



Ramsey County Regional Railroad Authority.
Records.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 6, 2015

The Ramsey County Regional Railroad Authority met with the following members present: Carter, Huffman, McDonough, McGuire, Reinhardt, Rettman, Ortega, – 7. Absent – 0. Also present were Julie Kleinschmidt, County Manager and Paul Zisla, Assistant County Attorney, Ramsey County Attorney's Office.

Chair Ortega called the meeting to order at 9:50 A.M.

AGENDA

Commissioner Huffman moved approval of the Agenda of the January 6, 2015 Regional Railroad Authority Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0.

MINUTES

Commissioner Huffman moved approval of the Minutes of the December 16, 2014 Regional Railroad Authority Meeting, seconded by Commissioner McGuire. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0

1. Election of Officers for 2014

Election of Chair

Chair Ortega opened the nominations for the election of the Chair.

Commissioner McDonough nominated Commissioner Rafael Ortega as Chair of the Ramsey County Regional Railroad Authority for 2015, seconded by Commissioner Carter.

Hearing no further nominations, the nominations were closed. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0
(R2015-01)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Rafael Ortega to serve as Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Election of Vice Chair

Chair Ortega opened the nominations for the election of the Vice Chair.

Commissioner McDonough nominated Commissioner Victoria Reinhardt as Vice Chair of the Ramsey County Regional Railroad Authority for 2015, seconded by Commissioner Huffman.

Hearing no further nominations, the nominations were closed. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0
(R2015-02)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Victoria Reinhardt to serve as Vice Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Election of Secretary

Chair Ortega opened the nominations for the election of the Secretary.

Commissioner McDonough nominated Commissioner Huffman as Secretary of the Ramsey County Regional Railroad Authority for 2015, seconded by Commissioner Rettman.

Hearing no further nominations, the nominations were closed. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0
(R2015-03)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Blake Huffman to serve as Secretary of the Ramsey County Regional Railroad Authority for the year 2015.

Election of Treasurer

Chair Ortega opened the nominations for the election of the Treasurer.

Commissioner McDonough nominated Commissioner Toni Carter as Treasurer of the Ramsey County Regional Railroad Authority for 2015, seconded by Commissioner Reinhardt.

Hearing no further nominations, the nominations were closed. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0
(R2015-04)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Toni Carter to serve as Treasurer of the Ramsey County Regional Railroad Authority for the year 2015.

2. Appointments to Outside Committees for 2015

Commissioner Reinhardt moved approval of the following resolution, seconded by Commissioner McGuire. Roll Call: Ayes – McGuire, Reinhardt, Rettman, Carter, Huffman, McDonough, Ortega – 7. Nays – 0
(R2015-05)

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, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2015:

Victoria Reinhardt, Chair
Blake Huffman, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2015:

Janice Rettman
Jim McDonough, Alternate

and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2015:

Rafael Ortega
Jim McDonough, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2015:

Mary Jo McGuire
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Minnesota High Speed Rail Commission for 2015:

Janice Rettman
Jim McDonough, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northstar Corridor for 2015:

Victoria Reinhardt
Janice Rettman, Alternate

And be it Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Gateway Corridor for 2015:

Rafael Ortega
Victoria Reinhardt, Alternate
Jim McDonough, Alternate

And be it Finally

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Riverview Corridor for 2015:

Rafael Ortega
Jim McDonough, Alternate
Victoria Reinhardt, Alternate

CORRIDOR UPDATES

No updates were reported.

ADJOURNMENT

There being no further business, Chair Ortega declared the meeting adjourned at 9:57 A.M.



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St. Paul, Minnesota 55101 | (651) 266-2760

REGIONAL RAILROAD AUTHORITY

Tuesday, January 06, 2015
Immediately following the County Board Meeting
Council Chambers – Third Floor Court House

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1. **Approve Agenda of January 6, 2015**

2. **Approve Minutes from December 16, 2014**

3. **Election of Officers for 2015**

Election of Officers for the year 2015

- 1) Election of the Chair; and
- 2) Election of the Vice-Chair; and
- 3) Election of the Secretary; and
- 4) Election of the Treasurer

4. **Appointments to Outside Committees for 2015**

REQUESTED ACTION

Approve appointments to various Outside Committees for the year 2015.

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-1

Committee:

Meeting Date: 1-6-2015

SUBJECT

Approve Agenda of January 6, 2015

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-2

Committee:

Meeting Date: 1-6-2015

SUBJECT

Approve Minutes from December 16, 2014

REQUEST FOR ACTION
REGIONAL RAIL

Requesting Department: Regional Railroad Authority

Committee:

Meeting Date: 01/06/2015

SUBJECT: Election of Officers for 2015

ACTION REQUESTED:

Election of Officers for the year 2015

- 1) Election of the Chair; and
- 2) Election of the Vice-Chair; and
- 3) Election of the Secretary; and
- 4) Election of the Treasurer

EXECUTIVE SUMMARY:

The Annual Organizational Meeting is the time set by the Ramsey County Regional Railroad Authority for election of officers.

ATTACHMENTS:

Draft Resolutions

Draft Resolution # 1

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Draft Resolution # 2

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Vice-Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Draft Resolutions

Draft Resolution # 1

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Draft Resolution # 2

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Vice-Chair of the Ramsey County Regional Railroad Authority for the year 2015.

Draft Resolution # 3

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Secretary of the Ramsey County Regional Railroad Authority for the year 2015.

Draft Resolution # 4

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects to serve as Treasurer of the Ramsey County Regional Railroad Authority for the year 2015.

**REQUEST FOR ACTION
REGIONAL RAIL**

Requesting Department: Regional Railroad Authority

Committee:

Meeting Date: 1/6/15

SUBJECT: Appointments to Outside Committees for 2015

REQUESTED ACTION

Approve appointments to various Outside Committees for the year 2015.

EXECUTIVE SUMMARY

The Annual Organizational Meeting is the time established to approve appointment of Ramsey County Regional Railroad Authority Commissioners to Outside Committees.

BUDGETARY IMPACT

COUNTY MANAGER COMMENTS

PREVIOUS ACTION

ATTACHMENTS

Draft Resolution

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: January 6, 2015

No.: R15-05

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, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2015:

Victoria Reinhardt, Chair
Blake Huffman, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2015:

Janice Rettman
Jim McDonough, Alternate

and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2015:

Rafael Ortega
Jim McDonough, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2015:

Mary Jo McGuire
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Minnesota High Speed Rail Commission for 2015:

Janice Rettman
Jim McDonough, Alternate

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: January 6, 2015

No.: R15-05

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northstar Corridor for 2015:

Victoria Reinhardt
Janice Rettman, Alternate

And be it Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Gateway Corridor for 2015:

Rafael Ortega
Victoria Reinhardt, Alternate
Jim McDonough, Alternate

And be it Finally

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Riverview Corridor for 2015:

Rafael Ortega
Jim McDonough, Alternate
Victoria Reinhardt, Alternate

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Toni Carter	X		
Blake Huffman	X		
Jim McDonough	X		
Mary Jo McGuire	X		
Victoria Reinhardt	X		
Janice Rettman	X		
Rafael Ortega	X		

Rafael Ortega, Chair

By: _____
Blake Huffman, Secretary

ST. PAUL, MINNESOTA

RAMSEY COUNTY, MINNESOTA
Tuesday, January 20, 2015

The Ramsey County Regional Railroad Authority met in regular session at 9:25 AM with the following members present: Carter, Huffman, McDonough, McGuire, Reinhardt, Rettman, and Chair Ortega. Also present were Julie Kleinschmidt, County Manager, and Paul Zisla, Assistant County Attorney.

1. Approval of the January 20, 2015 Agenda

VOTING

Motion by: Victoria Reinhardt

Second by: Mary Jo McGuire

Commissioners	YES	NO	ABSENT	RECUSE
Carter, Toni	x			
Huffman, Blake	x			
McDonough, Jim	x			
McGuire, Mary Jo	x			
Ortega, Rafael	x			
Reinhardt, Victoria	x			
Rettman, Janice	x			

2. Approve Minutes from January 6, 2015

VOTING

Motion by: Victoria Reinhardt

Second by: Mary Jo McGuire

Commissioners	YES	NO	ABSENT	RECUSE
Carter, Toni	x			
Huffman, Blake	x			
McDonough, Jim	x			
McGuire, Mary Jo	x			
Ortega, Rafael	x			
Reinhardt, Victoria	x			
Rettman, Janice	x			

3. Transitway Impact Research Program 2015 Presentation
(Discussion can be found on archived video)
4. Transitways Impact Research Program 2015 Funding Request
(Discussion can be found on archived video) (R2015-06)

VOTING

Motion by: Jim McDonough

Second by: Blake Huffman

Commissioners	YES	NO	ABSENT	RECUSE
Carter, Toni	x			
Huffman, Blake	x			
McDonough, Jim	x			
McGuire, Mary Jo	x			
Ortega, Rafael	x			
Reinhardt, Victoria	x			
Rettman, Janice	x			

WHEREAS, The Ramsey County Regional Railroad Authority and other railroad authorities and the University of Minnesota have supported research initiatives to study the economic and community impacts of transitway projects through the Transitway Impacts Research Program; and

WHEREAS, The Transitways Impact Research Program has requested \$25,000 from the Ramsey County Regional Railroad Authority to research residential and commercial property values, land use patterns, neighborhood impacts, and travel behaviors; Now Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves the expenditure of \$25,000 for Ramsey County Regional Railroad Authority's share of the Transitways Impact Research Program for 2015.

CORRIDOR UPDATES (Discussion can be found on archived video)

ADJOURNMENT

Chair Ortega declared the meeting adjourned at 10:37am

Abby Goldsmith, Administrative Assistant

Regional Railroad Authority Meeting
January 20, 2015 – ROLL CALL

Call to Order: 9:25

ATTENDANCE ROLL CALL

	PRESENT	ABSENT
Toni Carter	☒	☐
Blake Huffman	☒	☐
Jim McDonough	☒	☐
Mary Jo McGuire	☒	☐
Victoria Reinhardt	☒	☐
Janice Rettman	☒	☐
Rafael Ortega	☒	☐

AGENDA ROLL CALL – Approve 1-20-15 Agenda

Moved: Reinhardt Seconded: McGuire

	YEA	NAY	OTHER
Victoria Reinhardt	☐	☐	☐
Janice Rettman	☐	☐	☐
Toni Carter	☐	☐	☐
Blake Huffman	☐	☐	☐
Jim McDonough	☐	☐	☐
Mary Jo McGuire	☐	☐	☐
Rafael Ortega	☐	☐	☐

MINUTES ROLL CALL – Approve 1-6-15 Minutes

Moved: Reinhardt Seconded: McGuire

	YEA	NAY	OTHER
Victoria Reinhardt	☒	☐	☐
Janice Rettman	☒	☐	☐
Toni Carter	☒	☐	☐
Blake Huffman	☒	☐	☐
Jim McDonough	☒	☐	☐
Mary Jo McGuire	☒	☐	☐
Rafael Ortega	☒	☐	☐

1. TIRP Presentation

Moved: /

Seconded: /

	YEA	NAY	OTHER
Mary Jo McGuire	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Toni Carter	_____	_____	_____
Blake Huffman	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael Ortega	_____	_____	_____

Presenters: Andy Guthrie - Research fellow
at HSPA - UofM.

Dawn Spanheke - Assoc. Director -
Devel. & Finance - Center for
Transportation Studies.

Intro by Dawn

Presentation = Andy.

(PowerPoint)

McDonough - wait time even less than estimated?
also - ?

Ortega - bus stops - lacking all there?

Andy = 1/3 ~~is~~ is bus stop sign.
just.

is info.
shared
w/ Met
C.
yes.

McGuire - Activities at bus stop while you wait?

Andy - passenger access to smart phones.
stops are slightly improved.. real time
info

Reitman - updated Info Booklet: ^{current} one is 2013.

Andy - Final Report not yet published -
will be soon. will share info asap.

Reinhardt ^{has} ~~has~~ calming effect on traffic
knowing the
the estimated arrival
interested to see impact.
Real time Amenities

McDonough - ~~technology~~ - ? Touch Screens?

Andy - Data may not be accurate.
on that question.

Ortega - physically having gives a sense
a sign - screen = security &

Andy - exacety $\rightarrow$ spot on.
Smaller stops - often in less safe
areas.

Reitman - lighting - high intensity.
also helps security.

Andy - we expect it matters.

2. 2015 TIRP Funding Request

Moved:

MD

Seconded:

WFF

	YEA	NAY	OTHER
Mary Jo McGuire	☒	☐	☐
Victoria Reinhardt	☒	☐	☐
Janice Rettman	☒	☐	☐
Toni Carter	☒	☐	☐
Blake Huffman	☒	☐	☐
Jim McDonough	☒	☐	☐
Rafael Ortega	☒	☐	☐

Support Resoluer

Continued -

McGuire - letter of support to METC?
 Support of Amenities at bus stops/shelters
 + efforts.

Ortega - when published -

Andy - not known exactly.
 publicly Avail. on website.

Reinhardt -

to open Haves - but also go to
website + provide comments -
lots of info to share

McGuire 35 W - ^{seeking} funding for that Proj.
managed lane
need to work w/ city partners.

McDonagh - CTAB - legislative

JOINT P. Board -
3 diff options for transit funding -
meeting tomorrow.
TAB -

Reinhardt - asked about - ?

include Ramsey + Henn in the Revenue side
cutting at 2 contributors. punitive.
- compromise is needed

Meeting adjourned at 10:37 AM/PM



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REGIONAL RAILROAD AUTHORITY

Tuesday, January 20, 2015
Immediately following the County Board Meeting
Council Chambers – Third Floor Court House

ROLL CALL

Approval of the January 20, 2015 AGENDA

MINUTES of the January 6, 2015 Meeting is presented for approval

1. **Transitway Impact Research Program 2015 Presentation**

None. For information and discussion only.

2. **Transitways Impact Research Program 2015 Funding Request**

Approve the expenditure of \$25,000 for Ramsey County Regional Railroad Authority's share of the Transitways Impact Research Program for 2015.

CORRIDOR UPDATES

ADJOURNMENT

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department:

R2015-4

Committee: Regional Railroad Authority

Meeting Date: 1/20/2015

SUBJECT

Approval of the January 20, 2015 Agenda

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-3

Committee: Regional Railroad Authority

Meeting Date: 1/20/2015

SUBJECT

Approve Minutes from January 6, 2015

ATTACHMENTS

1. Draft Minutes from January 6, 2015



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REGIONAL RAILROAD AUTHORITY

Tuesday, January 20, 2015
Immediately following the County Board Meeting
Council Chambers – Third Floor Court House

ROLL CALL

Approval of the January 20, 2015 AGENDA

MINUTES of the January 6, 2015 Meeting is presented for approval

1.

Transitway Impact Research Program 2015 Presentation

None. For information and discussion only.

2.

