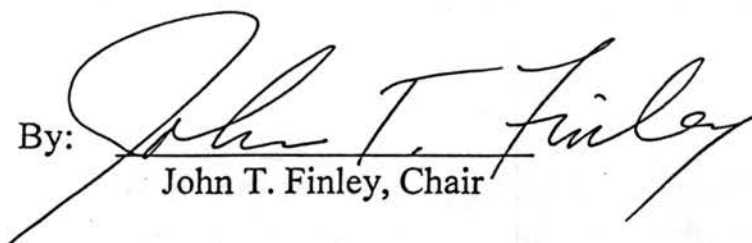
Date: February 7, 1996

No: 2-7-96-1

Page 2 of 2

	YES	NO	OTHER
McLaughlin (Vice Chair) Hennepin County	X		
McCarron (Secretary) Anoka County	X		
Hauser Washington County	X		
Krause Dakota County	X		
Siegfried Carver County	X		
Underferth Scott County	X		
Finley (Chair) Ramsey County	X		

By:


John T. Finley, Chair

1996 Transit Legislation

Ramsey County Regional Railroad Authority

Bill No./Author	Subject	Status	Comments
SF 1829 Mondale and other bills that are identical HF 2481 Brown	Prohibits construction of new air- port; requires construction of limited access transitway along Hiawatha Avenue	<i>Senate:</i> Referred to Metro and Local Government <i>House:</i> Referred to Metro and Local Government	
SF 2459 Ranum HF 2502 Wagenius	Proposes constitutional amendment to allow up to 15% of gas tax funds to be used for transit; increases and indexes gas tax	<i>Senate:</i> Referred to Transportation <i>House:</i> Referred to Transportation and Transit	
SF 2505 Pappas HF 2839 Garcia	Proposes constitutional amendment to allow increases in gas tax to be used for transit and highways	<i>Senate:</i> Referred to Transportation <i>House:</i> Referred to Transportation and Transit	
SF 2622 Langseth HF 2070 Lieder	Proposes constitutional amendment on MVET for transit; increases gas tax	<i>Senate:</i> Referred to Transportation <i>House:</i> Passed in Transportation and Transit; referred to Taxes	

**1996 Transit Legislation
Ramsey County Regional Railroad Authority**

Bill No./Author	Subject	Status	Comments
SF 835 Pappas	Transit bonding for capital expenditures, excluding LRT	<i>Senate:</i> Passed in Transportation; Passed in Finance; referred to taxes in '95	
HF 1073 Workman (?)		<i>House:</i> Passed in Transportation; Passed in Finance; referred to taxes in '95	
SF 1828 Terwilliger	Gives S.W. metro transit commission more responsibilities	<i>Senate:</i> Referred to Metro and Local Affairs	
HF 2072 Workman		<i>House:</i> Referred to Transportation and Transit	
SF 2212 Frederickson	Governor's supplemental appropriations bill; adds \$6 million for FY 1997 to metropolitan transit appropriations	<i>Senate:</i> Referred to Gov. Op.	
HF		<i>House:</i>	
SF 2139 Johnston	Omnibus transportation bill for transit; increases gas tax	<i>Senate:</i> Referred to Transportation	
HF 2262 Frerichs		<i>House:</i> Referred to Transportation and and Transit	
SF	Establishes task force to coordinate transit and human services issues	<i>Senate:</i>	
HF 2164 Clark		<i>House:</i> Passed in Transportation; passed in Gov. Op.; referred to Rules	

1996 Transit Legislation Ramsey County Regional Railroad Authority

Bill No./Author	Subject	Status	Comments
SF 2712 Pappas HF 2671 Long	Proposes constitutional amendment so that future gas tax increases may be used for highways and transit; prohibits use of property tax for transit	<i>Senate:</i> Referred to Transportation <i>House:</i> Referred to Transportation and Transit	
SF 2313 Ourada HF 2516 Van Engen	Phases in MVET for highways and and transit	<i>Senate:</i> Referred to Transportation <i>House:</i> Referred to Transportation and Transit	
SF 2588 Johnston HF 2676 McElroy	Allows opt out cities to levy for transit	<i>Senate:</i> Passed in Metro and Local Govt.; passed in Transportation; referred to Taxes <i>House:</i> Passed in Transportation; passed in Local Govt.; referred to Taxes	
HF 2796 Tompkins	Allows for more communities to opt out on transit	<i>Senate:</i> <i>House:</i> Referred to Transportation and Transit	
SF 2691 Pappas HF 2949 Long	<u><i>Senate:</i></u> Authorize 1/2 cent metro sales tax for transit; increases gas tax 5 cents per gallon and indexes it <u><i>House:</i></u> Establishes transportation policy; provides \$10 million for transit operations	<i>Senate:</i> Passed in Transportation; referred to Metro and Local Govt. <i>Note -- bills differ in House and Senate</i> <i>House:</i> Passed in Transportation; passed in Local Govt.; referred to Econ. Development	

**1996 Transit Legislation
Ramsey County Regional Railroad Authority**

Bill No./Author	Subject	Status	Comments
SF HF 2099 Tompkins	Proposes constitutional amendment to use MVET for highways and transit	<i>Senate:</i> <i>House:</i> Referred to Transportation and Transit	
SF 832 Flynn HF 1121	5 cent gas tax increase; 1/2 cent metro sales tax for transit; eliminates property tax for transit operating expenses	<i>Senate:</i> Passed in Transportation in 1995 session; referred to Taxes <i>House:</i>	
SF 2266 Mondale HF 2460 Long	\$5 million in planning funds to help local government update comp plans	<i>Senate:</i> Referred to Metro and Local Government <i>House:</i> Referred to Local Government and Metro Affairs	
SF HF 2881 Cooper	Increases gas tax \$.03 and indexes it; % of MVET to transit by constitutional amendment	<i>Senate:</i> <i>House:</i> Referred to Transportation	
SF HF 3069 Workman	Transfers metro county functions to Metro Council	<i>Senate:</i> Referred to Metro Government <i>House:</i>	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

2/17/96
Date

Board Action Requested

- A) Approve the easement to Richard W. Buus for a concrete wall, elevated deck, and deck supports on the Northeast Corridor right of way adjacent to 1510 English Street, St. Paul;
- B) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the easement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 27, 1996

Board Date

Bette Kueyoh
Signature

2/22/96

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a concrete wall, elevated deck, and desk supports attached to the residence at 1510 English Street in St. Paul; and

WHEREAS, The encroaching party, Richard W. Buus, has requested the continued use of this portion of the RCRRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, An easement agreement has been negotiated to provide for the continued location of the encroachments on the Northeast Corridor; and

WHEREAS, The granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now, Therefore, Be It

RESOLVED, That the easement is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

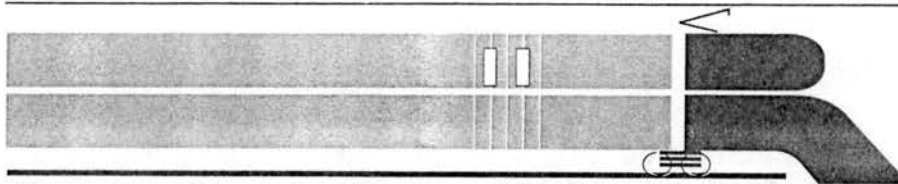
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____

Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Easement agreement, 1510 English Street
Richard W. Buus

DATE: December 6, 1995

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

When the property was acquired by RCRRA, it was subject to various types of private encroachment by neighbors to the corridor. RCRRA staff have been addressing these situations on a case by case basis, using the guidelines as outlined in the Management Plan.

The property at 1510 English Street adjoins the right of way on its westerly side, and is improved with a residence that has been built very close to the property line. A concrete wall, an elevated deck, and deck supports have been built as part of the structure and encroach onto the RCRRA property. These improvements were established without a written agreement prior to RCRRA acquisition of the corridor. The current owner of 1510 English Street, Richard W. Buus, has requested an agreement for the continued use of the RCRRA property.

Because these encroachments are not of a temporary nature, an easement agreement, rather than a temporary permit, has been negotiated with Mr. Buus. The term of the easement is tied to the life of the encroachments, and at the time they are removed or destroyed, the easement will revert to RCRRA. The easement also allows RCRRA to use the premises for any purpose not inconsistent with the use thereof for the location of the encroachments.

The easement ranges from 1.89 to 3.51 feet in width, and is approximately 43 feet in length, for a total area of 117.5 square feet.

This section of the corridor will not be improved with trails during the next few years, and the granting of the attached permit will not preclude future development of the corridor by RCRRA.

The consideration for this easement will be \$100, and is based on the value of the property being encumbered, along with the administrative costs for preparing the easement.

Recommendation:

Approve the easement to Richard W. Buus for the continued location of a concrete wall, elevated deck, and deck supports on the RCRRA Northeast Corridor adjacent to the property at 1510 English Street, St. Paul;

Authorize the Chairman of the Regional Railroad Authority to execute the easement on behalf of the Authority.

KD/blk
Attachments

Easement
Location

Ram. Co. Regional Railroad Authority



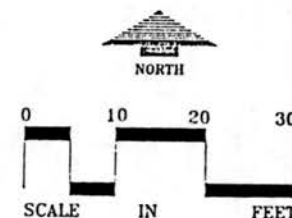
1. o - Denotes iron monument found.
2. ● - Denotes iron monument sel.
3. --- -- -- -- - Denotes wooden fence.
4. · xx · xx · xx · - Denotes Chain-link fence.

Lot 9 and Lot 10, Block 1,
Lakeview Addition No. 1
Ramsey County, Minnesota.

Proposed description for retaining wall

That part of the Northwest Quarter of Section 22, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northwest corner of said Northwest Quarter, thence South 89 degrees 58 minutes 48 seconds East along the north line of said Northwest Quarter a distance of 216.75 feet, thence South 2 degrees 30 minutes 38 seconds West a distance of 1435.45 feet, thence southerly a distance of 391.78 feet along a tangential curve concave to the east having a radius of 22,918.33 feet and a central angle of 0 degrees 58 minutes 46 seconds, thence North 88 degrees 28 minutes 08 seconds West 50.00 feet to a point on the east line of Lot 10, Block 1 Lakeview Addition No. 1, according to the recorded plat thereof on file in the office of the County Recorder, Ramsey County, Minnesota, said point being the point of beginning of the easement to be described, thence South 1 degree 31 minutes 52 thence South 89 degrees 55 minutes 27 seconds East 3.51 feet, thence North 0 degrees 32 minutes 24 seconds West 24.86 feet to the southeast corner of a concrete wall, thence continuing North 0 degrees 32 minutes 24 seconds West along the east line of said wall 18.53 feet to the northeast corner of said wall, thence North 89 degrees 28 minutes 22 seconds West 1.89 feet to the east line of said Lot 10, thence southerly along said east line to the point of beginning.