Transitways Impact Research Program 2015 Funding Request

Approve the expenditure of \$25,000 for Ramsey County Regional Railroad Authority's share of the Transitways Impact Research Program for 2015.

CORRIDOR UPDATES

ADJOURNMENT

TRANSITWAY IMPACTS RESEARCH PROGRAM



Ramsey County Regional Rail Authority

JANUARY 20, 2015

Background

- Launched in 2006 to answer questions about the economic, travel, and community impacts of transitway corridors.
- Since 2006, local sponsors have provided over \$1.2M for TIRP, which helped attract over \$500,000 in funding from federal and foundation sources.
- Program participants include twenty public and non-profit sponsors and partners.
- Diverse body of research with 14 projects in various stages.

2014 Workshop

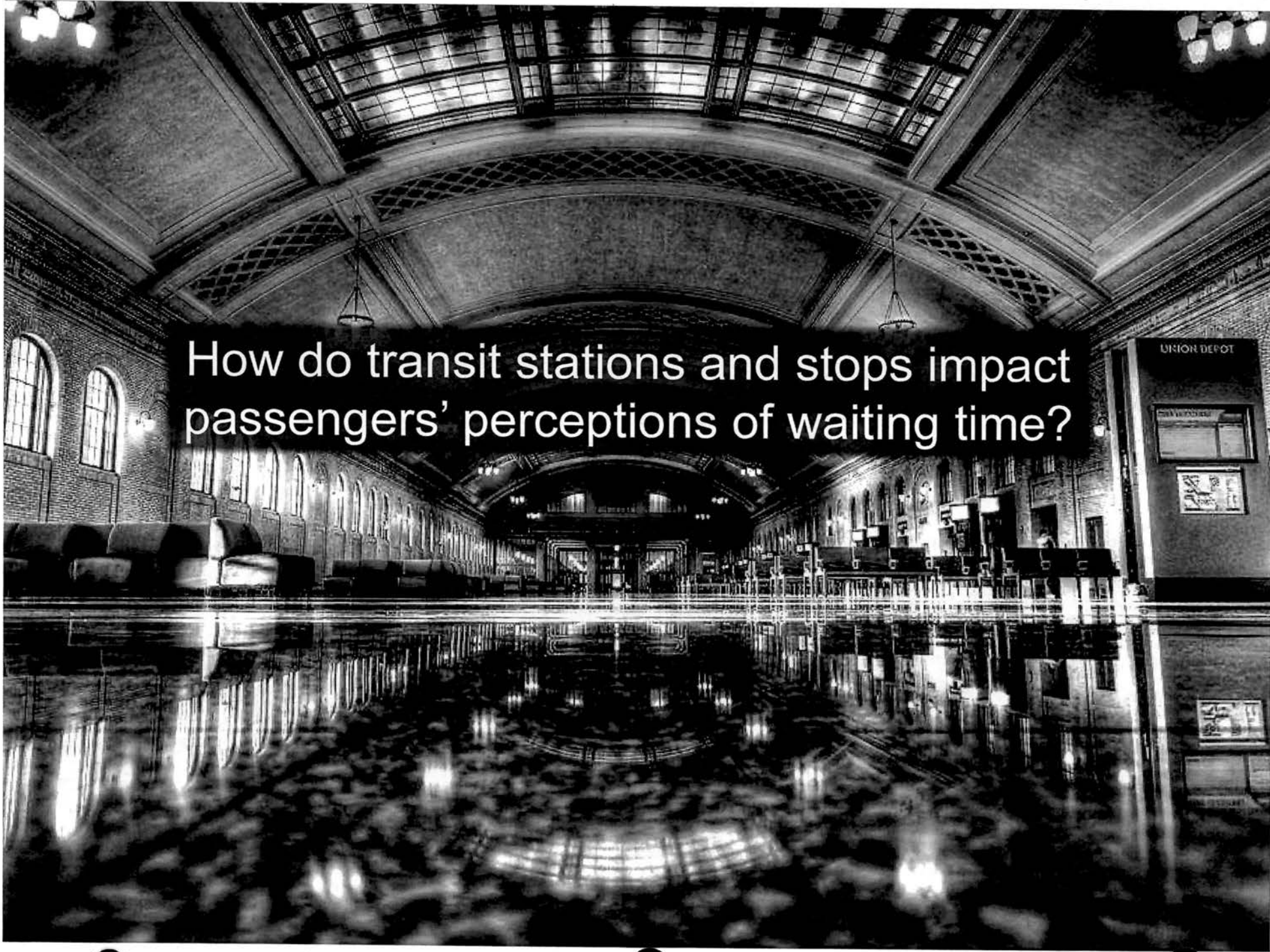
- Session 1: From Research to Practice, Transitway Impacts on the Twin Cities Region
- Session 2: TIRP Research: Key Findings and Policy Implications



Transit Stops and Stations and Waiting Time Perceptions

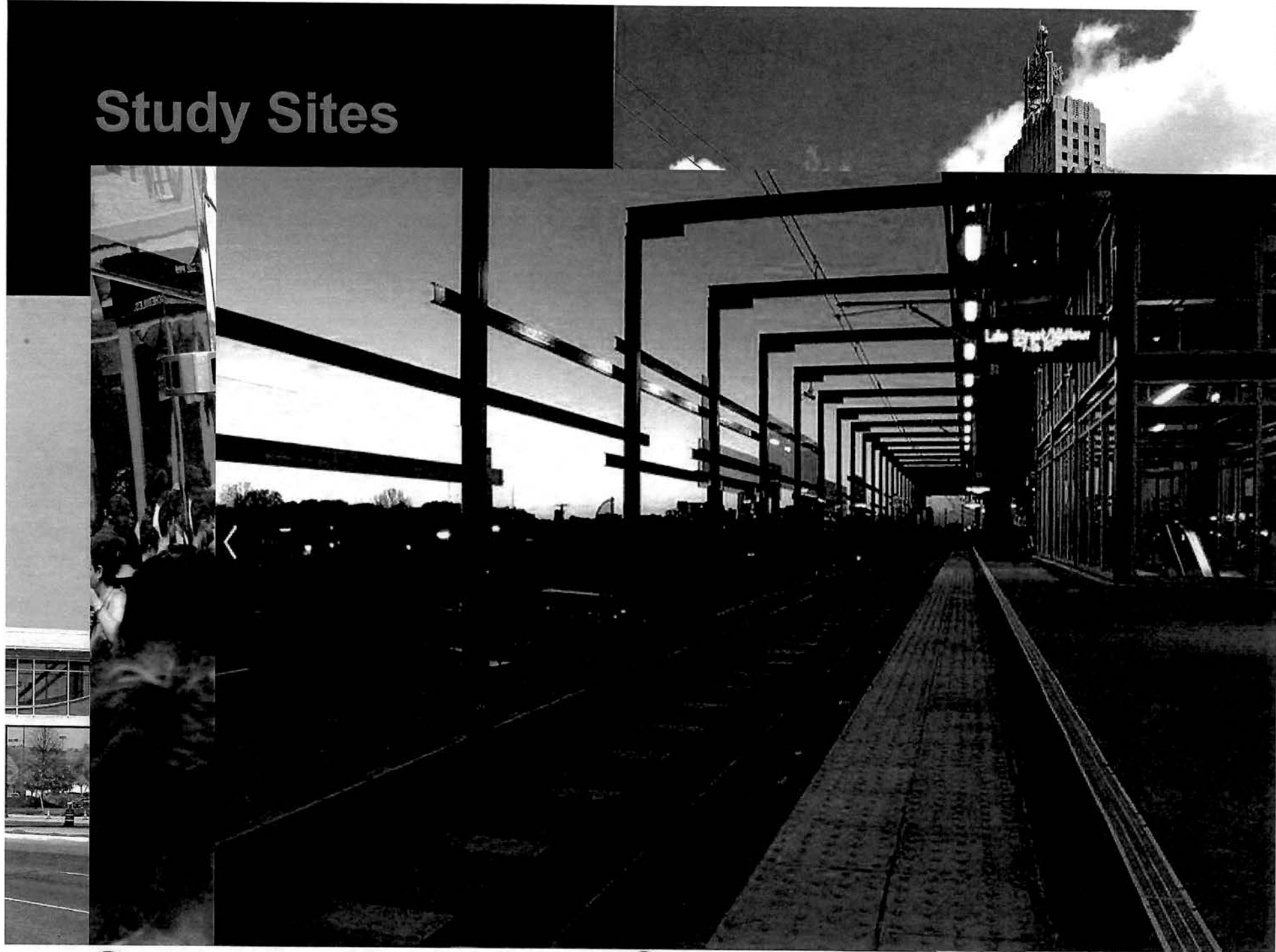
**Transitway Impacts
Research Program**





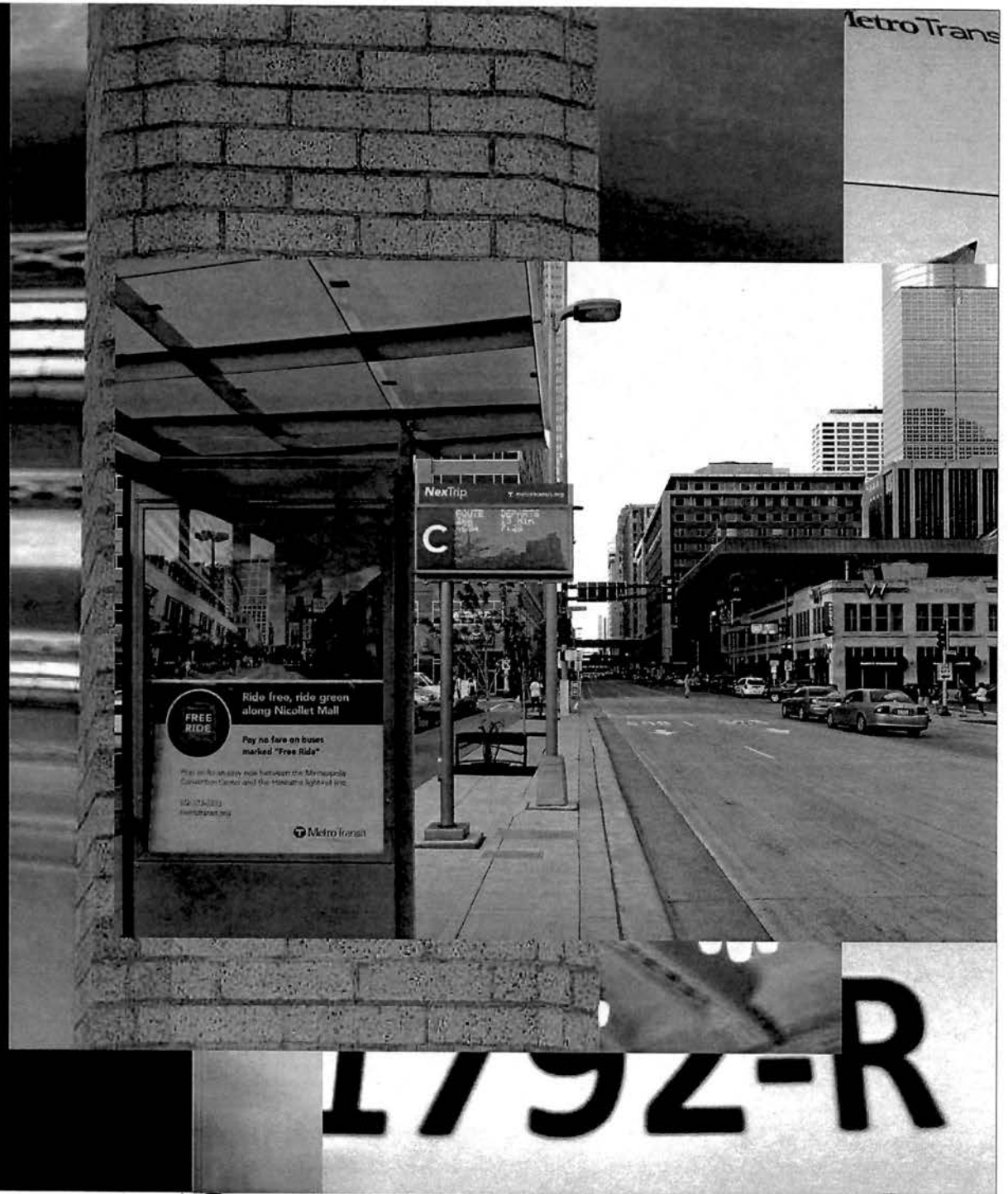
How do transit stations and stops impact passengers' perceptions of waiting time?