PAUL R. McLAGAN & SON
MINNESOTA REGISTERED LAND SURVEYORS
6015 CAHILL AVENUE INVER GROVE HEIGHTS MN. 55076

(612)457-3843
Fax (612)457-8842

BOUNDARY SURVEY

FOR RICHARD BUUS

Sheet 1 of 1

DATE 11 AUGUST 1995

(Job. No. 11895

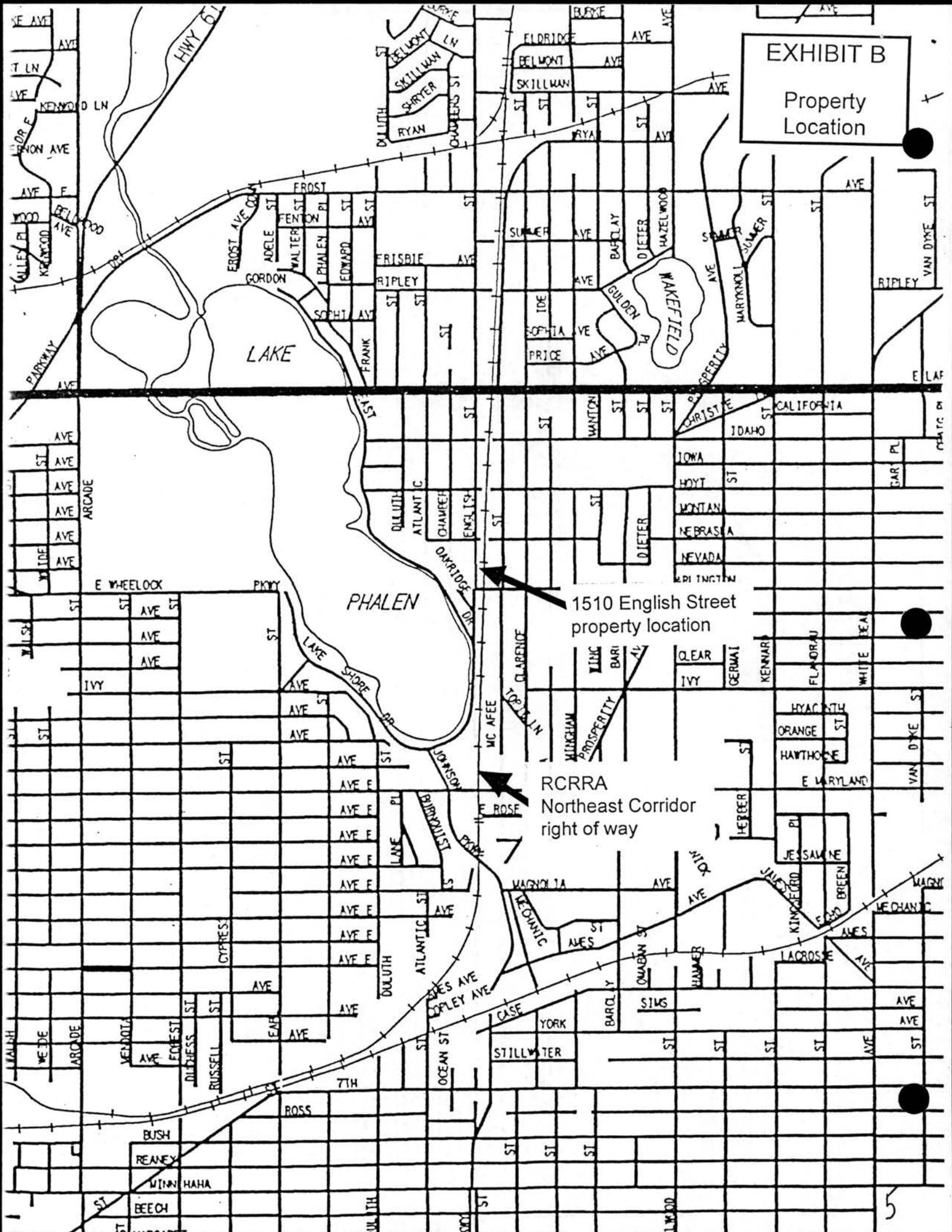
I hereby Certify that this survey, plan or report was prepared by me under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Paul J. McGinley
PAUL J. MCGINLEY R.L.S. MINN. REGISTRATION NO. 18088

Y Revisions

EXHIBIT B

Property
Location



1510 English Street
property location

RCRRA
Northeast Corridor
right of way

EASEMENT

THIS EASEMENT, made this _____ day of _____, 1995, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the Richard W. Buus, party of the second part (hereinafter referred to as the "Grantee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 100 feet in width located between Arlington Avenue and Larpenteur Avenue in the City of Saint Paul, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim deed on file and of record in the office of the Ramsey County Recorder as document number 2693267; and

WHEREAS, the Grantee is the owner of a certain other parcel of land lying adjacent to and westerly of the right of way, legally described as follows:

Lots 9 and 10, Block 1, Lake View Addition No. 1,

upon which a building presently identified as 1510 English Street has been constructed; and

WHEREAS, a concrete wall, an elevated deck, and deck supports (hereinafter the "encroachments") have been constructed as part of the building and partially encroach onto and above the right of way,

NOW THEREFORE, for and in consideration of One Hundred Dollars (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the Grantee an easement for the encroachment of a concrete wall, elevated deck, and deck supports upon and above the property legally described as follows:

That part of the Northwest Quarter of Section 22, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northwest corner of said Northwest Quarter; thence South 89 degrees 58 minutes 48 seconds East along the north line of said Northwest Quarter a distance of 216.75 feet; thence South 2 degrees 30 minutes 38 seconds West a distance of 1435.45 feet; thence southerly a distance of 391.78 feet along a tangential curve concave to the east having a radius of 22,918.33 feet and a central angle of 0

degrees 58 minutes 46 seconds; thence North 88 degrees 27 minutes 54 seconds West 50.00 feet to a point on the east line of Lot 10, Block 1, Lakeview Addition No. 1, according to the recorded plat thereof on file in the office of the County Recorder, Ramsey County, Minnesota, said point being the point of beginning of the easement to be described; thence South 1 degree 31 minutes 52 seconds West 20.87 feet to the southeast corner of said Lot 10; thence South 89 degrees 55 minutes 27 second East 3.51 feet; thence North 0 degrees 32 minutes 24 seconds West 24.86 feet to the southeast corner of a concrete wall; thence continuing North 0 degrees 32 minutes 24 seconds West along the east line of said wall 18.53 feet to the northeast corner of said wall; thence North 89 degrees 28 minutes 22 seconds West 1.89 feet to the east line of said Lot 10; thence southerly along said east line to the point of beginning,

(hereinafter the "premises");

SUBJECT to the following express conditions:

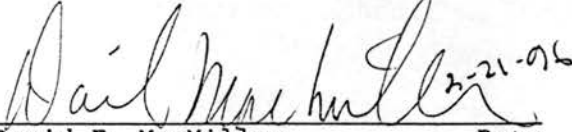
1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of a concrete wall, elevated deck, and deck supports.
2. The Grantee hereby covenants and agrees not to construct any additional structures on or within the premises or right of way, other than a southerly extension of the concrete wall, and further agrees that if the present encroachments located upon and above the premises are at any time in the future removed, razed, relocated, or destroyed, by act of nature or otherwise, no new structure shall be built on the premises, and the easement herein granted shall immediately cease and terminate and without notice or other proceedings on the part of RCRRA, the premises shall, without compensation to the Grantee, revert to RCRRA.
3. The Grantee hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the Grantee's use of the premises pursuant to this easement.
4. The Grantee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises during the term of this easement.
5. This easement is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof.

This easement shall run with the land and inure to the benefit of and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have signed this easement on the day and year first above written.

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

 12-21-96

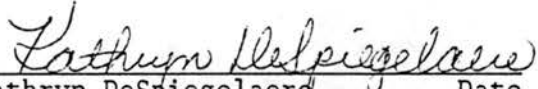
David F. MacMillan Date
Assistant Ramsey County Attorney

By

John T. Finley
Chair

Date

Recommended:

 12/6/95
Kathryn DeSpiegelaere Date
Director of LRT Planning

RICHARD W. BUUS

 12/4/95
Date

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this _____ day of _____, 1995, by John T. Finley, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

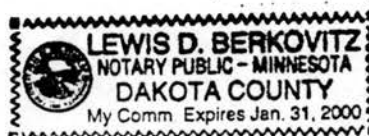
Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 4th day of December, 1995, by Richard W. Buus.



Notary Public



This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: ENE044

611
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Despiegelaere
Authorized Signature

2/17/96
Date

Board Action Requested

- A) Approve the permit to Thomas J. and Darlene L. Ruza for a fence immediately adjacent to their residence at 1619 McAfee Street, St. Paul;
- B) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the permit on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. Despiegelaere with attachment
 - 3) Proposed permit

Budgeting and Accounting

County Attorney

Risk Management

Maureen J. Jones 2/20/96
Debra M. Smith
Devin St. Keph. 2-21-96

Documentation certified complete for:

February 27, 1996

Board Date

Debra M. Smith
Signature

2/22/96

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a fence adjacent to the residence at 1619 McAfee Street in St. Paul; and

WHEREAS, The encroaching parties, Thomas J. and Darlene L. Ruza, have requested a permit for their continued use of this portion of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the future development potential of the corridor for light rail transit or trail use; and

WHEREAS, The consideration for this permit will be \$100 for three years, with the permit fee based on fair market value of the property and administrative costs for issuing it, and the permit may be canceled upon 30 days written notice by RCRRA; Now, Therefore, Be It

RESOLVED, That the permit is hereby approved; and Be It Further

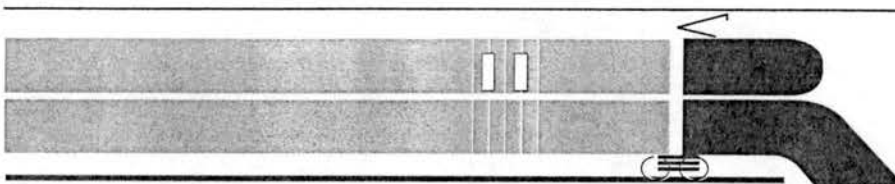
RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Encroachment permit, 1619 McAfee Street
Thomas J. and Darlene L. Ruza

DATE: February 14, 1996

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

When the property was acquired by RCRRA, it was subject to various types of private encroachment by neighbors to the corridor. RCRRA staff have been addressing these situations on a case by case basis, using the guidelines as outlined in the Management Plan.

The property at 1619 McAfee Street is enclosed by a fence which encroaches onto the RCRRA property. This fence was established without a written agreement prior to RCRRA acquisition of the corridor. The owners of 1619 McAfee Street, Thomas J. and Darlene L. Ruza, have requested a permit for the continued use of the RCRRA property.

This section of the corridor will not be improved with trails during the next few years, and the granting of the attached permit will not preclude future development of the corridor by RCRRA.

Page 2

Consideration for this permit will be \$100 per three years, with the permit fee based on fair market value of the property and administrative costs for issuing it, and the permit can be canceled by RCRRA at any time upon 30 days written notice.

Recommendation:

Approve the permit to Thomas J. and Darlene L. Ruza for the continued location of a fence on the RCRRA Northeast Corridor adjacent to their residence at 1619 McAfee Street, St. Paul;

Authorize the Chairman of the Regional Railroad Authority to execute the permit on behalf of the Authority.

KD/blk
Attachments

Property
Location

1619 McAfee Street
property location

RCRRA
Northeast Corridor
right of way

PERMIT

This permit, made this _____ day of _____, 1995, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Thomas J. and Darlene L. Ruza, parties of the second part (collectively hereinafter referred to as "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 100 feet in width located between Arlington Avenue and Larpenteur Avenue in the City of St. Paul, Minnesota (hereinafter the "right of way"); and

WHEREAS, the Permittee is the owner of a certain other parcel of land which lies adjacent to and easterly of the right of way, described as follows:

Lot 1, Block 3, Sylvan Heights Addition,

(hereinafter the "property"); and

WHEREAS, the correct location of the boundary lines of the right of way are as shown upon the plat of survey attached hereto as Exhibit A; and

WHEREAS, the Permittee has constructed or caused to be constructed on the right of way a fence running north and south and enclosing a part thereof with the said property of the Permittee, the location of which fence is correctly shown upon Exhibit A; and

WHEREAS, the Permittee has requested a written agreement to provide for the continued location of the fence upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with the Permittee, provided its future options for developing the right of way are not precluded,

NOW THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. **Admission of No Right.** The Permittee agrees that the correct location of the boundary line between the property and the right of way is as shown upon Exhibit A, which is incorporated by reference and hereby made a part of this permit, and that the fence stands upon the right of way. The Permittee does not now, nor will it hereafter claim any right or title to the right of way by reason of past, present, or future occupancy thereof.

2. **License to Use.** RCRRA agrees that the Permittee may use and enjoy all that portion of the right of way which is presently occupied by the fence and that portion of the right of way between the fence and the property, as shown on Exhibit A (hereinafter the "premises"), subject to the restrictions outlined in paragraph 6 of this permit, and may maintain the fence where it now stands.
3. **Term.** The term of this permit shall be for a period of three (3) years, commencing upon the date here above written.
4. **Consideration.** In consideration of the foregoing the Permittee will pay to RCRRA as rent for the use of the premises, the sum of One Hundred Dollars (\$100.00), as an acknowledgment that the use and enjoyment of the premises is under this permit, and not otherwise. This payment shall be non-refundable should this permit terminate for any reason prior to the end of the three year term.
5. **Termination.** RCRRA may terminate this permit at any time by giving thirty (30) days notice in writing to that effect to the Permittee, and thereupon the Permittee shall immediately remove the fence from the right of way and restore the premises to the satisfaction of RCRRA. If the Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the fence as it sees fit at the expense of the Permittee, without any liability for damages.
6. **Prohibited Uses.** The following uses of the premises by the Permittee are prohibited:
 - a. The construction, installation, or placement of additional walls, fencing, billboards, structures, or physical site improvements of any kind.
 - b. The obstruction of waterways, lines of drainage, or utilities, if any.
 - c. Burning or disking operations to control or kill trees, brush and other vegetation.
 - d. The dumping of any materials whatsoever, natural or manufactured, or the accumulation of junk, debris, or other unsightly materials.
 - e. The use, storage, treatment, transport, manufacture, handling, or production of any hazardous substance.
7. **Taxes.** The Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. **Indemnification.** The Permittee shall hold harmless and indemnify RCRRA, its commissioners, agents, and employees, from and against any and all liability, costs, claims for damages, actions, or causes of action arising out of its use of the premises pursuant to this permit.
9. **Insurance.** In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, the Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of \$300,000. RCRRA shall be added as an additional insured on the policy and a

certificate of insurance evidencing such coverage shall be provided by the Permittee to RCRRA. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.

10. Non-exclusivity. This agreement is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.
11. Assignment. The Permittee shall not transfer, assign, or sublet its interest in this permit without the prior written consent of RCRRA.
12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: PNE049

and to the Permittee at:

Thomas J. and Darlene L. Ruza
1619 McAfee Street
St. Paul, MN 55106-1222

13. Removal. Subject to the provisions of paragraph 5 hereof, it is the intention of the parties hereto that this permit and the covenants herein contained shall remain in force and effect only so long as the present fence shall remain standing upon the right of way; upon the removal or destruction of the fence all rights of the Permittee here agreed upon shall cease.

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day and year first above written.

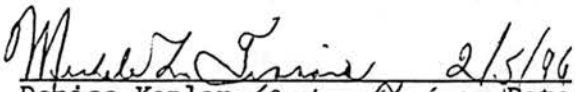
Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY


David F. MacMillan Date
Assistant Ramsey County Attorney

By _____ Date
John T. Finley
Chair

Insurance approved:


Denise Kapler (Acting Director) Date
Risk Management

PERMITTEE:

Thomas J. Ruza 1/29/96
Thomas J. Ruza Date

Darlene L. Ruza 1/29/96
Darlene L. Ruza Date

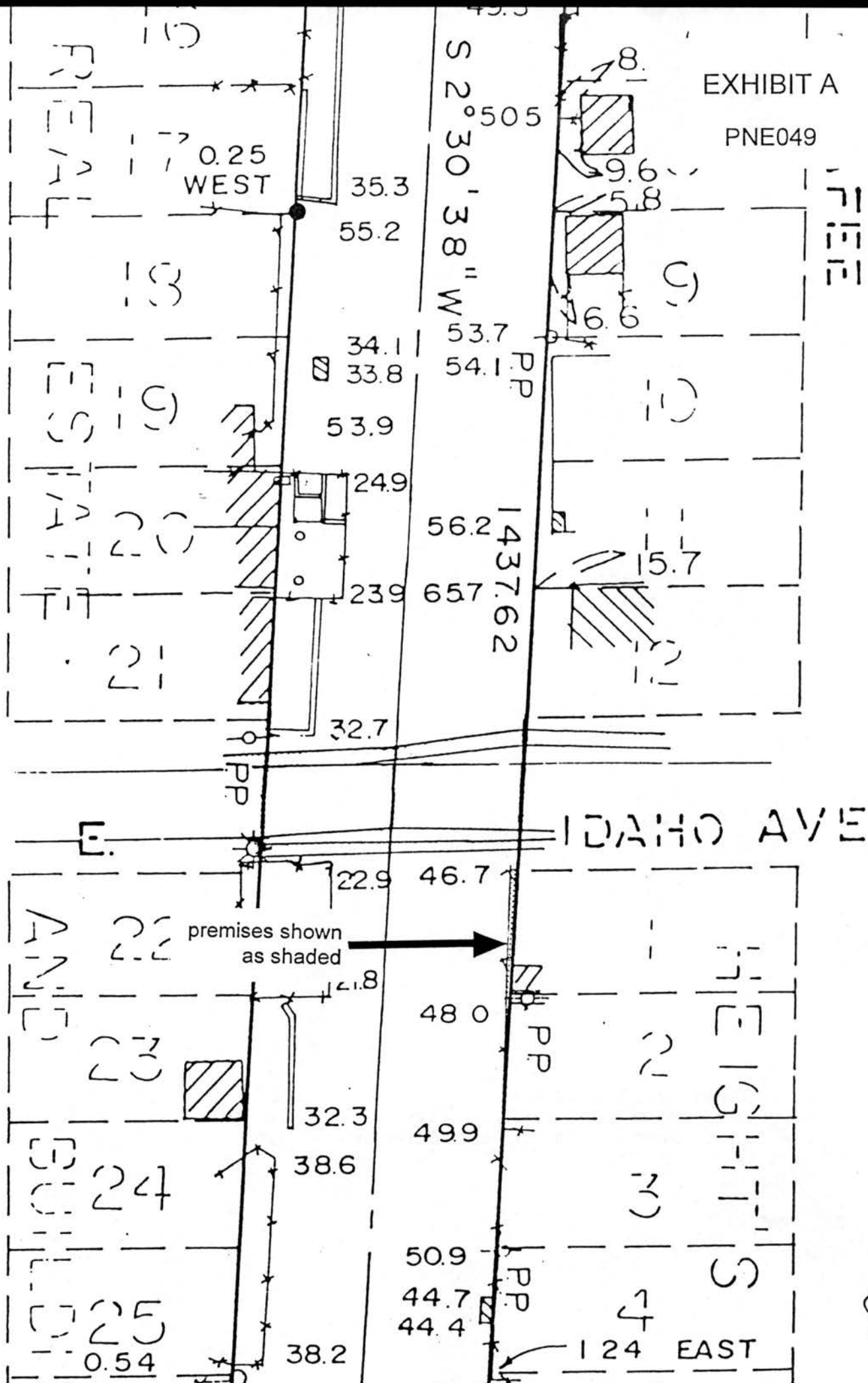
This instrument was drafted by:
Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE049

PNE049

וריה

15-11-22-15

50°24'05"



8

PROTECTOR PLUS

ILLINOIS FARMERS INSURANCE COMPANY, AURORA, ILLINOIS

Declarations Reflect

E4153 ADDED

AGENT-L SCHICKLING INS INC-PH 612/733-1815 No. 000000591065925

09-14-95 to 01-30-96 at 12 01 AM Standard Time at described residence premises
 If checked here, this policy will continue for successive policy periods as follows: If we elect to continue this insurance, we will renew this policy if you pay the required renewal premium for each successive policy period subject to our premiums, rules and forms then in effect.

RECEIVED OCT 25 1995

Policy Number

F 90670 39 40

Agent

13-02-308

THOMAS J & OR DARLENE L RUZA
 1619 MCAFEE ST
 SAINT PAUL MN 55106

Same as mailing address unless otherwise stated:

2ND MTG
 LOAN NO:

TCF MORTGAGE CORPORATION
 ITS SUCCESSORS AND/OR ASSIGNS
 301 MARQUETTE AVENUE
 MINNEAPOLIS MINNESOTA 55402

MARQUETTE BANK MPLS
 2336 CENTRAL AVE N E
 MPLS MN 55416

We provide insurance only for those coverages indicated by a specific limit or other notation.

SECTION I - PROPERTY				SECTION II - LIABILITY		OTHER																								
A - Dwelling or Mobile Home	B - Separate (Other) Structures	C - Personal Property	D - Loss Of Use	E - Personal Liability	F - Medical Pay To Others	EXTD REPL COST GLASS																								
79,000	7,900	59,250	39,500	500,000	1,000																									
Construction: FRAME No. of Units is: 01 Insured is: OWNER Protection Class: 03 Premium Group: 06 Territory: 06				Additional Premises - Section II - Purpose of use is residential, unless stated otherwise.																										
ROOF: ASPHALT				Outboard Motors over 25 h.p. (Singly or Combined) - Section II																										
				MOTOR A MOTOR B																										
Premium First Year	Total Prepaid Premium	Subject to the following Forms and Endorsements																												
282.00		<table border="1"> <tr> <td>E6154</td> <td>250</td> <td>E6203</td> <td>100</td> <td>H6204</td> <td>100</td> </tr> <tr> <td>E4207</td> <td>100</td> <td>E6018</td> <td>100</td> <td>E6003</td> <td>100</td> </tr> <tr> <td>S1335</td> <td>100</td> <td>E6401</td> <td>100</td> <td>E6047A</td> <td>100</td> </tr> <tr> <td>H6106</td> <td>100</td> <td>E4258</td> <td></td> <td></td> <td></td> </tr> </table>					E6154	250	E6203	100	H6204	100	E4207	100	E6018	100	E6003	100	S1335	100	E6401	100	E6047A	100	H6106	100	E4258			
E6154	250	E6203	100	H6204	100																									
E4207	100	E6018	100	E6003	100																									
S1335	100	E6401	100	E6047A	100																									
H6106	100	E4258																												

Deductible - Cov. A, B or C \$ 500 Exception: ☐ If checked here, a deductible of \$250 applies to loss for certain perils.
 In case of a loss under Cov. A, B, or C, we cover only that part of the total loss over the deductible stated.
 *For Landlords Protector, Coverage D is Loss of Rents, Coverage E is Business Liability.

TCF MORTGAGE CORP
 301 MARQUETTE AVE
 MINNEAPOLIS MN 55402

Place of Issuance
 P.O. BOX 1527
 AURORA, IL 60507

INVOICE TO: 4
 Date: 10-20-95

NON-SMOKER, AUTO/HOME

This Declarations page is part of your policy. It supersedes and controls anything to the contrary. It is otherwise subject to all other terms of the policy.

NT'S COPY

See reverse side for Lender's Loss Payable End.

Countersigned

Authorized Representative C-95 11691

DETACH HERE
 ILLINOIS FARMERS INSURANCE COMPANY
 PLEASE WRITE YOUR POLICY NUMBER ON CHECK

09-14-95 To 01-30-96 at 12 01 AM Standard Time at described residence premises F 90670 39 40
 Loan No.: 000000591065925 Agent 13-02-308
 Mail Remittance To:

P.O. BOX 29123
 SHAWNEE KS, KS 66201

OCT 23 1995

3003139027009400000000000000

T J & D L RUZA
 1619 MCAFEE ST
 SAINT PAUL MN 55106

PAT KINGSLEY

Premium \$
 Memb. Fee or Pol. Fee \$
 Payments or Credits \$
 Credit For Existing Ins. \$
 Total \$

☐ Premium is paid annually unless "X'd" here.

NONE

10-20-95

M

INVOICE

PLEASE RETURN WITH PAYMENT

Your returned check is your receipt

Any "total" balance or credit \$7.00 or less

FIRE

9

This form is
issued by:

☒ ☐

The Exchange or Company designated on the reverse side as number 4

A stock insurance company, herein called the company

City and State

E-4158
1st Edition

Named Insured • THOMAS J &/OR DARLENE L RUZA
• 1619 MCAFEE ST
• SAINT PAUL MN 55106

13 02 308
Agent

F 90870 09 40
Policy Number

Effective _____

PART I

CERTIFICATE AS TO EVIDENCE OF INSURANCE

☐ APPLICABLE ☐ NOT APPLICABLE

THIS IS NOT AN INSURANCE POLICY. THIS IS ONLY A VERIFICATION OF INSURANCE. IT DOES NOT IN ANY WAY AMEND, EXTEND OR ALTER THE COVERAGE PROVIDED BY THE POLICIES LISTED BELOW.

COVERAGE IS INDICATED BY AN "X"

LIMITS OF LIABILITY

Bodily Injury & Property Damage Liability

\$,000 each occurrence

Location of
Property or
Equipment

Umbrella Liability

\$ retained limit
\$ each occurrence
\$ aggregate

POLICY NUMBER

YEAR AND TRADE NAME

IDENTIFICATION NUMBER

Description
of
Equipment

LAST 3
DIGITS
SHOWN

This certificate is subject to all of the terms, conditions and limitations set forth in the policy(ies) and endorsements attached to it. It is furnished as a matter of information only and does not change, modify or extend the policy in any way. It supersedes all previously issued certificates.