Study Sites



Approach

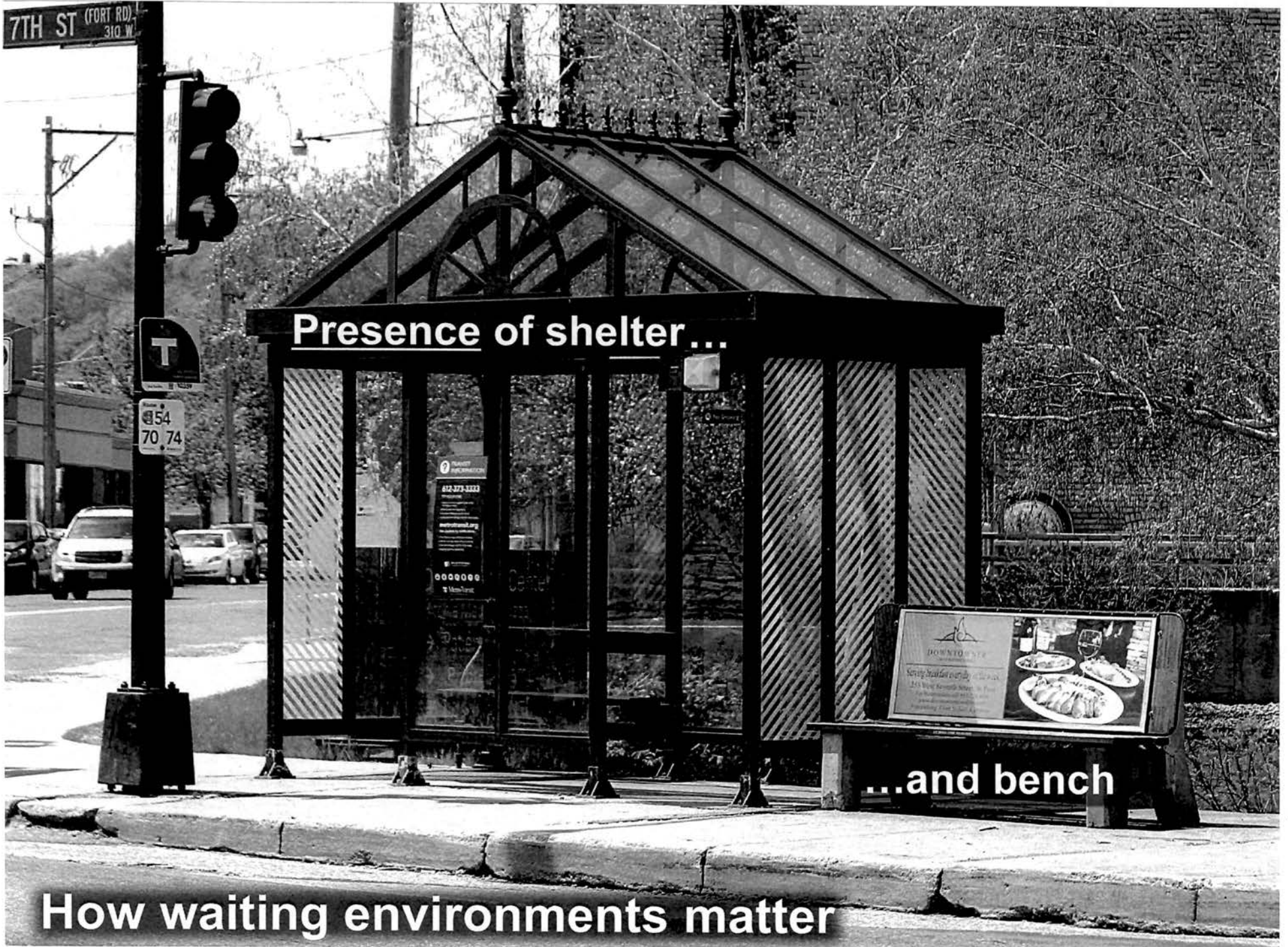
Assess
Measure
Explain



Results



How waiting environments matter



Posted schedules

85 

South Branch Avenue to 9th

Monday - Friday - Leaves at 9:00am

South Branch Avenue to 9th

AM	8:00A	8:15A	8:30A	8:45A	9:00A	9:15A	9:30A	9:45A	10:00A
2:00P	2:15P	2:30P	2:45P	3:00P	3:15P	3:30P	3:45P	4:00P	4:15P
4:30P	4:45P	5:00P	5:15P	5:30P	5:45P	6:00P	6:15P	6:30P	6:45P
7:00P	7:15P	7:30P	7:45P	8:00P	8:15P	8:30P	8:45P	9:00P	9:15P
9:30P	9:45P	10:00P	10:15P	10:30P	10:45P	11:00P	11:15P	11:30P	11:45P
12:00A	12:15A	12:30A	12:45A	1:00A	1:15A	1:30A	1:45A	2:00A	2:15A
2:30A	2:45A	3:00A	3:15A	3:30A	3:45A	4:00A	4:15A	4:30A	4:45A
4:50A	5:05A	5:20A	5:35A	5:50A	6:05A	6:20A	6:35A	6:50A	7:05A
7:20A	7:35A	7:50A	8:05A	8:20A	8:35A	8:50A	9:05A	9:20A	9:35A
9:50A	10:05A	10:20A	10:35A	10:50A	11:05A	11:20A	11:35A	11:50A	12:05P
12:20P	12:35P	12:50P	1:05P	1:20P	1:35P	1:50P	2:05P	2:20P	2:35P
2:50P	3:05P	3:20P	3:35P	3:50P	4:05P	4:20P	4:35P	4:50P	5:05P
5:20P	5:35P	5:50P	6:05P	6:20P	6:35P	6:50P	7:05P	7:20P	7:35P
7:50P	8:05P	8:20P	8:35P	8:50P	9:05P	9:20P	9:35P	9:50P	10:05P
10:20P	10:35P	10:50P	11:05P	11:20P	11:35P	11:50P	12:05P	12:20P	12:35P

Saturday - Leaves at 9:00am

AM	8:00A	8:15A	8:30A	8:45A	9:00A	9:15A	9:30A	9:45A	10:00A
2:00P	2:15P	2:30P	2:45P	3:00P	3:15P	3:30P	3:45P	4:00P	4:15P
4:30P	4:45P	5:00P	5:15P	5:30P	5:45P	6:00P	6:15P	6:30P	6:45P
7:00P	7:15P	7:30P	7:45P	8:00P	8:15P	8:30P	8:45P	9:00P	9:15P
9:30P	9:45P	10:00P	10:15P	10:30P	10:45P	11:00P	11:15P	11:30P	11:45P
12:00A	12:15A	12:30A	12:45A	1:00A	1:15A	1:30A	1:45A	2:00A	2:15A
2:30A	2:45A	3:00A	3:15A	3:30A	3:45A	4:00A	4:15A	4:30A	4:45A
4:50A	5:05A	5:20A	5:35A	5:50A	6:05A	6:20A	6:35A	6:50A	7:05A
7:20A	7:35A	7:50A	8:05A	8:20A	8:35A	8:50A	9:05A	9:20A	9:35A
9:50A	10:05A	10:20A	10:35A	10:50A	11:05A	11:20A	11:35A	11:50A	12:05P
12:20P	12:35P	12:50P	1:05P	1:20P	1:35P	1:50P	2:05P	2:20P	2:35P
2:50P	3:05P	3:20P	3:35P	3:50P	4:05P	4:20P	4:35P	4:50P	5:05P
5:20P	5:35P	5:50P	6:05P	6:20P	6:35P	6:50P	7:05P	7:20P	7:35P
7:50P	8:05P	8:20P	8:35P	8:50P	9:05P	9:20P	9:35P	9:50P	10:05P
10:20P	10:35P	10:50P	11:05P	11:20P	11:35P	11:50P	12:05P	12:20P	12:35P

Sunday/Holiday - Leaves at 9:00am

AM	8:00A	8:15A	8:30A	8:45A	9:00A	9:15A	9:30A	9:45A	10:00A
2:00P	2:15P	2:30P	2:45P	3:00P	3:15P	3:30P	3:45P	4:00P	4:15P
4:30P	4:45P	5:00P	5:15P	5:30P	5:45P	6:00P	6:15P	6:30P	6:45P
7:00P	7:15P	7:30P	7:45P	8:00P	8:15P	8:30P	8:45P	9:00P	9:15P
9:30P	9:45P	10:00P	10:15P	10:30P	10:45P	11:00P	11:15P	11:30P	11:45P
12:00A	12:15A	12:30A	12:45A	1:00A	1:15A	1:30A	1:45A	2:00A	2:15A
2:30A	2:45A	3:00A	3:15A	3:30A	3:45A	4:00A	4:15A	4:30A	4:45A
4:50A	5:05A	5:20A	5:35A	5:50A	6:05A	6:20A	6:35A	6:50A	7:05A
7:20A	7:35A	7:50A	8:05A	8:20A	8:35A	8:50A	9:05A	9:20A	9:35A
9:50A	10:05A	10:20A	10:35A	10:50A	11:05A	11:20A	11:35A	11:50A	12:05P
12:20P	12:35P	12:50P	1:05P	1:20P	1:35P	1:50P	2:05P	2:20P	2:35P
2:50P	3:05P	3:20P	3:35P	3:50P	4:05P	4:20P	4:35P	4:50P	5:05P
5:20P	5:35P	5:50P	6:05P	6:20P	6:35P	6:50P	7:05P	7:20P	7:35P
7:50P	8:05P	8:20P	8:35P	8:50P	9:05P	9:20P	9:35P	9:50P	10:05P
10:20P	10:35P	10:50P	11:05P	11:20P	11:35P	11:50P	12:05P	12:20P	12:35P

NOTES: THE 8500-800

8A To 8:00am with Chicago 4th St. to Chicago Ave.

8B To 8:00am with Chicago 4th St. to Chicago Ave.

8C To 8:00am with Chicago 4th St. to Chicago Ave. 8:00am to 8:00am.

8D To 8:00am with Chicago 4th St. to Chicago Ave. 8:00am to 8:00am.

How waiting environments matter

Insecure surroundings—Female passenger



How waiting environments matter

Thank you!

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**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2014-9

Committee: Regional Railroad Authority

Meeting Date: 1/20/2015

SUBJECT

Transitway Impact Research Program 2015 Presentation

REQUESTED ACTION

None. For information and discussion only.

EXECUTIVE SUMMARY:

Dawn Spanhake, Associate Director – Development and Finance, Center for Transportation Studies, and Andy Guthrie, Research Fellow at the Humphrey School of Public Affairs, will present to the Ramsey County Regional Railroad Authority Board the Transitway Impact Research Program and the research that has been completed.

BUDGETARY IMPACT

COUNTY MANAGER COMMENTS

PREVIOUS ACTION

ATTACHMENTS

1. TIRP research synthesis
2. TIRP Presentation PowerPoint

TRANSFORMING COMMUNITY

Research indicates transitways are improving mobility, spurring economic growth and development, and supporting equity

TRANSITWAY IMPACTS RESEARCH PROGRAM | RESEARCH SYNTHESIS

Synthesis Sponsor:
McKnight Foundation

Synthesis Publisher:
Center for Transportation Studies

CTS 2013-##
September 2013

Preface

The Transitway Impacts Research Program (TIRP) was launched in 2006 by the Hennepin–University Partnership to answer questions about the economic, travel, and community impacts of transitway corridors in the Twin Cities metropolitan area. TIRP has grown to include a mix of state, regional, and local jurisdictional partners.

The program creates knowledge and information needed to improve planning and decision making for transitway expansion. It also helps educate legislators, agency leaders and staff, and the University research community about current issues, innovations, and trends pertaining to transitways. In addition, the program serves as a national model of interjurisdictional collaboration between government and academia for transitway research, education, and outreach.

TIRP has funded a diverse body of research, including extensive modeling, data analysis, and numerous surveys of residents, transit riders, and business owners both within transit corridors and from the broader region. This document synthesizes the findings of seven TIRP research projects completed to date. The document also incorporates findings from two related research projects conducted by University of Minnesota researchers. (See page 16 for a bibliography.)

Acknowledgments

TIRP Funding and Program Support

Numerous program partners have provided TIRP funding and program support. These include Anoka County, the Center for Transportation Studies, the Center for Urban and Regional Affairs, the Central Corridor Funders Collaborative, the Cities of Bloomington, Minneapolis, and Saint Paul, the Federal Transit Administration, Hennepin County and the Hennepin–University Partnership, the Itasca Project, the McKnight Foundation, Metro Transit, the Metropolitan Council, the Minnesota Department of Transportation, Ramsey County, the University Metropolitan Consortium, and Washington County.

Appreciation is extended to the TIRP Program Management Team and Technical Advisory Group members. They contributed their time and knowledge, both of which contributed greatly to the quality of the research, and helped share findings with broader regional partners.

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David Vessel, Metropolitan Council
Katie Walker, Hennepin County

Other Research Sponsors

TIRP research provided the foundation for University of Minnesota researchers to attract additional funding. Sponsors were:

- McKnight Foundation, the Surdna Foundation, and the Jay and Rose Phillips Family Foundation of Minnesota
- Metropolitan Council as part of the Corridors of Opportunity Initiative, through an award from the U.S. Department of Housing and Urban Development

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Metro Transit gets colorful

In June 2013, Metro Transit renamed the regional transitway corridors by color. TIRP research cited in this synthesis used the previous place-based names.

METRO Blue Line = Hiawatha Light-Rail Transit (LRT)

METRO Red Line = Cedar Avenue Bus Rapid Transit

METRO Green Line = Central Corridor LRT

METRO Green Line Extension = Southwest LRT

Northstar Commuter Rail = unchanged

Contents

Executive Summary	IV
Key Findings	IV
Setting the Stage for the Region's Transit System.....	1
Transitways Improve Regional Mobility.....	3
Transitways Support Economic Growth	5
Transitways Spur Development and Higher Land Values	8
Transitways Support Opportunity and Equity	10
Policy Implications	13

Executive Summary

The identity and history of the greater Minneapolis–Saint Paul metropolitan area are strongly shaped by transportation—from water to rail, to streetcars, airports, and highways. In 2004, almost half a century after the region's streetcar lines were removed, the first new transit line opened in the Twin Cities.

The Blue Line is the initial piece of a 14-corridor regional transit network planned to be in place by 2030. The network will connect Minneapolis and Saint Paul and the many suburban jurisdictions within the seven-county metropolitan region—connecting people to jobs, schools, and the other destinations that matter in their lives.

These landmark regional investments have the potential to significantly change long-term land-use patterns and travel behavior. They also raise important questions for policymakers and elected officials regarding the potential return on investment:

- How are travel choices and mobility changing in the Twin Cities as a result of increased transit service and availability?

- What is the connection between transit accessibility and economic growth?
- How will transit investment influence the housing market, development patterns, and land values?
- Who benefits from increased transit accessibility?

The Transitway Impacts Research Program (TIRP) was launched in 2006 to help answer these questions. Under the TIRP umbrella, University of Minnesota researchers provide an objective analysis of data, public perceptions, and complex impacts resulting from these investments. Their research is unique in its breadth, scope, and ability to provide real-time analysis of the changes experienced when a region introduces high-quality transit service.

This synthesis pulls together seven years of TIRP research as well as findings from two related projects conducted by University of Minnesota researchers. It summarizes the actual and projected impacts of transitways on the Twin Cities region, offering lessons learned to help guide the build-out of the rest of the network most effectively. It concludes with a set of implications for policymakers.

Key findings

Transit improves mobility. Transit ridership is increasing. Light rail attracts riders from across the region, including those with access to a car. In fact, 62% of light-rail riders have other travel choices. Express buses and light rail are used by urban and suburban workers of all skill levels.

Transitway investment is significantly improving access to jobs and workers, particularly benefiting low-wage earners. The Blue Line made 14,000 additional jobs accessible within a 30-minute transit commute to low-wage workers in areas immediately adjacent to transit stations. For those with a direct bus connection to LRT, an additional 4,000 jobs became accessible.

Development is occurring along new and emerging transit corridors. The Green Line has seen a particularly strong development response. Eighteen residential and commercial/retail developments worth more than \$275 million began construction or entered the planning stage in 2012. This is in addition to the nearly 40 developments worth more than \$944 million that opened, were under construction, or were in the planning stage in 2011 along University Avenue.

The marketplace values transit access. Prices per building square foot have increased near the Blue Line, with highest values for those properties located closest to transit stations. Average single-family home values in Blue Line station areas increased more than \$5,000 between 2004 and 2007, control-

"We know a lot about how to build transit lines and how much it costs, but we don't really know how transitways affect the community. We had to make the case for investment only on a transportation basis, but we felt strongly that we should weigh these decisions on a transportation and community and economic development basis."

— Peter McLaughlin, Hennepin County Commissioner and Chair of the Counties Transit Improvement Board



ling for market conditions. The positive effect on commercial property values was found to extend to properties located almost a mile from the light-rail station.

People of all incomes benefit from transitway expansion, and those with lower incomes gain the most. The expanded network increases job accessibility and opportunity. Low-income workers see the benefits of transit and are moving into transit-accessible neighborhoods.

A majority of residents and businesses see the value in transit. Roughly 70% of frequent transit riders along Blue Line neighborhoods indicated they have a strongly positive transit experience. Throughout the region, even those who

seldom use transit expressed a positive reaction to transit and its potential effects on neighborhoods. Perceptions toward the impacts of transit vary most by corridor and race.