PART II

ADDITIONAL INSURED ENDORSEMENT

☒ APPLICABLE ☐ NOT APPLICABLE

We agree with you that the additional insured named below is covered for Bodily Injury and Property Damage Liability arising from acts or omissions of the **insured** or **insured person** as owner or who has care, custody or control of the insured property or equipment described above.

The coverage provided by this endorsement will not apply to:

- liability arising out of the negligence of the additional insured named below, its agents or employees, or
- any defect of material, design or workmanship in any property or equipment.

The additional insured shall not be construed or deemed to be a subscriber to the Company issuing this policy.

The additional insured shall not be or become liable for any premium payments due upon this policy.

The insurance afforded by the policy described above is subject to all terms of the policy and any endorsements attached to it. This endorsement does not increase the limits of the policy.

**Upon cancellation or termination of this
policy or policies from any cause**

**we will mail 15 days notice in
writing to the other interest shown below.**

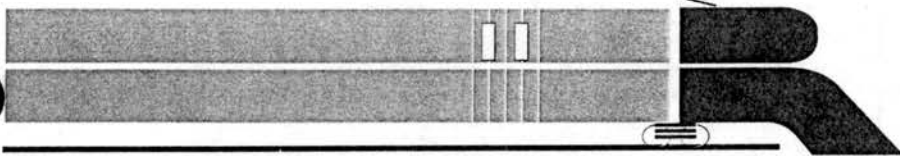
Additional
Insured

• RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
• 665 RAMSEY COUNTY GOVERNMENT CENTER-WEST
• 50 WEST KELLOGG BOULEVARD
• ST PAUL, MN 55102

Countersigned _____

Authorized Signature





Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Dick Wedell, Vice Chairman

District 1

Hal Norgard, Secretary

District 7

Susan M. Haigh, Treasurer

District 4

Rich O'Connor

District 6

Rafael E. Ortega

District 5

Brenda C. Thomas

District 2

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 9, 1996

1:30 P.M.

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of RCRRA meeting for February 27, 1996
2. Legislative update
3. Phalen Boulevard Scoping Report

* Action is requested.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

FEBRUARY 27, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, February 27, 1996, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh (entered during item #4)
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Brenda Thomas

MEMBERS ABSENT: Commissioner Rich O'Connor
Commissioner Dick Wedell

OTHERS PRESENT: Senator Keith Langseth, Brian Lamb, Guy Peterson, John Kari, Bob Clarkson, Jerry Seck, Darwin Lookingbill, Terry Schutten, Terry Lindeke, Jim Van Houdt, Marlen Johnson, Karen Tero, Paul Kirkwold, Jon Walsh, Fran Sontag, Judy Karon, Kathryn DeSpiegelaere, David Sipila, Lisa Lee, Eddie Maddox, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 1:37 p.m.

1. Minutes of the Ramsey County Regional Railroad Authority Board meetings of A) December 19, 1995, special meeting; B) December 19, 1995, regular meeting; and C) January 2, 1996, organizational meeting

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Rafael Ortega:

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meetings of A) December 19, 1995, special meeting; B) December 19, 1995, regular meeting; and C) January 2, 1996, organizational meeting.

Roll Call: Ayes - 4, Nays - 0
Motion Adopted.

2. Approve easement to Richard Buus at 1510 English Street and authorize chair to sign the easement (originally scheduled as Item #5)

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Rafael Ortega:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
February 27, 1996

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a concrete wall, elevated deck, and desk supports attached to the residence at 1510 English Street in St. Paul; and

WHEREAS, The encroaching party, Richard W. Buus, has requested the continued use of this portion of the RCRRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, An easement agreement has been negotiated to provide for the continued location of the encroachments on the Northeast Corridor; and

WHEREAS, The granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now, Therefore, Be It

RESOLVED, That the easement is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

Ayes - 4, Nays - 0
Motion adopted. (R96-02)

3. Approve easement to Thomas and Darlene Ruza for fence at 1619 McAfee Street and authorize Chair to sign the permit (originally scheduled as Item #6)

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Rafael Ortega:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
February 27, 1996

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a fence adjacent to the residence at 1619 McAfee Street in St. Paul; and

WHEREAS, The encroaching parties, Thomas J. and Darlene L. Ruza, have requested a permit for their continued use of this portion of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the future development potential of the corridor for light rail transit or trail use; and

WHEREAS, The consideration for this permit will be \$100 for three years, with the permit fee based on fair market value of the property and administrative costs for issuing it, and the permit may be canceled upon 30 days written notice by RCRRA; Now, Therefore, Be It

RESOLVED, That the permit is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of Ramsey County Regional Railroad Authority.

Ayes - 4, Nays - 0
Motion adopted. (R96-03)

4. Presentation on transit redesign, growth options, and livable communities by Metropolitan Council staff

John Kari gave a brief overview of the growth options being considered by the Met Council. Over a year ago, the Council adopted the Regional Blueprint, which is a policy document to guide growth and development in the region. The Council is trying to come up with a physical map or concept of how development should occur over the next 25 years.

The Livable Communities Act required the Council to look at how the region should develop over the next 25 years. To do that, the Council has come up with three basic options and their characteristics:

1) Current trend - The feasibility of providing transit as people move farther out into the region is diminished. It emphasizes suburban development and pictures the rural and agricultural area as an area of transition waiting for urban development.

2) Concentrated development - Development at higher densities occurs inside the current urban service area. It concentrates more on infill redevelopment and reinvestment. What is foreseen is that with increasing density, there is not enough land in the urban area to accommodate all the growth, housing and employment will move into adjacent counties.

3) Growth centers - This differs from the current trend in that it concentrates on job location rather than housing location and it differs from the concentrated development in that while it increases overall density, it allows for expansion of the urban service area. This option would be very good from the standpoint of transportation because there would be job concentration and infusion of housing in those areas.

Chairman Finley said it seems like that option would be best for the concentrated growth in St. Paul and also from the transit standpoint where there is a higher percentage of transit users in a smaller geographical area. This reiterates the need for transit in the core city areas between St. Paul and Minneapolis and near the University of Minnesota.

Mr. Kari said that there is compatibility between the Growth Options report and the Transit Redesign report.

The issues are how do we go into the future, what kinds of redevelopment and reinvestment infill are used, and how do we use regional investment to help maintain the vitality and activity levels within the County. Input from the Ramsey County and its cities would be very helpful because the County is fully developed.

Chairman Finley asked Senator Langseth to speak on transportation and transit matters at the Legislature at this time.

Senator Langseth said that a bill introduced by Senator Carol Flynn was made a part of the Omnibus Tax bill. It's a \$.05 gas tax increase and up to a half cent for transit from a general sales tax increase in the metro area. It appears that this bill will go into the conference committee and be alive until the last few days of the legislative session.

Senator Langseth said the metro sales tax replaces the property tax that's levied for transit in the metropolitan area. The State would still fund Metro Mobility and rural transit from general funds.

Chairman Finley asked about the prospect of Senator Flynn's bill moving in the House.

Senator Langseth said the House has been given a chance to move it and even though it appeared things were stagnant, it has a good chance of passing.

Chairman Finley thanked Senator Langseth for appearing before the Rail Authority.

Guy Peterson, Planner in the Office of Local Assistance at the Metropolitan Council, gave a brief overview of the Metropolitan Livable Communities Act.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
February 27, 1996

The Livable Communities Act was signed into law last summer and supports Regional Blueprint policy adopted in 1994 by encouraging and providing limited funding for activities that further these three objectives:

- 1) Advancing affordable and life cycle housing;
- 2) Providing funds for cleaning up polluted sites for business, and jobs to create and broaden tax base; and
- 3) Putting forth new examples of development that can link housing and jobs and transportation in the metropolitan area.

Communities wishing to have access to these dollars and compete for the funds are required by law to negotiate affordable and life cycle housing goals with the Metropolitan Council. Ninety-seven communities in the region did this last Fall. They negotiated goals such as the amount of affordable housing they would have in their community, both rental and owner; the degree of housing diversification they would have in their community; and the density of housing, both single-family and multi-family housing.

Fifteen communities in Ramsey County negotiated goals with the Met Council. Gem Lake is the only community not participating in Livable Communities. The expectations for Ramsey County communities are not particularly onerous. Its numbers are among the lowest in the region and there are two reasons for that: the County is not forecasted to grow as much and Ramsey County communities are doing a good job in providing affordable and life cycle housing. The goals for Ramsey County calls for approximately 2400 additional rental units through the year 2010 with only 546 of those units being targeted as affordable housing for households at 50% of median income or less. For ownership units, the number is approximately 4400. These are units targeted for generally 80% of median income.

The communities are eligible to compete for loans or grants in three separate funding accounts:

- 1) Local housing initiatives account - makes funds available to communities to meet housing goals. In 1996, there will be one million dollars available. These are existing dollars and do not reflect new taxes. This figure will increase to \$1-1/2 million in subsequent years. Applications are currently being received to fund multi-family rental housing projects in the Twin Cities metropolitan area.
- 2) Tax base revitalization account - this will provide \$6-1/2 million every year until the Legislature changes laws to help clean up polluted sites. The goal is to increase economic development, create jobs, and expand tax base in the communities. There currently exists a first cycle of funding - \$3 million. Applications will be received through May. Awards will be announced in July. These funds are available to county government on behalf of eligible cities.

Chairman Finley asked how could Ramsey County apply for these funds? Is a specific target needed? Could Ramsey County apply for some of the clean up funds and applying it to some of Ramsey County's own CDBG funds and then look at particular projects in St. Paul, New Brighton, etc.?

Mr. Peterson said his understanding of the criteria for these funds is that the money must be earmarked for specific projects. It cannot be a pool of money set aside for unspecified future projects. It can, however, be used for multiple communities and administered through the County, but it does have to be for a specific project.

Chairman Finley asked if it would be beneficial or make a difference for Ramsey County to have a city take the lead in making the application?

Mr. Peterson said he is not certain, but will have the person who is administering the program get back to Chairman Finley with the information.

- 3) Livable communities demonstration account - that will provide \$4.6 million in 1996 and \$4.1 million annually thereafter to support developments that are examples of compact, efficient development creating livable communities chiefly to link transit and jobs. The Council has preliminarily indicated that \$2.3 million will be set aside to fund pilot projects, and within the next couple of months, the Council will release the other \$2.3 and consider other applications for projects that further the linkage goals of transportation, jobs, and housing.

Mr. Peterson said this was very fast-tracked in terms of implementing the legislation. By November 15, 1995, the communities had to decide what the housing program would mean to them and if they wanted to deal with the issue of affordable and life cycle housing. Goals were negotiated with the communities and adopted by the Council January 15, 1996. On February 1, a report was made to the Legislature on which communities were participating. Communities will have to submit housing action plans by June 30 as to how they intend to achieve their affordable and life cycle housing goals.

Mr. Peterson also indicated that each year on November 15, the Council is required to report to the Legislature the status of the communities in terms of how are they achieving their affordable and life cycle housing goals.

Commissioner Haigh asked if there is a role for the county to play for housing and are other counties involved with planning for housing?

Mr. Peterson said yes. Where there exists an entity that is administering and delivering housing programs, it is the intent of the legislation and the Regional Blueprint that the communities work with their county housing entity. The Council would like to have the communities work as a cluster of communities and work through the county level entity and submit a plan that represents the plan of activities for all the communities in the county. For example, in Dakota County, the action plan is one plan for all of the communities that are participating in this program and they have outlined in their plan exactly what they intend to do each year for the next five years.

Chairman Finley asked if the plan was developed among the municipalities and then submitted to Dakota County?

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 27, 1996

Mr. Peterson said that Dakota County took the lead and has been the primary actor for delivering housing. The cities looked to the county as their implementing arm. Dakota County has progressed the furthest in terms of regional county governments doing housing programs.

Commissioner Haigh said that this program is something Ramsey County should definitely look at, especially the issues of the growth centers linking with transportation. If Ramsey County does not have a role in this project, it would be difficult for municipality involvement.