There is pent-up demand for transit-oriented development in the Twin Cities metropolitan region. Regulatory and cost barriers, combined with the uncertainty of transit expansion, inhibit developers from responding to this demand.

Policymakers can maximize the benefits of transitway investment. Greater benefits are possible the more transportation planning is coordinated with land-use, economic development, and housing policies. Strategies should reflect differences in public preferences, community character, and local housing markets.

What is a transitway?

The term transitway refers to corridors served by fast, reliable, and high-quality passenger transit service such as light rail, commuter rail, and bus rapid transit. Transitways serve high-demand corridors with facility and route improvements that may include dedicated stations and right of way. (Definition provided by Transitway Impacts Research Program.)



Setting the Stage for the Region's Transit System

The Twin Cities region has been experiencing a transit renaissance in recent years. In 2004 the Metropolitan Council (the metropolitan planning organization with responsibility for long-range transportation planning) proposed improving existing bus services and developing a network of dedicated transit corridors. The council's 2030 Transportation Policy Plan, adopted in 2010, includes a goal to double regional transit ridership from 73 million riders in 2004 to 145 million riders in 2030. The plan also calls for a network of 14 new transit corridors, 4 of which will be operational in 2014 (see Figure 1).

Counties and local governments are key partners in realizing this transit vision. In 2008 the Minnesota legislature established the Counties Transit Improvement Board and passed a regional 0.25% sales tax estimated to generate \$100 million annually to help build out the regional transit plan.

The impacts from an increased regional commitment to transit are already evident. Ridership numbers and public support for transit are both on the rise. In 2012, almost 94 million transit rides were taken on Metro Transit, contract service, and suburban providers.¹ In a January 2013 poll, 79% of respondents agreed that Minnesota "would benefit from having an expanded and improved public transit system."²

Area foundations, businesses, nonprofits, and other organizations are also supportive of transitway expansion. The Itasca Project, an employer-led civic alliance, released an assessment projecting \$6.6 to \$10 billion in direct benefits from

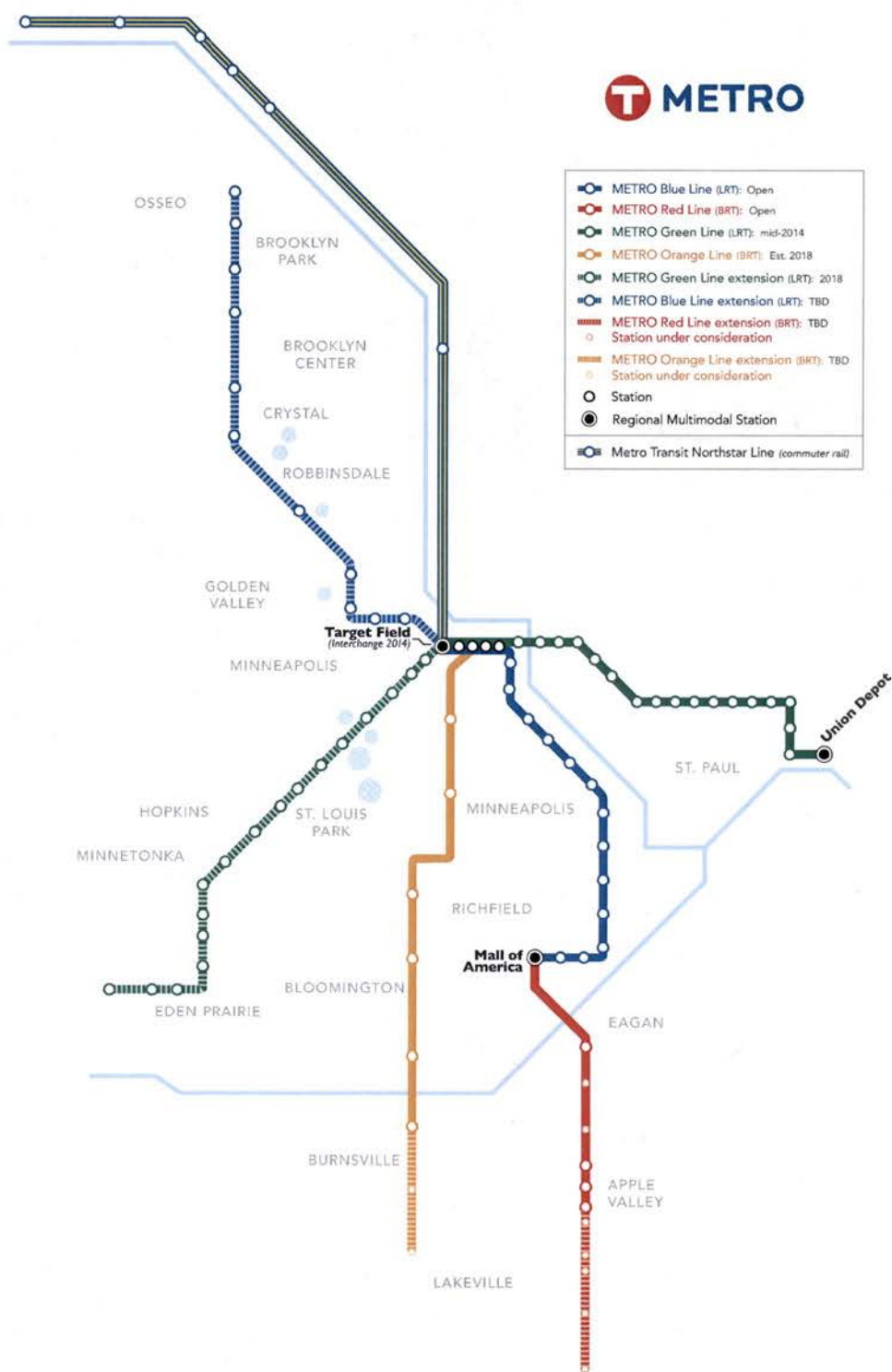


Figure 1: Minneapolis–Saint Paul regional transit corridor network planned for 2030 (Courtesy Metro Transit)



The Twin Cities population is becoming more diverse and demanding more transportation choices.

an estimated \$4.4 billion investment, with substantially higher return from an accelerated build-out.³

In addition, a number of important macro-trends are motivating change in transportation and housing preferences both nationally and in the Twin Cities region. The population is becoming much more diverse and demanding more choices, connectivity, and convenience. The growing millennial generation (those born between 1965 and 1979) highly value quality of life when choosing where to live and work, and they are driving much less than their parents.

Together, these policies and trends set the stage for the build-out of the Twin Cities transit network. TIRP research found four major ways in which transitways are transforming communities: improving mobility, supporting economic growth, spurring development and higher land values, and supporting opportunity and equity.

A changing region

Population growth and change

- Regional population, currently at 2.8 million, is projected to reach 5 million by 2050.
- By 2035, almost 75% of households in the Twin Cities region will have no children.
- The number of Minnesotans 65 or older will nearly double in the next 20 years.
- The number of new immigrants in Minnesota has grown an average of 12% since 2000.

Congestion

- The average Minneapolis–Saint Paul metro-area driver spends 34 hours each year in traffic, an eight-fold increase since 1982.
- A 2013 Metropolitan Council report found that households in the region make 8.8 trips per day.

Transportation costs

- On average, moderate-income households in the Twin Cities spend 26% of their annual income on transportation.
- Only 48% of the region's neighborhoods are considered affordable when looking at combined housing and transportation costs using the Housing and Transportation Affordability Index.

Data sources: Urban Land Institute – Minnesota, Texas Transportation Institute, Metropolitan Council, Center for Neighborhood Transportation, National Housing Conference

Transitways Improve Regional Mobility

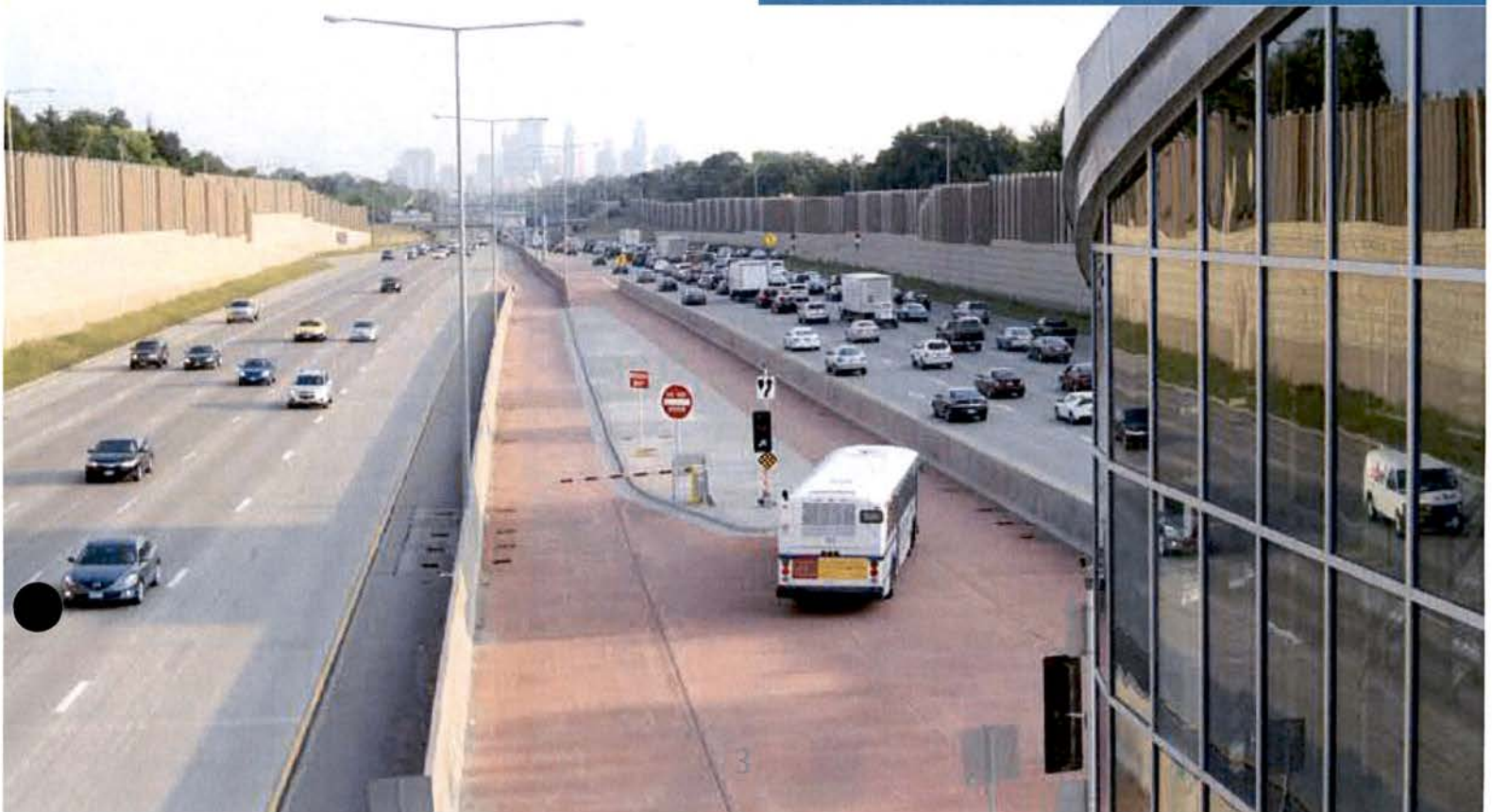
Transit ridership is increasing—and so is regional mobility. More than a quarter-million rides are taken on transit each day in the greater Minneapolis–Saint Paul metropolitan region. Of those rides, more than 80% bring people to and from work or school.⁴ Express buses and LRT are used throughout the region by urban and suburban workers of all skill levels.

Transit provides essential service for people unable to drive because of their income, physical abilities, or age. Light rail also attracts new riders to the transit system, including those who have access to a vehicle. In fact, TIRP research found that 62% of light-rail riders have other travel choices. Riders use a variety of modes to connect to LRT—bus, park-and-ride, and bicycling or walking are used in almost equal numbers to reach stations. As a result, LRT was found to have a much broader influence on the regional transportation network than local buses and express services do.

Land use also plays a big part in mobility. Case in point: The ridership of the Blue Line, which exceeded projections in both the amount and rate of growth. The line connects two major employment centers, provides a linkage to the region's international airport, and serves major healthcare, retail, and residential destinations. Researchers found that transit use increased significantly among residents who were living along Hiawatha Avenue prior to LRT construction, both for work trips and for non-work trips.⁵

"Transit and highway infrastructure operating as one system offer valuable efficiency and amenities to both citizens and employers. Clearly, this level of integrated transportation service makes for a choice destination to live and do business."

— Charles Zelle, Commissioner, Minnesota Department of Transportation





Across the region, transit service varies, and people use transit at different rates and for different trip purposes. TIRP survey results show how people living along existing and proposed transitways travel for personal trips such as medical appointments, shopping, or entertainment. For most people, the car is the mode of choice, reflecting the geographic size of the region, dispersion of housing and jobs, and lower levels of transit provided in many suburban areas. (In Minneapolis, however, 18.8% of households do not have a vehicle.) While 46% of Green Line corridor respondents and 52% of Blue Line respondents make personal trips by walking or biking at least twice a week, this is the case for only 18% of Red Line and 15% of Northstar Commuter Rail respondents.⁶ Northstar is a popular choice for special events, however, such as Minnesota Twins and Vikings games.

In looking at all transit trips (including work trips, which make up the largest percentage), TIRP researchers uncovered the following Twin Cities characteristics:⁷

- Local buses carry the greatest percentage of riders who do not own a car or cannot drive (52%).
- Roughly a third of those riding LRT use the bus to access stations.
- More than three-quarters of LRT riders walk more than a quarter-mile to reach a transit station, with the median being 0.37 mile.
- Almost 38% of LRT riders access the station by walking. Yet on average, LRT riders live 3.5 miles away from the route, whereas local bus riders live primarily within a quarter-mile of a bus stop.
- One-third of LRT riders are reverse commuters.
- Half of all LRT riders transfer to another mode during their trip (primarily bus or auto), enabling rail stations to serve as multimodal transit centers.
- Premium express buses are an important mobility option. They bring suburban workers to downtown jobs and have the greatest number of “choice” riders (92%)—those who can drive but choose to ride transit.
- Almost a quarter of residents along the Green and Blue Line corridors commute by transit at least twice a week, making transit the most important individual non-auto-motive mode.

Transitways Support Economic Growth

Job accessibility

For a region to thrive, employees with the right skills need to be able to reach appropriate employers in a reasonable time and at an affordable cost. The expanded Twin Cities transit network is helping to make this happen: Employers now have access to a larger labor pool, and workers of all skill levels can reach a larger number of jobs.