Commissioner Ortega asked if all these efforts are being integrated at the Metropolitan Council?

Mr. Peterson said that is the effort of the Met Council in working together and understanding these issues. The Met Council is trying to integrate this into all of its planning activities.

Mr. Brian Lamb, Director of Service Development for MCTO (Metropolitan Council Transit Operations), said that in the past several months, he has been working on the Transit Redesign project.

Mr. Lamb said that Transit Redesign is not a service plan. It is not an operating or capital budget. Transit Redesign is a framework for future decisions. Met Council is looking at where transit does and does not work and the reasons why it does not work:

- o Limited resources - the regional transit system currently has a \$10 million shortfall. Transit has a declining share of the overall travel market, and there has been a slow erosion of transit ridership since 1979.
- o Certain services are either ineffective or inefficient. Transit needs to respond to the changing land use and economic and demographic patterns that have marked the region in the last 15 years. The region now is significantly different from 1970.
- o A longer term strategy is necessary in terms of integrating transit as part of the overall regional growth plan.

Mr. Lamb spoke briefly about the different chapters of Transit Redesign and its basic concepts:

- Chapter #1 Addresses integration of land use and transit and about developing awareness between communities and developers regarding transit and pedestrian-oriented design. It shows that there is a direct relation between densities and transit utilization and efficiency.
- Chapter #2 Discusses the process and defines the market.
- Chapter #3 Addresses transit service design standards and the need for a consistent framework of transit design with unique design standards for each of the market areas.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
February 27, 1996

- Chapter #4 Addresses regional performance standards. Met Council staff is recommending an overhaul of the performance standards. Determines the efficiency and effectiveness of the system.
- Chapter #5 Discusses fostering a competitive environment. Met Council staff believes there is room for competitive procurement of transit services and recommends that certain high cost, long distance express services be put in a competitive environment (private providers) in an attempt to drive down the cost.
- Chapter #6 Addresses community involvement. Met Council staff is recommending working proactively with the communities to determine which transit services make the most sense.
- Chapter #7 Addresses transit financing. The current lack of funds not only restricts reinvestment opportunities, but creates significant limitations. There have been four funding sources in the past: 1) federal operating assistance (eliminated in the last 1-1/2 years), 2) property tax (contributes to urban/suburban polarization and does not keep pace with annual cost growth), 3) state general fund (subject to competition with other health, education, and welfare needs), and 4) transit fares (ridership drops when fares increase).
- Met Council staff is recommending concurrence with Senator Flynn's bill and taking a broader approach to transit fares with an intermodal approach. Some alternative funding approaches are a change in direction from using property tax and move toward a sales tax base.
- Chapter #8 Takes the the market area map and identifies existing service and where the marketing analysis does not match the service.

Chairman Finley thanked Brian Lamb and asked if light rail transit is part of the overall transit redesign, particularly in the Central Corridor.

Mr. Lamb said that light rail is certainly an option for future development. Once a certain level of productivity is achieved, then different modes of transportation should be given consideration.

Commissioner Brenda Thomas said that the Met Council had made a presentation about six months ago and had considered using school buses as public transportation. How would that be implemented? Also, would the MCTO contract with the schools to provide transportation service for students? In other words, there are two parallel bus systems - both of which are very costly.

Mr. Lamb said that that is a very intriguing concept, however, not without difficulties. One of them is adults have a difficult time fitting into school bus seats. Also, parents have expressed concerns about their children mixing with the general public.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
February 27, 1996

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

Chairman Finley said that the Metropolitan LRT Joint Powers Board has taken several positions regarding transit and transportation funding and is supporting various transit and transportation bills. At the last Metro LRT Joint Powers Board meeting, it was hoped that the individual counties could take action as well.

Chairman Finley said that copies of the the Metro LRT Joint Powers Board actions have been sent to all Transportation Committees of both the House and Senate as well as to the delegations of the seven county metro area. Anoka and Hennepin Counties have already passed resolutions supporting the Metro LRT Joint Powers Board actions.

Commissioner Haigh moved the following recommendation, seconded by Commissioner Rafael Ortega:

WHEREAS, Ramsey County Regional Railroad Authority is concerned about the impasse in funding for transportation in the metropolitan area; and

WHEREAS, Transit fares have increased, transit routes and services are being reduced, and patronage is decreasing as a result of funding shortfalls; Now, Therefore, Be It

RESOLVED, That:

1. Ramsey County Regional Railroad Authority supports the Metropolitan Council's request for an additional \$10 million for operating funds for regional transit operations for FY 1997.
2. Ramsey County Regional Railroad Authority supports regional bonding authority necessary to complete the second and third years of the Metropolitan Council's capital program in order to avoid the loss of federal matching funds.
3. Ramsey County Regional Railroad Authority ratifies its previous position in support of a sales tax on gas to be dedicated for public transportation.
4. Ramsey County Regional Railroad Authority supports a 1/2 cent state sales tax dedicated to public transportation.
5. Ramsey County Regional Railroad Authority supports a constitutional amendment that provides for a portion of any increase in the gas tax to be dedicated for public transportation.
6. Ramsey County Regional Railroad Authority supports a distribution formula for county state aid highway funds to more adequately reflect usage and needs.

Ayes - 5, Nays - 0

Motion adopted. (R96-04)

6. Metro Light Rail Transit Joint Powers Board Annual Report (originally scheduled as item #3)

Chairman Finley said that the report indicates very little funds have been used and Ramsey County will not have a contribution to the Metropolitan LRT Joint Powers Board this year.

Commissioner Rafael Ortega motioned to accept the Metropolitan Light Rail Transit Joint Powers Board Annual Report, seconded by Commissioner Susan Haigh:

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Metropolitan Light Rail Transit Joint Powers Board; and

WHEREAS, The 1995 Annual Report of the Metropolitan Light Rail Transit Joint Powers Board has been reviewed by Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That the 1995 Annual Report of the Metropolitan Light Rail Transit Joint Powers Board is accepted by Ramsey County Regional Railroad Authority.

Ayes - 5, Nays - 0
Motion adopted. (R96-05)

Chairman Finley thanked the members of the Board for their support during the recent HACA publicity where HACA funds are used by the rail authorities. If not for HACA money, property taxes would have been increased. A compromise has been reached with the state legislature where Ramsey County will continue to receive the funds, but for criminal justice.

Chairman Finley said the rail authorities are doing what has been mandated by the legislature in the development of the light rail system: planning, engineering and the Central Corridor. At the present time, no money is being expended because of the hold up of the bonds by the Governor. If the bonds are not released by the Governor, the federal funds already appropriated by Congress will eventually be lost.

The studies that have been conducted crystallized the need for transit and an improved mode of technology.

There being no further matters to come before this board, Chairman Finley declared the meeting adjourned at 3:07 p.m.

2
1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

3/28/96
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Management

Margaret Johnson 4/1/96
Bill Mueller

Documentation certified complete for:

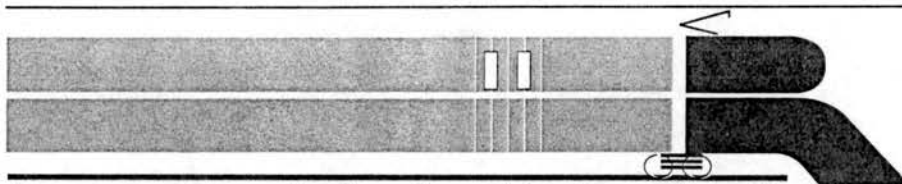
April 9, 1996

Board Date

Bette Kurysk
Signature

4/4/96

Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: 1996 Legislation

DATE: April 4, 1996

The 1996 legislative session has ended. Ramsey County Regional Railroad Authority adopted a position on transit legislation in the resolution attached.

Transit-related outcomes at the session were:

Transit operations

\$6 million for transit operations was included in a bill which may be vetoed by Governor Carlson because it does not contain funding for additional state troopers. The Metropolitan Council had indicated a need for \$10 million in order to retain existing service levels and fares; therefore, even if the bill is not vetoed, the agency will be short \$4 million for transit operating funds.

Transit bonding

No bonding for transit capital expenditures passed.

Long-term funding

No long-term funding bill for transit passed.

Airport

A bill to expand the airport on its current site passed. The bill does not include the construction of a transitway along the Hiawatha Corridor.



HACA

As part of the tax bill which passed, Ramsey, Hennepin and Anoka County Regional Railroad Authorities will not receive Homestead and Agricultural Credit Aid beginning in 1997.

Recommendation:

For your information.

KD/blk
Attachment

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 27, 1996 No: R96 - 04

WHEREAS, Ramsey County Regional Railroad Authority is concerned about the impasse in funding for transportation in the metropolitan area; and

WHEREAS, Transit fares have increased, transit routes and services are being reduced, and patronage is decreasing as a result of funding shortfalls; Now, Therefore, Be It

RESOLVED, That:

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6. Ramsey County Regional Railroad Authority supports a distribution formula for county state aid highway funds to more adequately reflect usage and needs.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	<u>x</u>	—	—
Susan M. Haigh	<u>x</u>	—	—
Hal Norgard	<u>x</u>	—	—
Rafael E. Ortega	<u>x</u>	—	—
Rich O'Connor	—	—	absent
Brenda Thomas	<u>x</u>	—	—
Richard Wedell	—	—	absent

John T. Finley, Chairman

By: Hal Norgard
Hal Norgard, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

31

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelaere
Authorized Signature

3/29/96
Date

Board Action Requested

Phalen Boulevard Scoping Report

DISCUSSION ONLY

Request Justification

See attached memorandum from Nancy Frick

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 9, 1996

Board Date

Bette Gurysh
Signature

4/4/96

Date

REPORT BRIEF

On March 20, 1996, the Saint Paul City Council released the *Phalen Boulevard Scoping Document and Draft Scoping Decision Document* (SD/DSDD) for public comment. The SD/DSDD is the result of a year-long study process by a community task force to set goals for the proposed Phalen Boulevard project and define the range of project alternatives to analyze in detail in an Environmental Impact Statement (EIS). The document explains the scoping process conducted to date, describes the alternatives studied during the scoping phase, describes the social, economic and environmental issues that will be studied in the EIS, and presents the Phalen Boulevard EIS Task Force's recommendations for further study in the next phase of the EIS.

BACKGROUND

In November 1994, the City Administration initiated the preparation of an EIS for Phalen Boulevard and asked the Saint Paul Planning Commission for its review and comment. The Planning Commission convened the Phalen Boulevard EIS Task Force to advise the City upon the preparation of the EIS. Participants in the task force represent area district councils and business associations, related neighborhood and city-wide groups, and appropriate governmental agencies. A Planning Commissioner chairs the task force.

The task force has met since February 1995. Its work has included

- development of a wide range of alternatives and issues
- development of project goals
- review of technical analyses and recommendations
- screening of alternatives against project goals
- preparation of scoping recommendations in draft document form for consideration by the City

RECOMMENDATIONS FOR FURTHER STUDY

The *Scoping Document and Draft Scoping Decision Document* present the consensus of the Phalen Boulevard EIS Task Force regarding the project goals, and the alternatives and social, economic and environmental issues recommended for analysis in the EIS.

The Phalen Boulevard project area, which extends from I-35E to Johnson Parkway, is divided into three segments for purposes of presenting the "Build" alternatives. In general, any alternative within a segment can be connected with any alternative in an adjoining segment.