The Blue Line, for example, made 14,000 additional low-wage jobs accessible within a 30-minute transit commute for low-wage workers in areas immediately adjacent to transit stations. For those with a direct bus connection to LRT, an additional 4,000 low-wage jobs became accessible.⁸

Transit serves the downtowns and urban neighborhoods well, but in recent years job growth has largely occurred in suburban areas not currently well-served by transit. TIRP researchers found that while 80% of the region's jobs are located within a half mile of a transit station, only 27.4% of jobs located near stations have frequent service. Within a 30-minute bus or train commute, fewer than 127,500 jobs are currently accessible, on

average, from various metro locations. In contrast, over half the population can reach more than 1 million jobs within a 30-minute drive.⁹

Researchers also found that the current transit system serves core industry clusters at different levels. These core industry clusters (such as medical equipment manufacturers) drive regional employment, pay higher wages, and have faster wage growth, and they vary in size and location. Findings show that

"By locating jobs on or near transitways, businesses gain a significant competitive advantage in accessing the largest practical labor pool possible—an advantage that will only grow sharply as competition increases for employees due to demographic shifts."

— Jay Cowles, Co-Chair, Itasca Project Transportation Task Force

Transitways are making more jobs accessible to more workers.



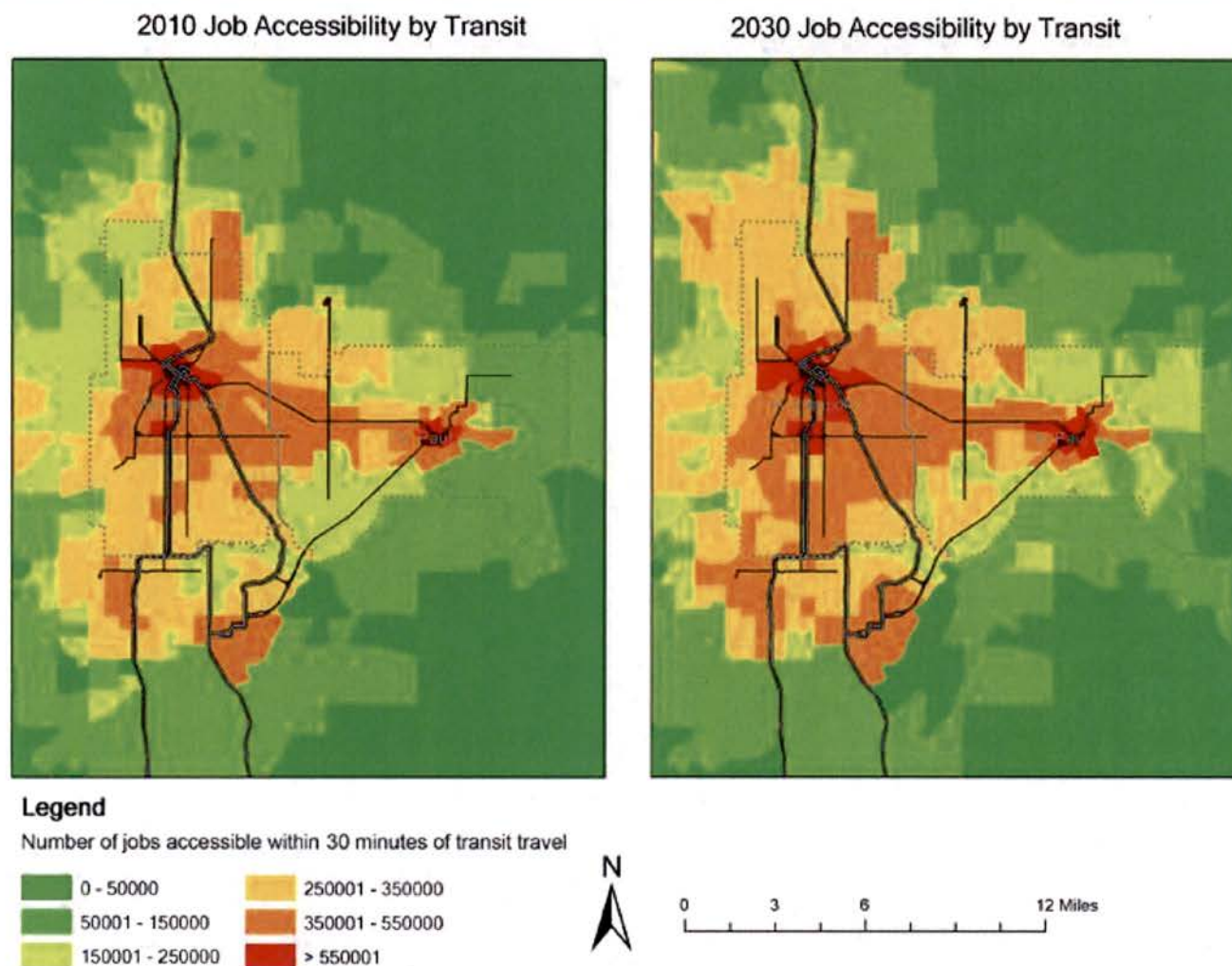


Figure 2: Accessibility by transit to all jobs within 30 minutes of travel in 2010 and 2030 (*Fan and Tilahun 2012*)

few medical manufacturing jobs are reachable by transit, for example, while many finance and insurance jobs are located along urban transitways. This reflects decisions by some employers to locate in suburban areas where land costs are generally lower, along with the unique needs of certain types of manufacturing for moving goods and services.

To predict how transitway expansion will improve accessibility to core industry clusters and all other jobs, researchers developed and analyzed several different scenarios.¹⁰ They found that if the build-out proceeds as planned, areas in the center of the metropolitan area—home to many low-income

workers—will see even greater job accessibility than today (Figure 2).

Targeting future development inside the I-494/I-694 loop would create additional job accessibility beyond these projections, and locating development along transitways would provide even greater benefits. In both cases, the population with the greatest need receives the greatest benefits.

Researchers also found that locating new jobs near transitways produces larger accessibility increases than locating new housing near transitways, with the greatest benefits realized by balancing both.¹¹



Figure 3: The business community views transit access as important for attracting in-demand employees and improving regional competitiveness (*Fan and Guthrie* 2013).

Regional competitiveness

America's metropolitan regions are increasingly recognizing that transit investments help drive economic competitiveness. Cities that offer walkable, vibrant neighborhoods with access to transit and other amenities are better able to compete with their counterparts across the country and beyond our borders.

The Twin Cities business community also recognizes that investing in a world-class regional transit system will help ensure long-term regional competitiveness. Transit access is viewed as important for attracting highly skilled, in-demand employees, particularly the millennials who are beginning to succeed baby boomers in the workforce. Interestingly, even employers who do not expect many of their own employees to use transit see transit improvements as desirable from a regional competitiveness perspective.¹²

The Twin Cities region includes a mix of small, medium, and larger employers, and it has more Fortune 500 companies per capita than any other region in the nation. TIRP researchers studied four regional transitway corridors to get a picture of the types of businesses currently located along them.¹³ Retail accounts for a large percentage of the businesses sampled (16% to 36%), with notable percentages of food service and personal service businesses as well as professional, scientific,

and technical services. Regardless of the mix, small businesses (with 8 to 13 employees) made up the majority of businesses in all four corridors' samples.

Among these small businesses, a majority believe that customers currently use or will use transit. Some of the small businesses are concerned, however, about the loss of revenue during transitway construction. Some also wonder if they may be "planned out" of transitway areas based on sector, size, and/or age; this is especially true for automobile sales and service businesses, businesses with smaller sales volumes, and older businesses. Suburban small business owners are also more uncertain of transit's impact.

In another study, researchers surveyed senior executives and business owners in core industry clusters.¹⁴ These business leaders generally see the connections between transit access and their bottom line (Figure 3), and they are incorporating transit into their marketing, business location, and sales strategies.

As light rail extends into suburban locations, it will link to some of the region's largest employers. One example is along the proposed Green Line extension, where UnitedHealth Group Inc. is building a 70-acre campus for 6,700 employees in Eden Prairie near a planned LRT station.

Transitways Spur New Development and Higher Land Values

Land-use change is often slow, yet since the opening of the Blue Line, new construction along transitways has exceeded expectations. In fact, the opening of the first light-rail line contributed significantly to a residential building boom in south Minneapolis. TIRP research found that 5,400 new housing units were completed or under construction by 2005, with permits for an additional 7,000 processed by city governments. This represents almost twice as much new construction within the first year of service as was projected for the next 20 years. In total, 67 residential properties were constructed within 300 feet of the Blue Line between 2004 and 2008.¹⁵

The Green Line along University Avenue, which has a mix of land-use types and vacant land, has seen a particularly strong development response. Eighteen residential and commercial/retail developments worth more than \$275 million began construction or entered the planning stage in 2012. Those 18 projects will have nearly 2,300 housing units and more than 109,000 square feet of commercial/retail space. This is in addition to the nearly 40 developments worth more than \$944

million (with 5,100 housing units and 712,000 square feet) that opened, were under construction, or were in the planning stage in 2011 along University Avenue.¹⁶

Numerous national studies have generally found a price premium for properties located near rail transit, reflecting their perceived accessibility benefits. Along the Blue Line, a TIRP research team found a substantial increase in land values near the 17 stations, especially those located in Minneapolis.¹⁷

Among the key findings:

- A significant accessibility effect is increasing property values for single-family residential properties located within station areas west of the Blue Line, with price increases extending beyond a half-mile.
- Total development resulted in a combined price premium of \$25.2 million for residential properties sold after 2004 in the station areas from Cedar Riverside on the north to the V.A. Medical Center to the south. When

Development along the Green Line



applying the increase in value to all residential properties along the Blue Line, the LRT line has produced an increase of \$47.1 million in residential property value between 2004 and 2007.

- Properties on the east side of the Blue Line do not benefit from proximity to the line. This is likely due to the intervening effect of the four-lane Hiawatha Avenue and the strip of industrial land use immediately adjacent to the highway on the east. The combination of these factors pushes the nearest residential property close to 200 meters away from the LRT line and its stations. Furthermore, the large industrial structures create a visual barrier between the residential properties on the east and the Blue Line.

A companion TIRP study found that commercial and industrial properties also saw land value rise along the Blue Line, with impacts extending nearly one mile from station areas.

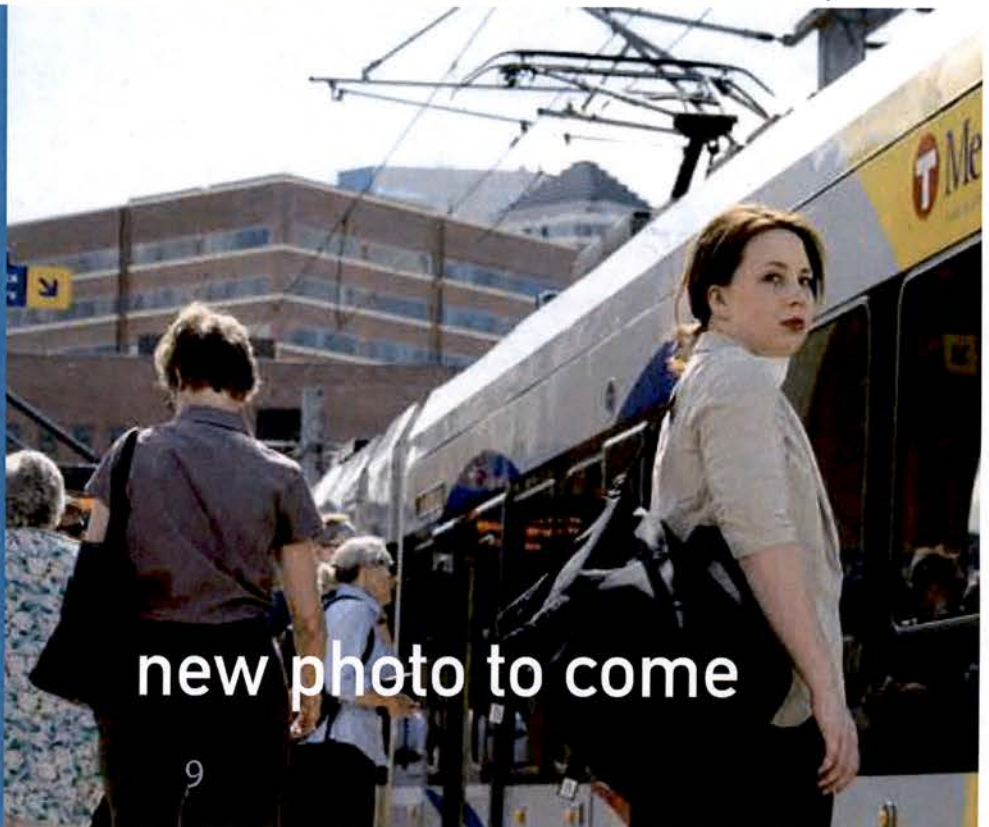
After the line opened in 2004, prices per building-square foot increased from \$36 to \$56, controlling for other factors, with the highest rents going to areas closest to stations. Proximity to highway ramps and major traffic intersections along Hiawatha Avenue were not found to provide any financial impact for nearby properties. In 2007, commercial land values within a quarter-mile of LRT stations increased 38% from 2004, which was roughly 18% higher than the change for the larger subregion.¹⁸

Higher land prices are translating into higher market interest. In a TIRP-related study, interviews of developers revealed pent-up demand for transit-oriented development.¹⁹ Regulatory and cost barriers, however, combined with the uncertainty of transit expansion, inhibit the market from responding to this demand. Developers said they will sacrifice transit access if a site is more expensive or presents more complex regulatory hurdles than traditional auto-oriented design.

Commercial and industrial land values near Blue Line stations have increased substantially.

"What I find so compelling is the opportunity for this investment to help connect a community to the broader region. Transit increases a neighborhood's potential for new private investment and increased access to regional jobs."

— Jim McDonough, Commissioner,
Ramsey County



new photo to come

Transitways Support Opportunity and Equity

One of the questions TIRP sought to answer was this: Who benefits from transitway expansion? And specifically, will the build-out increase opportunity for low-income residents and improve equity?

The answer is that people of all incomes benefit from transitway expansion—and those with lower incomes gain the most. Low-income residents use transit at considerably higher rates than do high-income workers. Researchers discovered the current transit system is largely consistent with the needs of the population, offering the greatest job access to those with the greatest need.²⁰ Areas of weakness, however, exist in locations outside the downtowns scattered throughout the region, some with major concentrations of low-wage jobs and workers.²¹

The expanded transitway network increases job accessibility (see Figure 4) and broadens access to opportunity. TIRP researchers found that low-income workers see the benefits of transit access and have moved into neighborhood station areas along the Blue Line and in areas surrounding bus stops that offer a light-rail connection.²²

Transitway neighborhoods also reflect the increasingly diverse Twin Cities metro population. Significant concentrations of racial minority residents live near the northern end of the Blue Line and the eastern end of the Green Line. Suburban corridors are generally less racially diverse, but suburban blocks with high proportions of minorities are becoming more common in the northwest metro. In general, minority populations use transit more frequently and rely most heavily on the bus system—and thus stand to gain from increased transit accessibility.