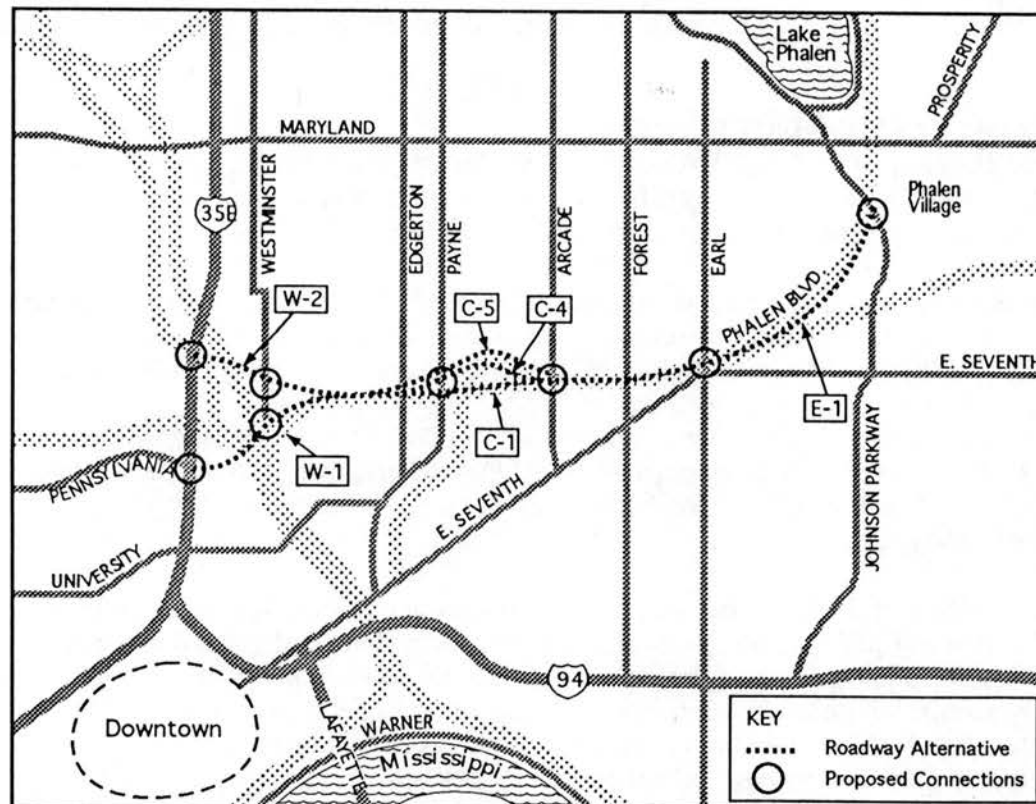
The table on the reverse page lists the recommended "Build" alternatives by project area segment. The map provides a conceptual sketch of these alternatives. In addition to the "build" alternatives, the EIS will analyze a "no-build" alternative and a "transportation system management" (TSM) alternative.

It is recommended that the EIS study in depth the project impacts in these areas of major concern: bicycle and pedestrian movement, economic, hazardous materials, contaminated properties, historical and archaeological resources, land use, noise, parks and recreational areas, right-of-way acquisition and relocation, social, traffic, visual quality, and water quality. It is also recommended that the EIS study the impacts in these areas of moderate concern: air quality, construction activities, endangered and threatened species, energy, erosion control and excess material, fish and wildlife, floodplains, handicapped accessibility, transit, vegetation, and wetlands.

Phalen Boulevard PROJECT AREA SEGMENTS			
ALTERNATIVES recommended for further study in EIS	Western Segment I-35E to Burr	Central Segment Burr to Earl	Eastern Segment Earl to Johnson
	W-1. Pennsylvania Freeway Connection	C-1. Union Pacific Route	E-1. Phalen Village Connection
	W-2. Cayuga Freeway Connection	C-4. Upper Middle Route C-5. North Bluff Route	

THE NEXT STEP

A public meeting will be held **Tuesday, May 14, 1996 from 7:00 to 9:00 p.m.** (with an Open House from 6:00 to 7:00 p.m.) to get feedback on the *Phalen Boulevard Scoping Document and Draft Scoping Decision Document*. The meeting will be held at **Arlington Hills Lutheran Church, 1115 Greenbrier Avenue, Saint Paul**. Copies of the document, or the executive summary alone, are available from Nancy Frick, Department of Planning and Economic Development (PED), at 266-6554. They are also available for review at the Saint Paul Central Library, Arlington Hills Library, Hayden Heights Library, and Sun Ray Library. Written comments will be accepted until 4:00 p.m., Monday, May 20, 1996; these should be addressed to Nancy Frick at PED, 1100 City Hall Annex, 25 West Fourth Street, Saint Paul, Minnesota, 55102.





EXECUTIVE SUMMARY AND MAPS

Phalen Boulevard

I-35E to Johnson Parkway



Scoping Document and Draft Scoping Decision Document

Prepared for the
City of Saint Paul, Minnesota

Prepared by
Short Elliott Hendrickson Inc.
Barton-Aschman Associates
Genereux Research
The 106 Group Ltd.
Malcolm Pirnie

EXECUTIVE SUMMARY

Project Description

Phalen Boulevard is a new roadway proposed by the City of Saint Paul to be constructed on the city's East Side between I-35E on the west and Johnson Parkway on the east (Figure 1). This new roadway would support an initiative by the City and area businesses and residents to encourage redevelopment of vacant and underutilized land in the corridor. The project will also significantly enhance access to the near East Side by providing a better connection to the regional roadway system at I-35E and by providing a direct route from the Phalen Village area to I-35E north of Saint Paul's downtown.

The road would generally follow the Union Pacific (former CNW) and Ramsey County Regional Rail Authority (former BN) railroad rights-of-way. The west end would be at an interchange with I-35E; the east end would be at an intersection with Johnson Parkway. The project will provide facilities for bicycle and pedestrian use, and will accommodate the future construction of light rail transit (LRT) on Ramsey County right-of-way.

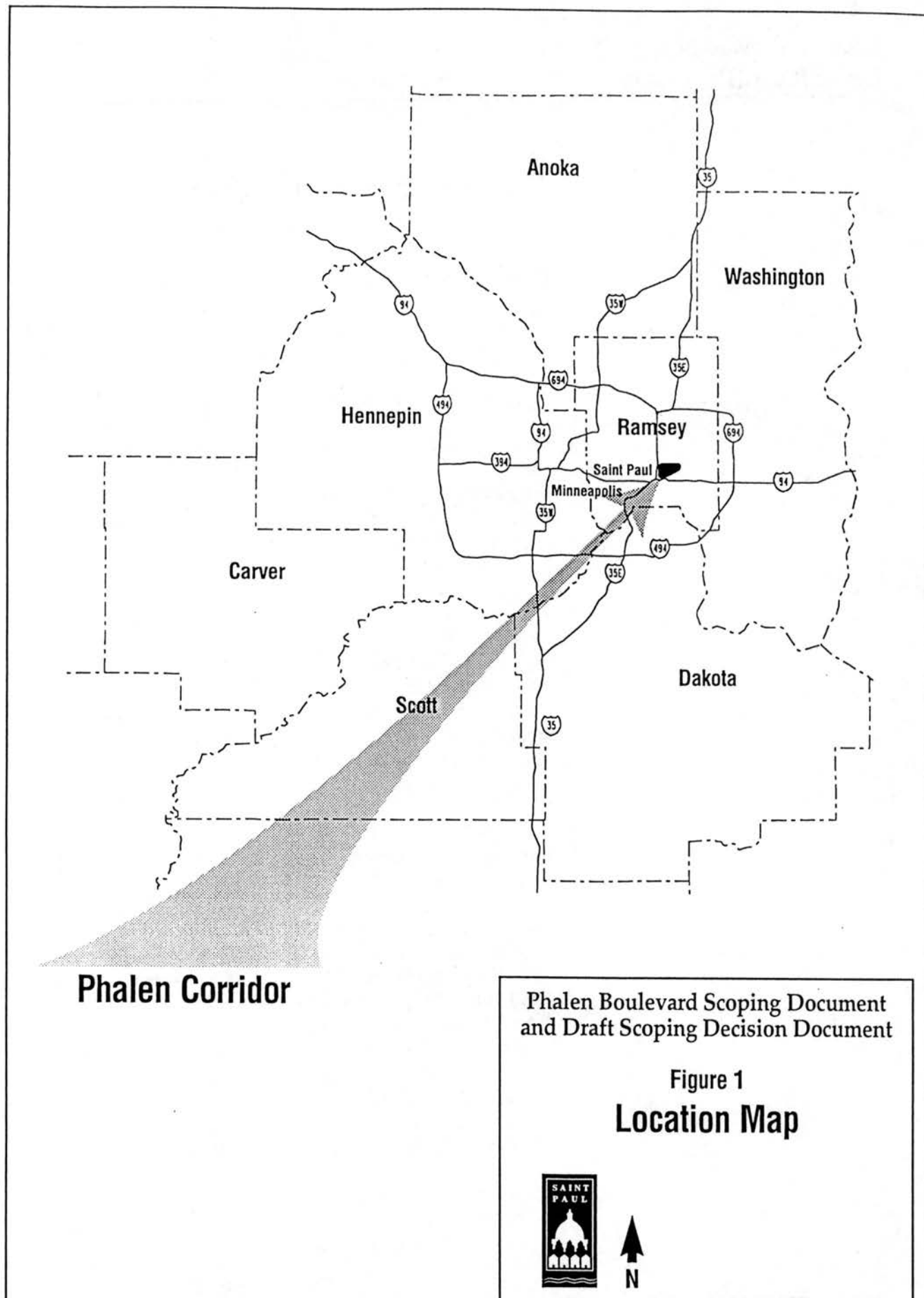
Purpose of Scoping Document and Draft Scoping Decision Document

An environmental impact statement (EIS) will be prepared for this project. The purpose of this Scoping Document and Draft Scoping Decision Document is to focus the EIS on a small number of potentially feasible build alternatives and to determine which impact areas will be examined and at what level of detail they will be studied.

Project Alternatives

The EIS will include analysis of three types of alternatives:

- **No-Build Alternative:** Within the EIS, analysis of the no-build condition measures the effect of allowing the current situation to continue.



Barton-Aschman Associates, Inc.
Genereux Research • The 106 Group, Ltd.
Malcolm Pirnie, Inc.

Phalen Boulevard Scoping Document

Executive Summary

- **Transportation System Management (TSM) Alternative:** The TSM alternative includes relatively minor upgradings of the existing transportation system in order to determine whether small-scale improvements are more cost-efficient than the complete project.
- **Build Alternatives:** The build alternatives are different ways of constructing the full-scale project, and are analyzed in comparison to one another, to the TSM alternative and to the No-Build alternative.

In the Phalen Boulevard project, there are two build options in the Western Segment, three build options in the Central Segment, and one build option in the Eastern Segment. The project would include construction of one of the options in each of the three segments. Phalen Boulevard build options are listed in Table 1 and described below.

Table 1
Build Alternative Alignment Options

Options	Project Segments		
	Western Segment	Central Segment	Eastern Segment
	W-1: Pennsylvania Freeway Connection W-2: Cayuga Freeway Connection	C-1: Union Pacific (old CNW) Route C-4: Upper Middle Route C-5: North Bluff Route	E-1: Phalen Village Connection

In the Western Segment, Option W-1 would connect to Pennsylvania Avenue at I-35E. Option W-2 would terminate at a new I-35E interchange in the vicinity of Cayuga Avenue, which is located just south of the I-35E Cayuga Bridge.

In the Central Segment, all options stay fairly close to the railroad right-of-way except in the area of the Stroh Brewery. The differences between the three options are mainly in the alignment used to pass through the area where the grain brewery's elevators and malting house are located.

Phalen Boulevard Scoping Document

Executive Summary

In the Eastern Segment, there is one alignment option which basically parallels, and may use a portion of, the Ramsey County Regional Rail Authority (RCRRA) right-of-way, terminating at Johnson Parkway at the proposed Prosperity Avenue intersection.