The increase in property values and construction along Blue and Green Line corridors testifies to the desirability that a growing number of households see in living near transit. As

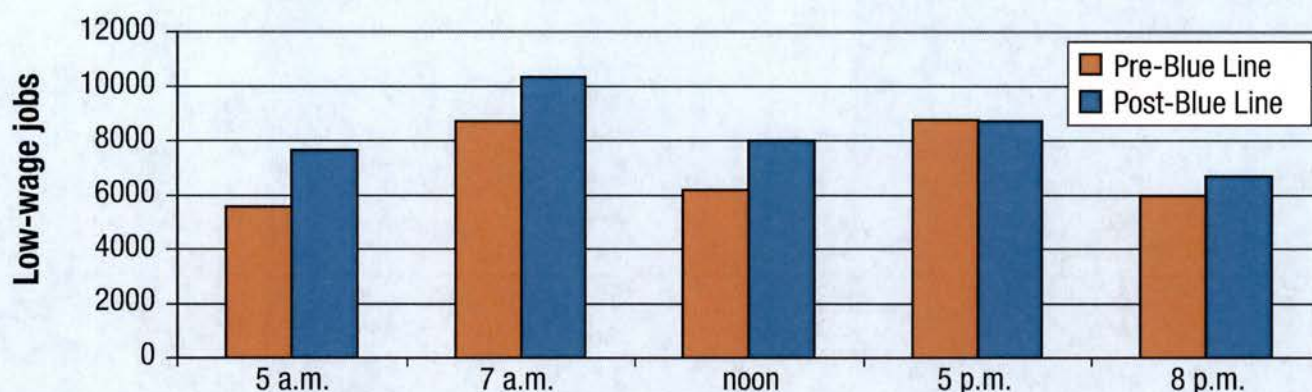


Figure 4. The expanded transitway network increases the average number of low-wage jobs accessible within a 30-minute transit trip in the Twin Cities' transit-served areas (Fan et al. 2010).

demand for housing near transit increases, concerns grow that low-income renters or business owners may be priced out. In a TIRP-related study, multiple developers said that for affordable housing to be financially feasible, it needs to be "affordable by design" (through increased height and density limits and reduced parking ratios) rather than by public subsidy.²³ Several study participants also said that transit access itself—by dramatically reducing household transportation costs—makes all housing inherently more affordable.

The general public's perceptions toward transit have also changed over the past decade. In their research on neighborhood and social influences of transit corridors, TIRP researchers found that overall, the perception of transitways' impact on neighborhoods is positive. Residents value transit investments and think they will give them more travel choices throughout the region and support more vibrant neighborhoods.²⁴ People with experience using LRT, frequent transit users, and transit-dependent riders all have overwhelmingly positive attitudes regarding transit-induced neighborhood change.

"The true cost of housing must include transportation. Housing and transportation costs make up the largest parts of most household budgets. By expanding the Twin Cities' transit system and providing affordable housing options along it, we can create more economic stability for working families."

— Susan Haigh, Chair, Metropolitan Council



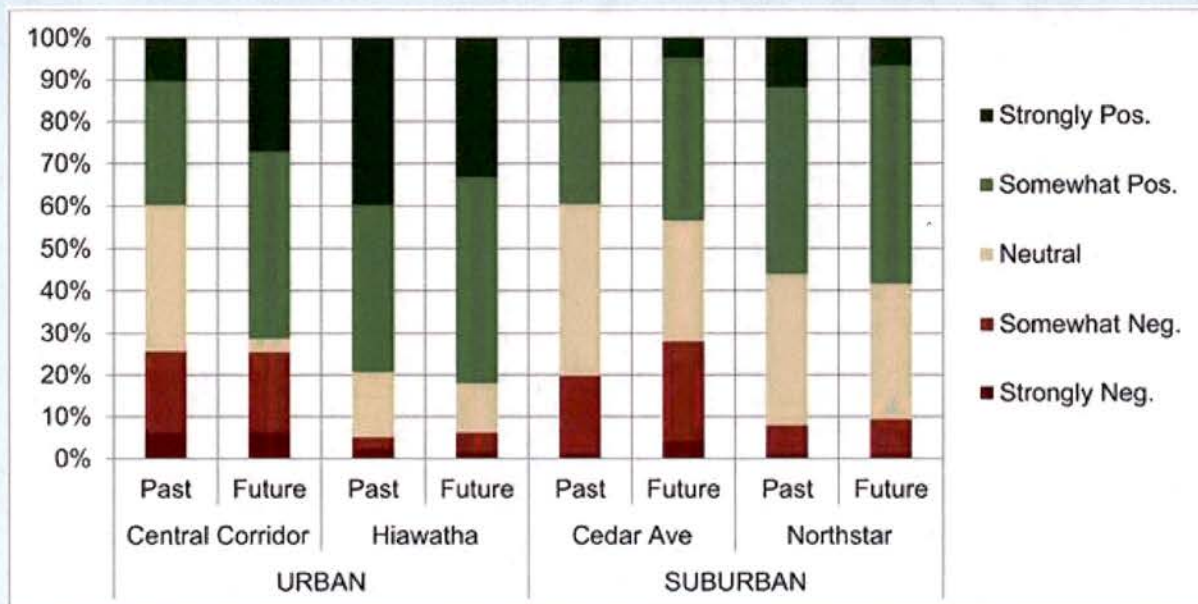


Figure 5. Residents' perceptions of transitway impacts vary by corridor (Fan and Guthrie 2012).

The extent of positive change that residents and businesses expect, however, varies widely from corridor to corridor, and specific groups have negative perceptions of transit-induced change. Differences exist between suburban and urban respondents (Figure 5) and across racial and ethnic groups. A majority of Asian urban residents, for example, expect positive future impacts of the Metro Green Line, yet 41% expressed negative views, with particular concern about transit construction's potential impacts to small businesses. These differences demonstrate a need for local community-sensitive planning of transitways, with an understanding that communities can be defined in many ways.



TIRP research on public perceptions of transitway impacts helped inform policies to support small business owners along the Central Corridor.

Policy Implications

The regional sales tax for transit and the 2030 Transportation Policy Plan created dedicated funding and a long-term commitment to improving transit in the seven-county region. TIRP research sheds light on the broad impacts transitways have on communities. It also points out the potential to maximize benefits to support mobility, economic, quality-of-life, and equity goals. Accelerating the transit build-out could yield results even sooner.

The following policy implications—derived from the research—are offered to support local policymakers, planners, transit providers, and others in their decision making and priority setting for the continued build-out of the regional transit network in the Twin Cities.

Mixed use means more mobility. A mix of land uses and compact development near transit can significantly increase mobility options, allowing for more trips to be made by transit, walking, or bicycling. Greater accessibility benefits are possible the more transportation planning is coordinated with land-use, economic development, and housing policies.

Employers and workers benefit. For all workers, and especially those with low incomes, maintaining and improving the entire transit network increases their ability to seize regional employment and educational opportunities. Riders will need reliable and frequent transit routes, which may mean more feeder bus services and park-and-ride facilities.

Transit promotes regional competitiveness. Companies and employees—especially millennials and young professionals in high demand—are seeking metro areas with a variety of transportation choices. Targeting jobs near transit will create the greatest use of the transit system and expand accessibility to jobs and workers.

A changing population is changing development. Population growth, demographic change, and market demand are creating new interest in transit-oriented design, but policies such as minimum parking requirements inhibit the market from responding. Local policies that support more compact and mixed-use development near transit could allow more development to meet this demand.





"Companies' decisions to locate within the inner metro are not as intuitive as we would love them to be. Spatial economic development incentives need to be looked at in a very strong way."

— Matt Kramer, President, Saint Paul Chamber of Commerce

No one size fits all. Development opportunities are uneven along transit corridors, which include a mix of established neighborhoods, older industrial areas, and downtown centers. Diverse strategies need to ensure that land-use policies and development reflect differences in public preferences, community character, and local housing markets. This could include new partnerships between local governments and community advocates to ensure long-term affordability of homes and businesses.

Change is constant. Land-use change is ongoing, and it takes time. Each new transitway brings a greater understanding of the potential impacts, both positive and negative, to surrounding neighborhoods and the region. The real estate market is just beginning to respond to these changes, so the impacts on property values, gentrification, and land use are still unclear. Policies need to provide flexibility to adapt to these changes and market realities, which may differ in urban and suburban locations.

Neighborhoods and communities matter. Public support for transit is growing, with a majority of residents and business owners perceiving its benefits. Important distinctions exist, however, across different racial and economic groups and between urban and suburban residents. Neighborhoods along transitways also have differing physical attributes—some may have higher densities and sidewalks, for example, while others have more trails and open space—which influences attitudes toward transit use. Additional investments may thus be needed to create more transit-friendly station areas. This underscores the need for local and regional governments to conduct ongoing, inclusive outreach, planning, and mitigation efforts that recognize the unique cultural and ethnic values of communities.



Development strategies should reflect differences in public preferences, community character, and local housing markets.

Unconventional wisdom

Over the past seven years, TIRP researchers uncovered a number of facts that counter previous national studies and assumptions regarding transit and transit-oriented development. Here are the top eight findings that run counter to conventional wisdom:

1. Roughly three-quarters of LRT users walk more than a half mile to and from transit. (Planners generally assume a half mile is the upper limit.)
2. Both high- and low-income riders benefit from increased transit access, with LRT creating greater regional accessibility impacts than express bus service.
3. The Twin Cities has a greater percentage of high-frequency riders than typical systems.
4. Low-income commuters make up the largest percentage of transit riders but don't uniformly support transit.
5. Accessibility increases associated with LRT extend to bus connection areas.
6. Destinations such as the Mall of America attract riders to the Blue Line even though the corridor lacks high densities or land-use mixes commonly thought necessary to create strong ridership numbers.
7. Prioritizing jobs near transit creates bigger accessibility benefits than a housing-focused approach.
8. Property value increases extend to almost a mile beyond the station area—farther than reported for any other system in the country.

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21. Fan and Tilahun (September 2012)
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23. Fan and Guthrie (August 2013)
24. Fan and Guthrie (July 2012)

Synthesis Production

Writer: Mariia Zimmerman, MZ Strategies, LLC

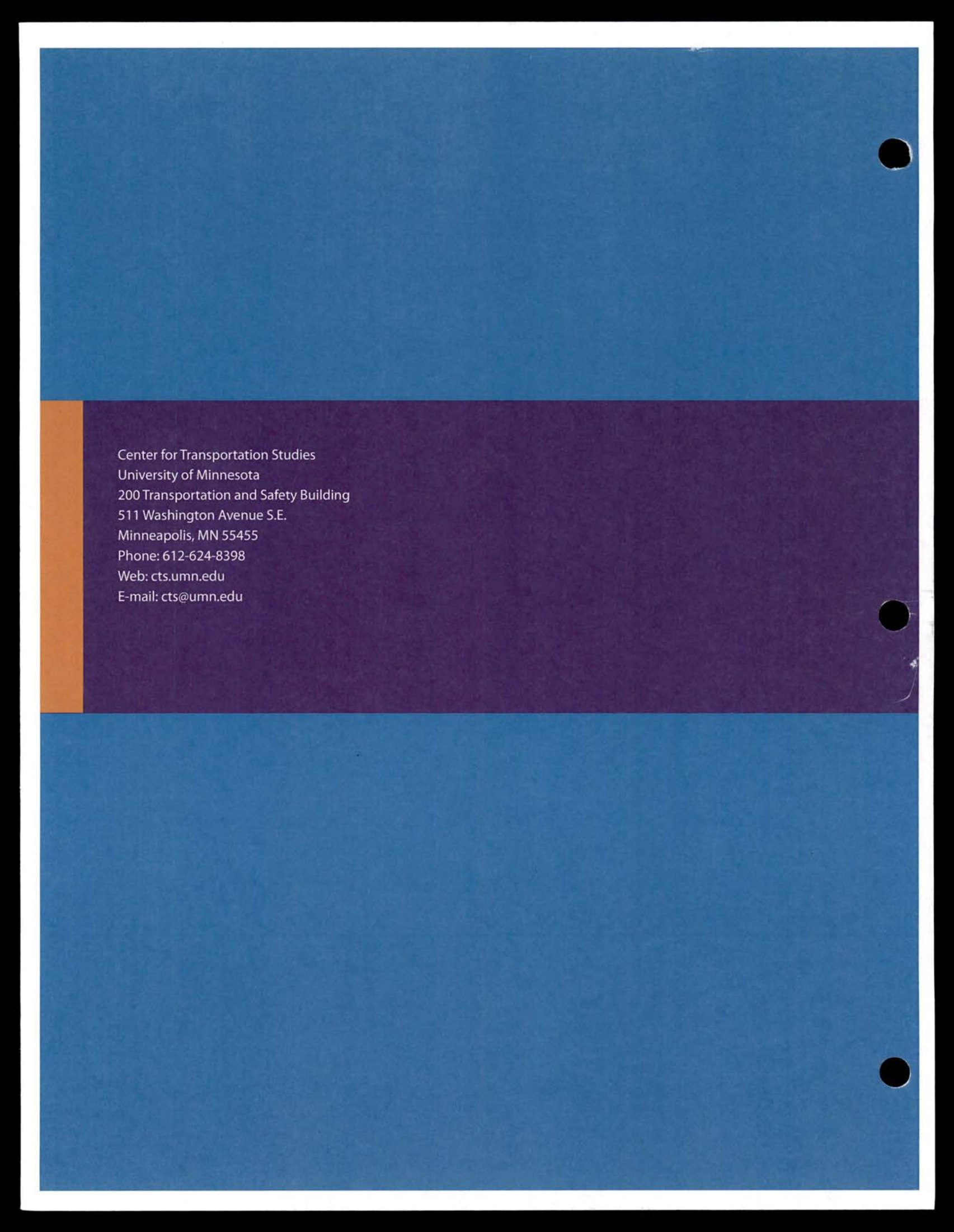
Editor: Pamela Snopl, Center for Transportation Studies, University of Minnesota

Graphic Designer: Cadie Adhikary, Center for Transportation Studies, University of Minnesota

Photography: Metro Transit (pp. iii, vi top, 2, 4, 14), Michelle Miero Riedel (pp. vi bottom, 8,), Nicola Harger (p. 3), Matt Miranda (pp. 11), Central Corridor Funders Collaborative (pp. v, 12, 13, 15)

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TRANSITWAY IMPACTS RESEARCH PROGRAM



Ramsey County Regional Rail Authority

JANUARY 20, 2015

Background

- Launched in 2006 to answer questions about the economic, travel, and community impacts of transitway corridors.
- Since 2006, local sponsors have provided over \$1.2M for TIRP, which helped attract over \$500,000 in funding from federal and foundation sources.
- Program participants include twenty public and non-profit sponsors and partners.
- Diverse body of research with 14 projects in various stages.