Project Analysis Issues

After careful consideration of existing conditions and likely impacts, the standard list of EIS analysis issues was divided into three categories. The issues, listed alphabetically within each category, are:

Issues of Major Concern, Requiring In-Depth Study

- Bicycle and pedestrian movement
- Economic
- Hazardous materials, contaminated properties
- Historical and archaeological resources
- Land use
- Noise
- Parks and recreational areas
- Right-of-way acquisition and relocation
- Social
- Traffic
- Visual quality
- Water quality

Issues of Moderate Concern, Requiring Analysis

- Air quality
- Construction activities
- Endangered and threatened species
- Energy
- Erosion control and excess material
- Fish and wildlife
- Floodplains
- Handicapped accessibility
- Transit
- Vegetation
- Wetlands

Phalen Boulevard Scoping Document

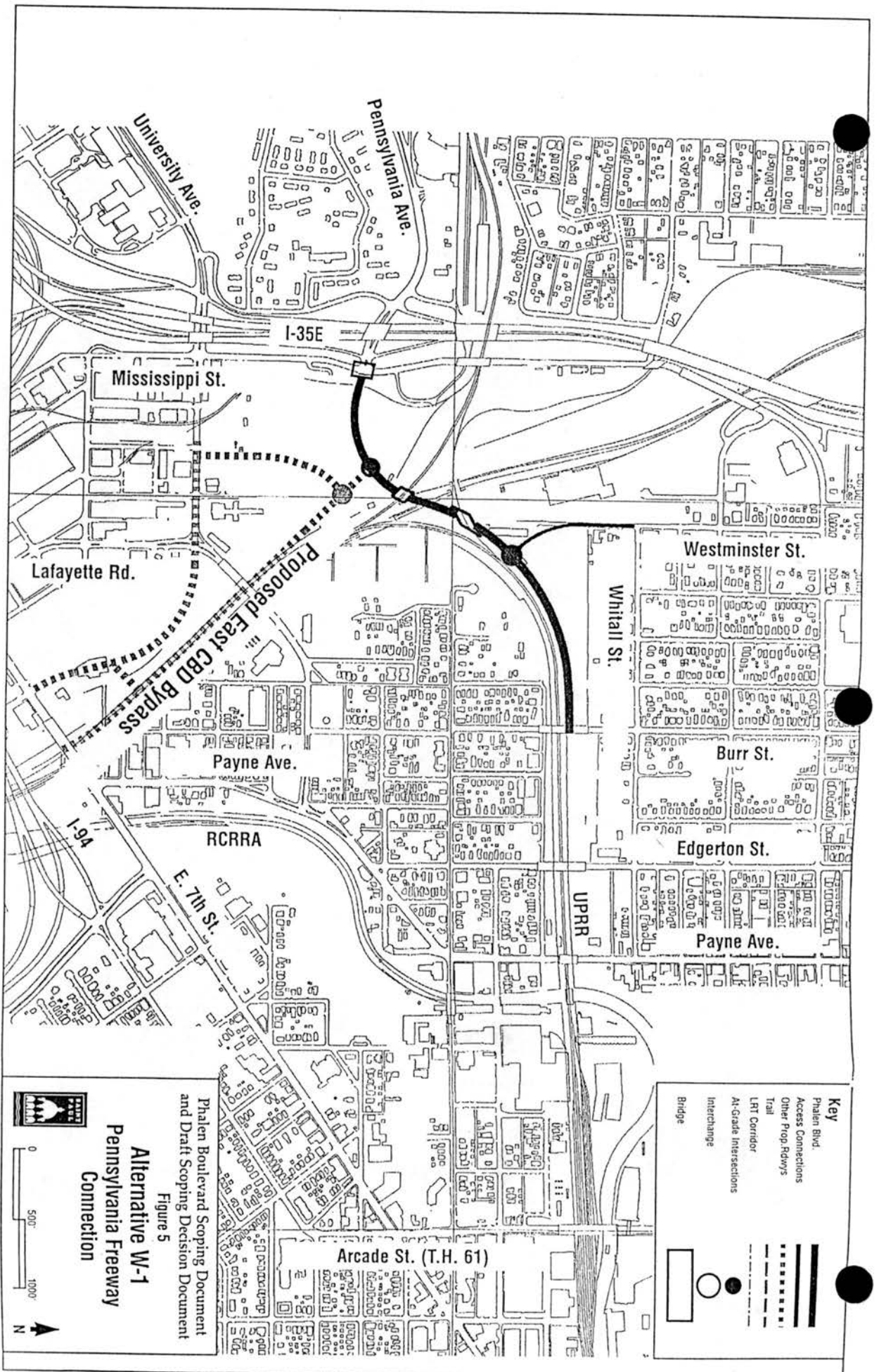
Executive Summary

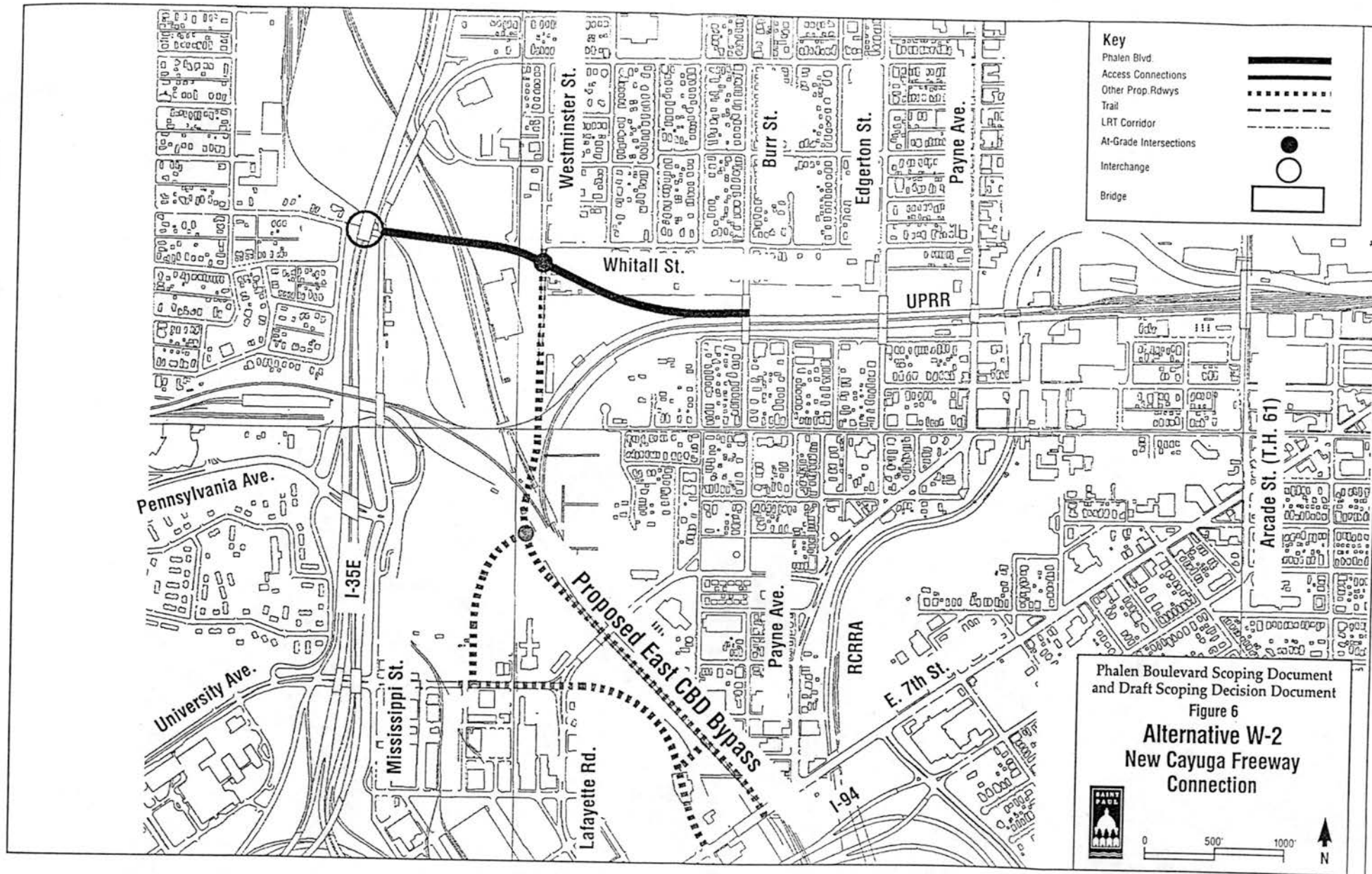
Issues Not Requiring Analysis

- Federal and/or state-designated critical areas
- Stream modification
- Farmlands
- Wild and scenic rivers

Public and Agency Involvement

A comprehensive, proactive program of community and agency involvement was initiated by the City of Saint Paul. The focus is on the Phalen Boulevard EIS Task Force, a citizen committee created by the Saint Paul Planning Commission, which includes representatives of residential, business and institutional interests. The Task Force has been deeply involved in generating and reviewing much of the material used in the scoping process. The Task Force will continue to be involved throughout the remainder of the EIS process.





Phalen Boulevard Scoping Document
and Draft Scoping Decision Document

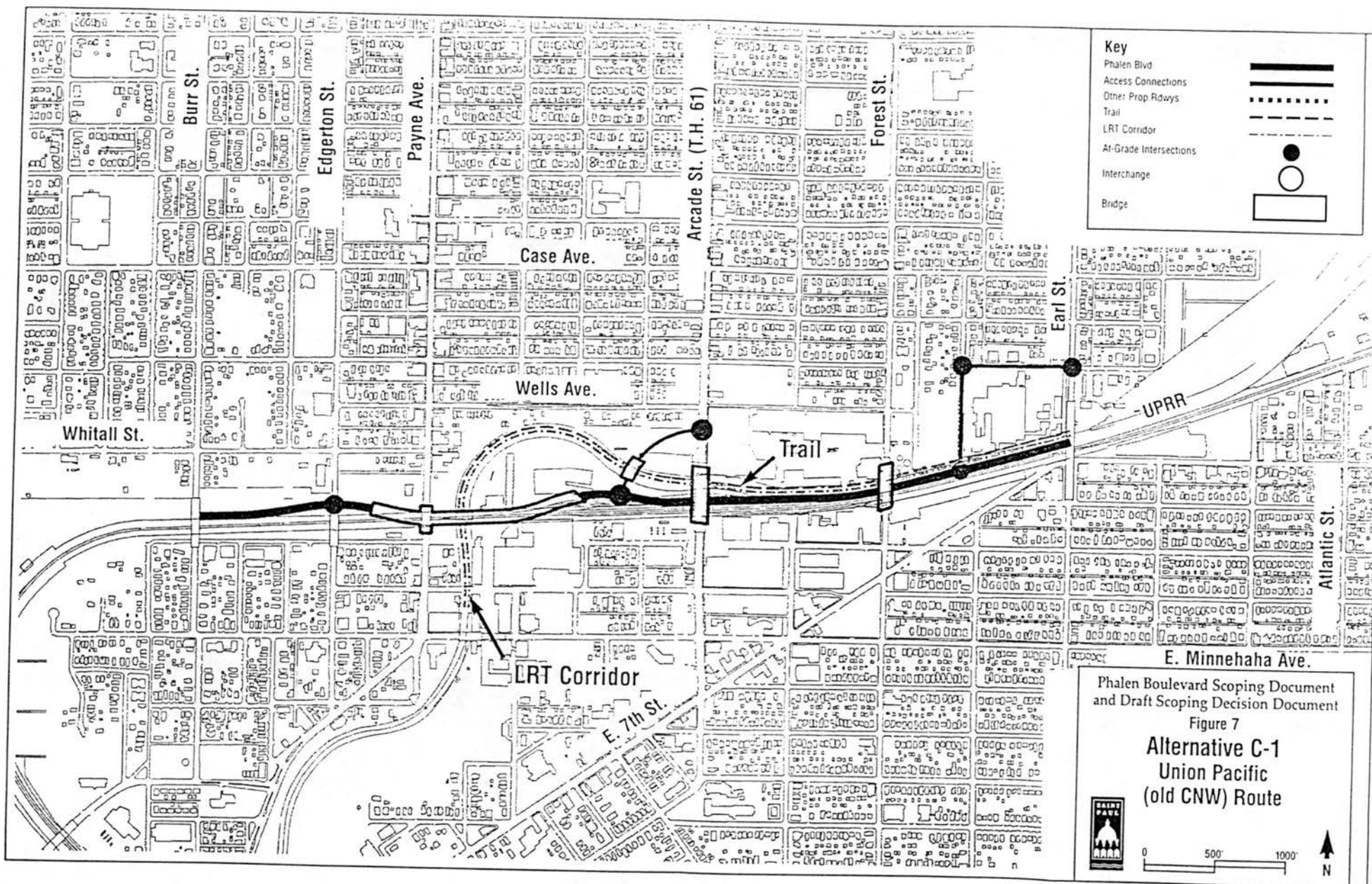
Figure 6

Alternative W-2 New Cayuga Freeway Connection



ES&H

Barton-Aschman Associates, Inc.
Genereux Research • The 106 Group, Ltd.
Malcolm Pirnie, Inc.