2014 Workshop

- Session 1: From Research to Practice, Transitway Impacts on the Twin Cities Region
- Session 2: TIRP Research: Key Findings and Policy Implications



Transit Stops and Stations and Waiting Time Perceptions

**Transitway Impacts
Research Program**





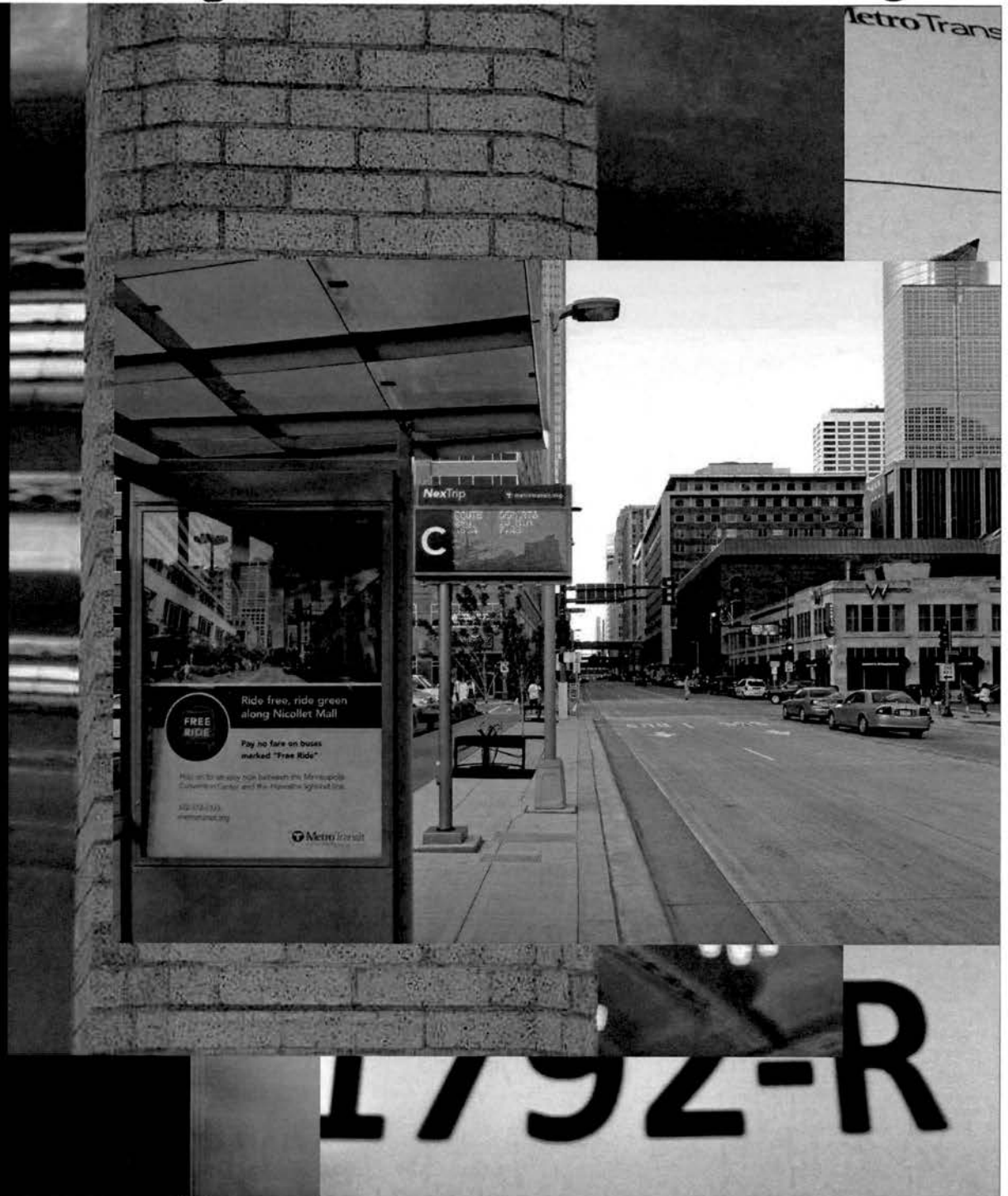
How do transit stations and stops impact passengers' perceptions of waiting time?

Study Sites



Approach

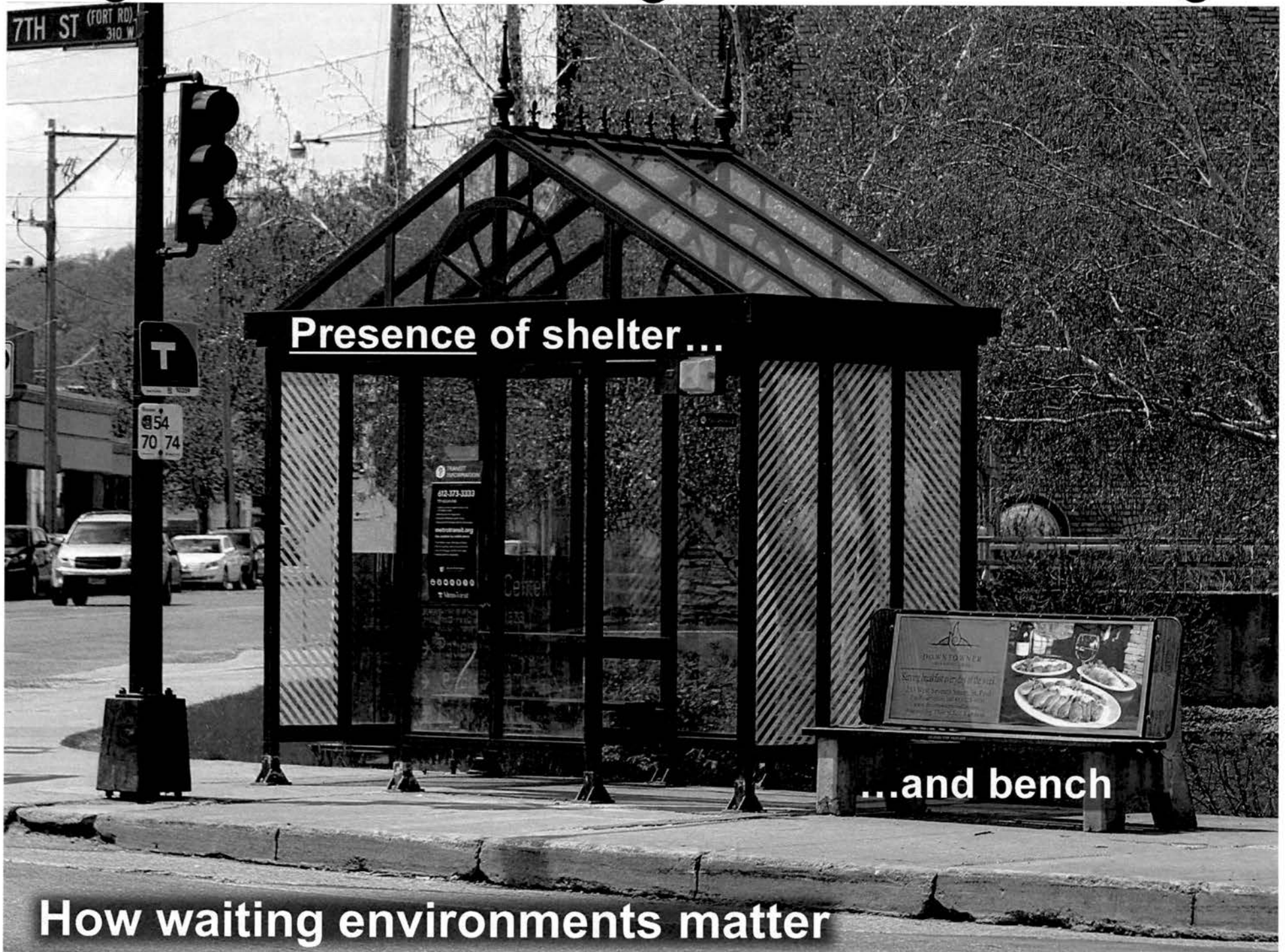
Assess
Measure
Explain



Results



How waiting environments matter



45

Schultheiss & Co.

Monday - Friday - Lunch & Medical

about 1000. Thomas Schaffer

[illegible]

Saturday-Sunday

DATE	DESCRIPTION	AMOUNT	BALANCE
1970-01-01	OPENING BALANCE	100.00	100.00
1970-01-15	PAYROLL	50.00	50.00
1970-02-01	RECEIVED FROM CUSTOMER	25.00	75.00
1970-02-15	PAYROLL	50.00	25.00
1970-03-01	RECEIVED FROM CUSTOMER	75.00	100.00
1970-03-15	PAYROLL	50.00	50.00
1970-04-01	RECEIVED FROM CUSTOMER	100.00	150.00
1970-04-15	PAYROLL	50.00	100.00
1970-05-01	RECEIVED FROM CUSTOMER	150.00	250.00
1970-05-15	PAYROLL	50.00	200.00
1970-06-01	RECEIVED FROM CUSTOMER	200.00	400.00
1970-06-15	PAYROLL	50.00	350.00
1970-07-01	RECEIVED FROM CUSTOMER	250.00	600.00
1970-07-15	PAYROLL	50.00	550.00
1970-08-01	RECEIVED FROM CUSTOMER	300.00	850.00
1970-08-15	PAYROLL	50.00	800.00
1970-09-01	RECEIVED FROM CUSTOMER	350.00	1150.00
1970-09-15	PAYROLL	50.00	1100.00
1970-10-01	RECEIVED FROM CUSTOMER	400.00	1500.00
1970-10-15	PAYROLL	50.00	1450.00
1970-11-01	RECEIVED FROM CUSTOMER	450.00	1900.00
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1970-12-01	RECEIVED FROM CUSTOMER	500.00	2350.00
1970-12-15	PAYROLL	50.00	2300.00
1971-01-01	CLOSING BALANCE		2300.00

Sunday Holiday - Shopping Festival

Age	70-74	75-79	80-84	85-89	90-94	95-99	100-104	105-109	110-114	115-119	120-124	125-129	130-134	135-139	140-144	145-149	150-154	155-159	160-164	165-169	170-174	175-179	180-184	185-189	190-194	195-199	200-204	205-209	210-214	215-219	220-224	225-229	230-234	235-239	240-244	245-249	250-254	255-259	260-264	265-269	270-274	275-279	280-284	285-289	290-294	295-299	300-304	305-309	310-314	315-319	320-324	325-329	330-334	335-339	340-344	345-349	350-354	355-359	360-364	365-369	370-374	375-379	380-384	385-389	390-394	395-399	400-404	405-409	410-414	415-419	420-424	425-429	430-434	435-439	440-444	445-449	450-454	455-459	460-464	465-469	470-474	475-479	480-484	485-489	490-494	495-499	500-504	505-509	510-514	515-519	520-524	525-529	530-534	535-539	540-544	545-549	550-554	555-559	560-564	565-569	570-574	575-579	580-584	585-589	590-594	595-599	600-604	605-609	610-614	615-619	620-624	625-629	630-634	635-639	640-644	645-649	650-654	655-659	660-664	665-669	670-674	675-679	680-684	685-689	690-694	695-699	700-704	705-709	710-714	715-719	720-724	725-729	730-734	735-739	740-744	745-749	750-754	755-759	760-764	765-769	770-774	775-779	780-784	785-789	790-794	795-799	800-804	805-809	810-814	815-819	820-824	825-829	830-834	835-839	840-844	845-849	850-854	855-859	860-864	865-869	870-874	875-879	880-884	885-889	890-894	895-899	900-904	905-909	910-914	915-919	920-924	925-929	930-934	935-939	940-944	945-949	950-954	955-959	960-964	965-969	970-974	975-979	980-984	985-989	990-994	995-999	1000-1004	1005-1009	1010-1014	1015-1019	1020-1024	1025-1029	1030-1034	1035-1039	1040-1044	1045-1049	1050-1054	1055-1059	1060-1064	1065-1069	1070-1074	1075-1079	1080-1084	1085-1089	1090-1094	1095-1099	1100-1104	1105-1109	1110-1114	1115-1119	1120-1124	1125-1129	1130-1134	1135-1139	1140-1144	1145-1149	1150-1154	1155-1159	1160-1164	1165-1169	1170-1174	1175-1179	1180-1184	1185-1189	1190-1194	1195-1199	1200-1204	1205-1209	1210-1214	1215-1219	1220-1224	1225-1229	1230-1234	1235-1239	1240-1244	1245-1249	1250-1254	1255-1259	1260-1264	1265-1269	1270-1274	1275-1279	1280-1284	1285-1289	1290-1294	1295-1299	1300-1304	1305-1309	1310-1314	1315-1319	1320-1324	1325-1329	1330-1334	1335-1339	1340-1344	1345-1349	1350-1354	1355-1359	1360-1364	1365-1369	1370-1374	1375-1379	1380-1384	1385-1389	1390-1394	1395-1399	1400-1404	1405-1409	1410-1414	1415-1419	1420-1424	1425-1429	1430-1434	1435-1439	1440-1444	1445-1449	1450-1454	1455-1459	1460-1464	1465-1469	1470-1474	1475-1479	1480-1484	1485-1489	1490-1494	1495-1499	1500-1504	1505-1509	1510-1514	1515-1519	1520-1524	1525-1529	1530-1534	1535-1539	1540-1544	1545-1549	1550-1554	1555
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How waiting environments matter

Insecure surroundings—Female passenger



How waiting environments matter

Thank you!

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Co-Investigator:

David Levinson



**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2014-11

Committee: Regional Railroad Authority

Meeting Date: 1/20/2015

SUBJECT

Transitways Impact Research Program 2015 Funding Request

REQUESTED ACTION

Approve the expenditure of \$25,000 for Ramsey County Regional Railroad Authority's share of the Transitways Impact Research Program for 2015.

EXECUTIVE SUMMARY

The Transitway Impacts Research Program (TIRP) was launched in 2006 by the Hennepin–University Partnership and has grown to include a mix of funding partners and program supporters, including Anoka County, Center for Transportation Studies, Center for Urban and Regional Affairs, Central Corridor Funders Collaborative, City of Bloomington, City of Minneapolis, City of Saint Paul, Dakota County, Federal Transit Administration, Hennepin County, Hennepin–University Partnership, Humphrey School of Public Affairs State and Local Policy Program, Itasca Project, McKnight Foundation, Metropolitan Council, Metro Transit, Minnesota Department of Transportation, Ramsey County Regional Railroad Authority, University Metropolitan Consortium, and Washington County. Ramsey County Regional Railroad Authority (RCRRA) has been an active participant in the program since 2008.

RCRRA staff serve on both the Technical Advisory Group (TAG) and the Program Management Team (PMT). The TAG and PMT meet several times each year to discuss and choose research priorities, to evaluate and choose research proposals to receive funding, and to discuss results of current research.