Phalen Boulevard Scoping Document
and Draft Scoping Decision Document

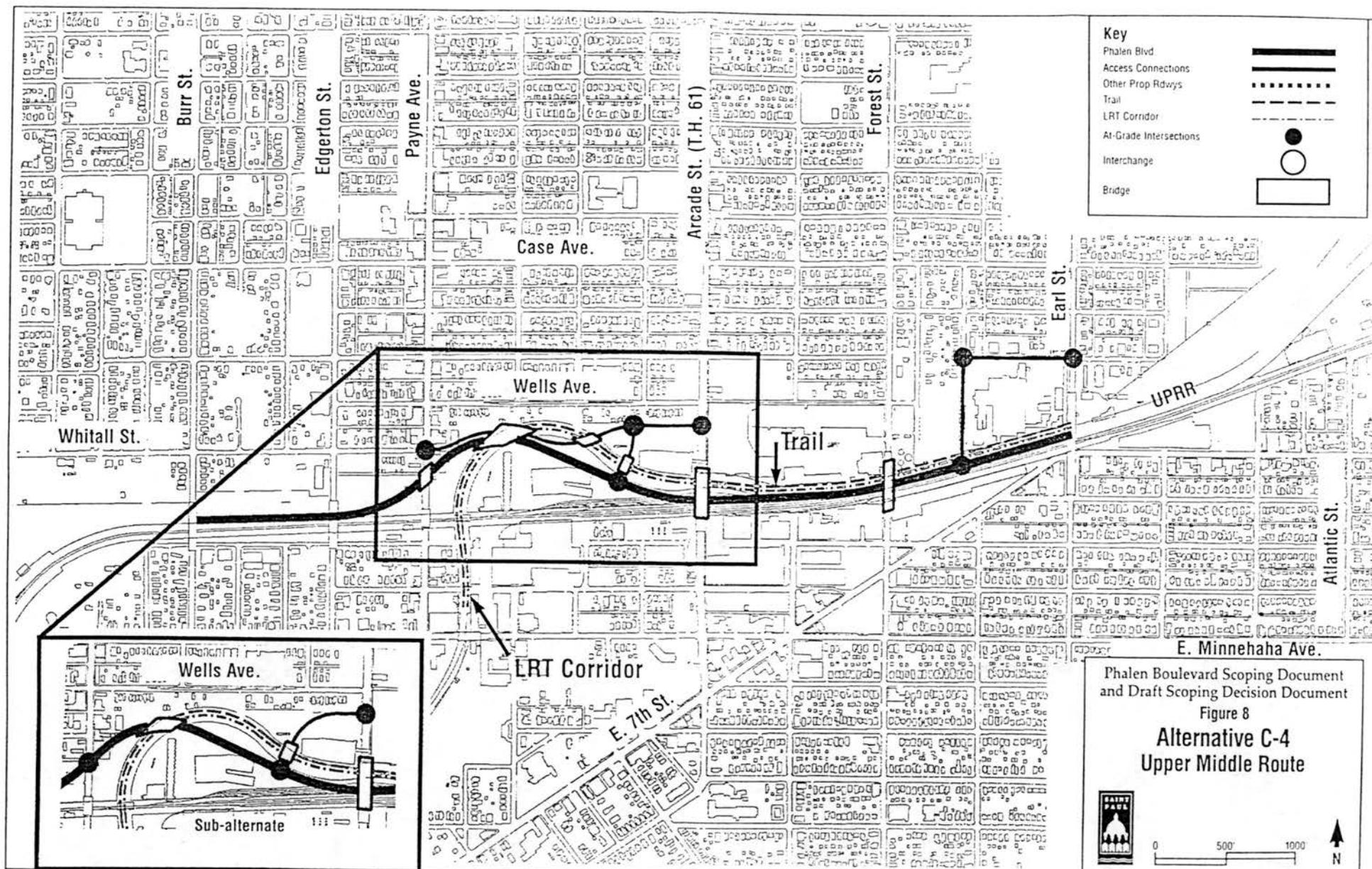
Figure 7

Alternative C-1
Union Pacific
(old CNW) Route



Barton-Aschman Associates, Inc.

Genereux Research • The 106 Group, Ltd.
Malcolm Pirnie, Inc.



Phalen Boulevard Scoping Document
and Draft Scoping Decision Document

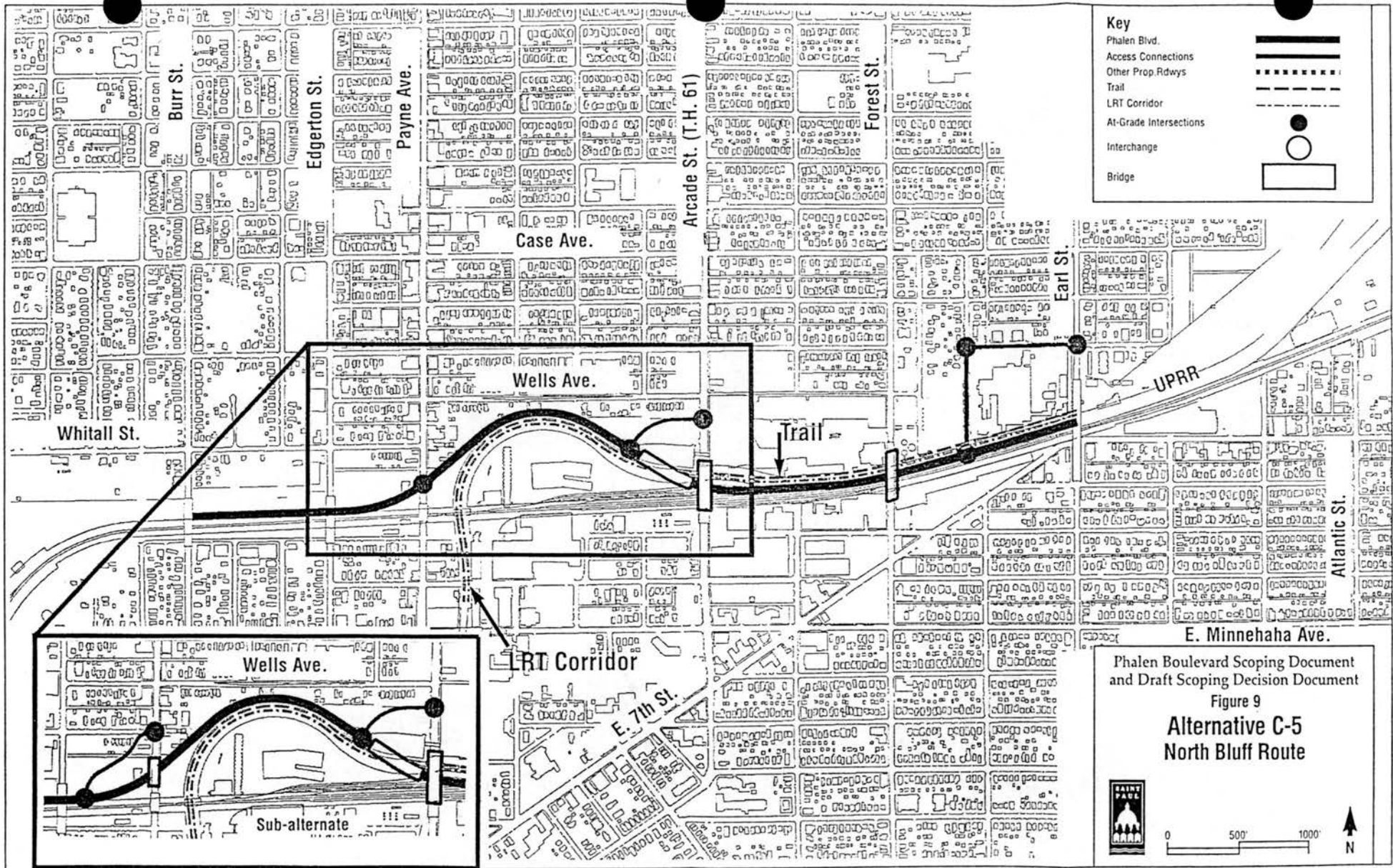
Figure 8

Alternative C-4
Upper Middle Route



SEH

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Generaux Research • The 106 Group, Ltd.
Malcolm Pirnie, Inc.

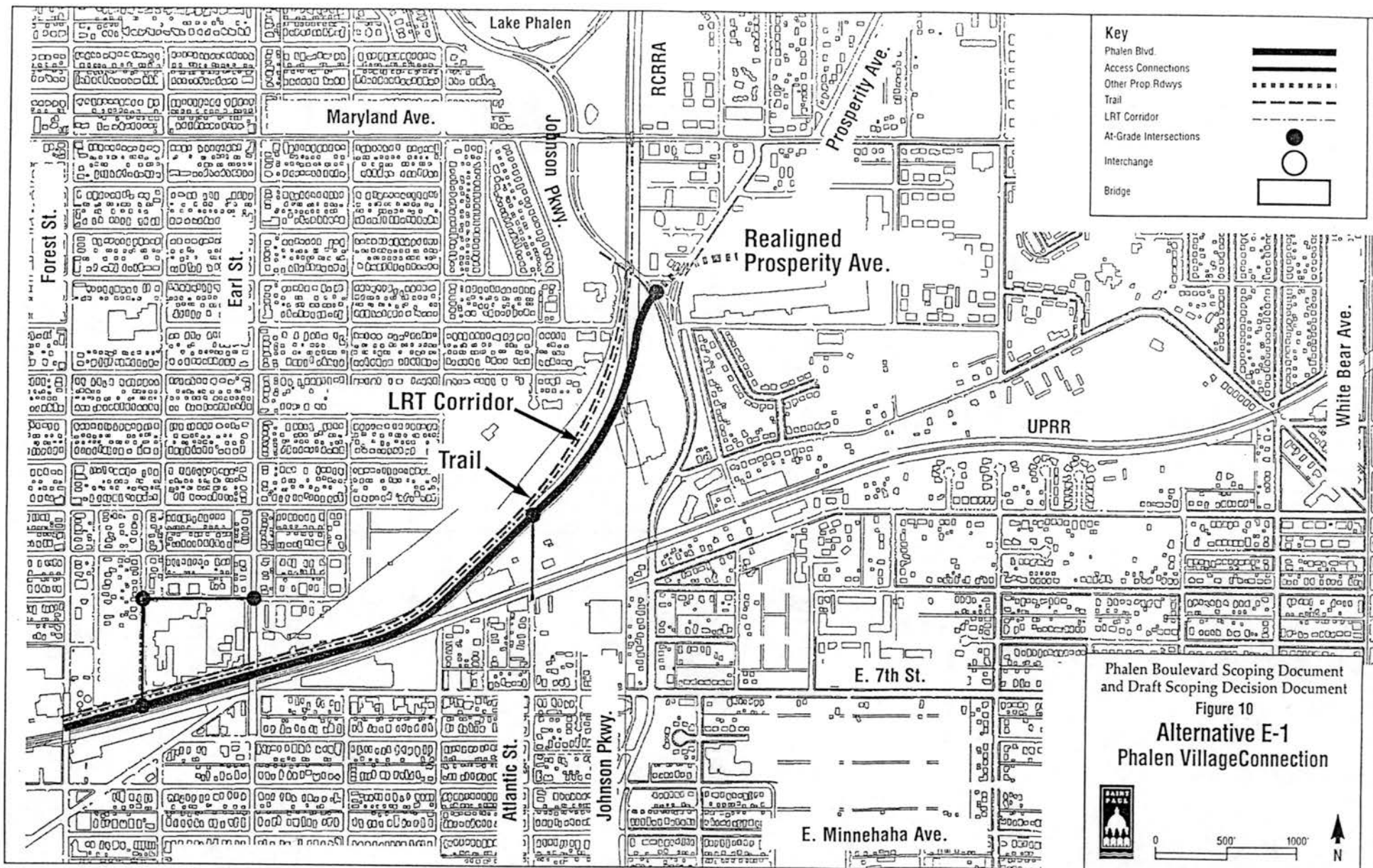


Phalen Boulevard Scoping Document
and Draft Scoping Decision Document
Figure 9
**Alternative C-5
North Bluff Route**



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