Funding for the TIRP is voluntary; not all program supporters make financial commitments to the program. The Center for Transportation Studies also receives funding from outside organizations, such as the McKnight Foundation and Central Corridor Funders Collaborative, for TIRP research projects. The 2015 request for funding by RCRRA is for \$25,000.

Funding by RCRRA will ensure a stable base level of funding for TIRP activities, and support valuable and timely research on the proposal, *Those Who Need It Most*:

Transitways Impact Research Program 2015 Funding Request

Maximizing Transit Accessibility and Removing Barriers to Employment in Racially Concentrated Areas of Poverty.

Sustained, local investment in TIRP is critical to attracting national attention and outside funding. Since calendar year 2011, it has helped to secure an additional \$584,000 in outside funding. Continued participation in TIRP will help the RCRRA and others understand the potential impacts of transitways.

BUDGETARY IMPACT

The \$25,000 amount is available in the 2015 operating budget.

COUNTY MANAGER COMMENTS

Continued research will take advantage of skills at the University of Minnesota to provide useful information for decisions on transitway development.

PREVIOUS ACTION

R13-42 authorized \$25,000 for the program in 2014
R12-43 authorized \$25,000 for the program in 2013
R11-38 authorized \$25,000 for the program in 2012
R10-22 authorized \$20,000 for the program in 2011
R09-30 authorized \$20,000 for the program in 2010
R07-42 authorized \$20,000 for the program in 2008

ATTACHMENTS

1. Draft resolution

Draft Resolution

1 WHEREAS, The Ramsey County Regional Railroad Authority and other railroad
2 authorities and the University of Minnesota have supported research initiatives to study
3 the economic and community impacts of transitway projects through the Transitway
4 Impacts Research Program; and

5 WHEREAS, The Transitways Impact Research Program has requested \$25,000
6 from the Ramsey County Regional Railroad Authority to research residential and
7 commercial property values, land use patterns, neighborhood impacts, and travel
8 behaviors; Now Therefore, Be It

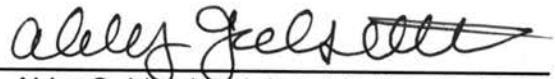
9 RESOLVED, The Ramsey County Regional Railroad Authority approves the
10 expenditure of \$25,000 for Ramsey County Regional Railroad Authority's share of the
11 Transitways Impact Research Program for 2015.

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to execute Amendment #1 with Davis Communications Management to provide strategic communications consulting services for the completion of the Riverview Corridor Pre-Project Development Study through 05/31/2016, in an amount not to exceed \$100,000.

4. Minnesota State Rail Plan Update (Discussion can be found on archived video)
5. Minnesota Passenger Rail Program Update (Discussion can be found on archived video)

CORRIDOR UPDATES (Discussion can be found on archived video)

ADJOURNMENT – Chair Ortega declared the meeting adjourned at 11:22 a.m.



Abby Goldsmith, Administrative Assistant
Ramsey County Manager's Office

TRANSFORMING COMMUNITY

Research indicates transitways are improving mobility, spurring economic growth and development, and supporting equity

TRANSITWAY IMPACTS RESEARCH PROGRAM

RESEARCH SYNTHESIS

Synthesis Sponsor:
McKnight Foundation

Synthesis Publisher:
Center for Transportation Studies

CTS 13-29
September 2013

Preface

The Transitway Impacts Research Program (TIRP) was launched in 2006 by the Hennepin–University Partnership to answer questions about the economic, travel, and community impacts of transitway corridors in the Twin Cities metropolitan area. TIRP has grown to include a mix of state, regional, and local jurisdictional partners.

The program creates knowledge and information needed to improve planning and decision making for transitway expansion. It also helps educate legislators, agency leaders and staff, and the University research community about current issues, innovations, and trends pertaining to transitways. In addition, the program serves as a national model of interjurisdictional collaboration between government and academia for transitway research, education, and outreach.

TIRP has funded a diverse body of research, including extensive modeling, data analysis, and numerous surveys of residents, transit riders, and business owners both within transit corridors and from the broader region. This document synthesizes the findings of seven TIRP research projects completed to date. The document also incorporates findings from two related research projects conducted by University of Minnesota researchers. (See page 16 for a bibliography.)

Acknowledgments

TIRP Funding and Program Support

Numerous program partners have provided TIRP funding and program support. These include Anoka County, the Center for Transportation Studies, the Center for Urban and Regional Affairs, the Central Corridor Funders Collaborative, the Cities of Bloomington, Minneapolis, and Saint Paul, the Federal Transit Administration, Hennepin County and the Hennepin–University Partnership, the Itasca Project, the McKnight Foundation, Metro Transit, the Metropolitan Council, the Minnesota Department of Transportation, Ramsey County, the University Metropolitan Consortium, and Washington County.

Appreciation is extended to the TIRP Program Management Team and Technical Advisory Group members. They contributed their time and knowledge, both of which contributed greatly to the quality of the research, and helped share findings with broader regional partners. Members who served during 2013 are shown below.

Program Management Team

- Allison Bell, Metropolitan Council
- Debra Brisk, Hennepin County
- Pat Bursaw, Minnesota Department of Transportation
- John Doan, Hennepin County
- Donna Drummond, City of Saint Paul
- Mark Filipi, Metropolitan Council
- Mark Fuhrmann, Metro Transit
- Andy Gitzlaff, Washington County
- Matthew Parent, Anoka County
- Mike Rogers, Ramsey County
- Jonathan Sage-Martinson, Central Corridor Funders Collaborative
- Will Schroeder, Minneapolis Regional Chamber of Commerce and Saint Paul Area Chamber of Commerce
- Nick Thompson, Minnesota Department of Transportation
- Mark Vander Schaaf, Metropolitan Council

Technical Advisory Group

- Lynne Bly, Minnesota Department of Transportation (MnDOT)
- Jonathan Ehrlich, Metropolitan Council
- Joe Gladke, Hennepin County
- Todd Graham, Metropolitan Council
- Hilary Holmes, City of Saint Paul
- Lyssa Leitner, Washington County
- John Levin, Metro Transit
- Robb Luckow, Hennepin County
- Joe Morneau, Dakota County
- Christina Morrison, Metro Transit
- Josh Olson, Ramsey County
- Matthew Parent, Anoka County
- Kirk Roberts, City of Bloomington
- Libby Starling, Metropolitan Council
- Aaron Tag, MnDOT
- David Vessel, Metropolitan Council
- Katie Walker, Hennepin County

Other Research Sponsors

- TIRP research provided the foundation for University of Minnesota researchers to attract additional funding. Sponsors were:
- McKnight Foundation, the Surdna Foundation, and the Jay and Rose Phillips Family Foundation of Minnesota
 - Metropolitan Council as part of the Corridors of Opportunity Initiative, through an award from the U.S. Department of Housing and Urban Development

Research Team

- Jason Cao, Humphrey School of Public Affairs, University of Minnesota
- Yingling Fan, Humphrey School of Public Affairs, University of Minnesota
- Ed Goetz, Center for Urban and Regional Affairs, University of Minnesota
- Andrew Guthrie, Humphrey School of Public Affairs, University of Minnesota
- John Hourdos, Minnesota Traffic Observatory, University of Minnesota
- Jeff Matson, Center for Urban and Regional Affairs, University of Minnesota
- Graduate students: Aaron Hagar, Arthur Huang, Rachel Jordan, Kate Ko, Jessica Schoner, Rose Teng, Nebiyu Tilahun, Hoang Ton

Program Staff

- Joe Barbeau, Center for Transportation Studies, University of Minnesota
- Kathie Doty, Hennepin–University Partnership, Center for Urban and Regional Affairs, University of Minnesota
- Jan Lucke, Center for Transportation Studies, University of Minnesota
- Lee Munnich, Humphrey School of Public Affairs, University of Minnesota
- Dawn Spanhake, Center for Transportation Studies, University of Minnesota



Metro Transit gets colorful

In June 2013, Metro Transit renamed the regional transitway corridors by color. TIRP research cited in this synthesis used the previous place-based names.

- METRO Blue Line = Hiawatha Light-Rail Transit (LRT)
- METRO Red Line = Cedar Avenue Bus Rapid Transit
- METRO Green Line = Central Corridor LRT
- METRO Green Line Extension = Southwest LRT
- Northstar Commuter Rail = unchanged

Contents

Executive Summary iv

Key Findings iv

Setting the Stage for the Region’s Transit System 1

Transitways Improve Regional Mobility 3

Transitways Support Economic Growth 5

Transitways Spur New Development and Higher Land Values 8

Transitways Support Opportunity and Equity 10

Policy Implications 13

Executive Summary

The identity and history of the greater Minneapolis–Saint Paul metropolitan area are strongly shaped by transportation—from water to rail, to streetcars, airports, and highways. In 2004, almost half a century after the region’s streetcar lines were removed, the first new transit line opened in the Twin Cities.

The Blue Line is the initial piece of an expanded network of transitways being called for by several organizations. The network will connect Minneapolis and Saint Paul and the many suburban jurisdictions that make up the greater Twin Cities area—connecting people to jobs, schools, and the other destinations that matter in their lives.

These landmark regional investments have the potential to significantly change long-term land-use patterns and travel behavior. They also raise important questions for policymakers and elected officials regarding the potential return on investment:

- How are travel choices and mobility changing in the Twin Cities as a result of increased transit service and availability?

- What is the connection between transit accessibility and economic growth?
- How will transit investment influence the housing market, development patterns, and land values?
- Who benefits from increased transit accessibility?

The Transitway Impacts Research Program (TIRP) was launched in 2006 to help answer these questions. Under the TIRP umbrella, University of Minnesota researchers provide an objective analysis of data, public perceptions, and complex impacts resulting from these investments. Their research is unique in its breadth, scope, and ability to provide real-time analysis of the changes experienced when a region introduces high-quality transit service.

This synthesis pulls together seven years of TIRP research as well as findings from two related projects conducted by University of Minnesota researchers. It summarizes the actual and projected impacts of transitways on the Twin Cities region, offering lessons learned to help guide the build-out of the rest of the network most effectively. It concludes with a set of implications for policymakers.

“Our region is committed to building out a strong, networked system of transitways, not just for the obvious benefits of improving transportation options, but just as importantly, to shape the way our region grows—aiming for greater sustainability, strengthened communities, better access to jobs, and economic competitiveness. These research findings offer critically important information to guide our efforts in meeting key regional goals.”

— Peter McLaughlin, Hennepin County Commissioner and Chair of the Counties Transit Improvement Board



Key findings

Transitway investment is significantly improving access to jobs and workers, particularly benefiting low-wage earners. The Blue Line made 14,000 additional low-wage jobs accessible within a 30-minute transit commute to low-wage workers in areas immediately adjacent to transit stations. For those with a direct bus connection to LRT, an additional 4,000 low-wage jobs became accessible.

Transit improves mobility. Transit ridership is increasing. Light rail attracts riders from across the region, including those with access to a car. In fact, 62% of light-rail riders have other travel choices. Express buses and light rail are used by urban and suburban workers of all skill levels.

Development is occurring along new and emerging transit corridors. The Green Line has seen a particularly strong development response. Eighteen residential and commercial/retail developments worth more than \$275 million began construction or entered the planning stage in 2012. This is in addition to the nearly 40 developments worth more than \$944 million that opened, were under construction, or were in the planning stage in 2011 along University Avenue.

The marketplace values transit access. Prices per building square foot have increased near the Blue Line, with highest values for those properties located closest to transit stations. Average single-family home values in Blue Line station areas increased more than \$5,000 between 2004 and 2007, control-

ling for market conditions. The positive effect on commercial property values was found to extend to properties located almost a mile from a light-rail station.

People of all incomes benefit from transitway expansion, and those with lower incomes gain the most. The expanded network increases job accessibility and opportunity. Low-income workers see the benefits of transit and are moving into transit-accessible neighborhoods.

A majority of residents and businesses see the value in transit. Roughly 70% of frequent transit riders along Blue Line neighborhoods indicated they have a strongly positive transit experience. Throughout the region, even those who

seldom use transit expressed a positive reaction to transit and its potential effects on neighborhoods. Perceptions about the impacts of transit vary most by corridor and by race.

There is pent-up demand for transit-oriented development in the Twin Cities metropolitan region. Regulatory and cost barriers, combined with the uncertainty of transit expansion, inhibit developers from responding to this demand.

Policymakers can maximize the benefits of transitway investment. Greater benefits are possible the more transportation planning is coordinated with land-use, economic development, and housing policies. Strategies should reflect differences in public preferences, community character, and local housing markets.

VISION

Setting the Stage for the Region's Transit System

The Twin Cities region has been experiencing a transit renaissance in recent years. In 2004 the Metropolitan Council (the region's transit agency and metropolitan planning organization with responsibility for long-range transportation planning) proposed improving existing bus services and developing a network of dedicated transit corridors. The council's 2030 Transportation Policy Plan, adopted in 2010, includes a goal to double regional transit ridership from 73 million riders in 2004 to 145 million riders in 2030. The plan also calls for a network of transit corridors, four of which will be operational in 2014.

Counties and local governments are key partners in realizing this transit vision. In 2008 the Minnesota legislature established the Counties Transit Improvement Board (CTIB) and

passed a regional 0.25% sales tax estimated to generate \$100 million annually to help build out the regional transit plan. In 2012, the Minnesota Transportation Finance Advisory Committee, established by Governor Mark Dayton, recommended a slight increase in this sales tax to significantly expand the Twin Cities metropolitan transit system.

The impacts from an increased commitment to transit are already evident. Ridership numbers and public support for transit are both on the rise. In 2012, almost 94 million transit rides were taken on Metro Transit, contract service, and suburban providers.¹ In a January 2013 poll, 79% of respondents agreed that Minnesota "would benefit from having an expanded and improved public transit system."²

Area foundations, businesses, nonprofits, and other organizations are also supportive of transitway expansion. The Itasca Project, an employer-led civic alliance, released an assessment

What is a transitway?

The term transitway refers to corridors served by fast, reliable, and high-quality passenger transit service such as light rail, commuter rail, and bus rapid transit. Transitways serve high-demand corridors with facility and route improvements that may include dedicated stations and right-of-way. (Definition provided by the Transitway Impacts Research Program.)





projecting \$6.6 to \$10 billion in direct benefits from an estimated \$4.4 billion investment, with substantially higher return from an accelerated build-out.³

In addition, a number of important macro-trends are motivating change in transportation and housing preferences both nationally and in the Twin Cities region. The population is becoming much more diverse and demanding more choices, connectivity, and convenience. The growing millennial generation (those born from the early 1980s to the early 2000s) highly value quality of life when choosing where to live and work, and they are driving much less than their parents.

Together, these policies and trends set the stage for the build-out of the Twin Cities transit network. TIRP research found four major ways in which transitways are transforming communities: improving mobility, supporting economic growth, spurring development and higher land values, and supporting opportunity and equity.

A changing region

Population growth and change

- Regional population, currently at 2.8 million, is projected to reach 5 million by 2050.
- By 2035, almost 75% of households in the Twin Cities region will have no children.
- The number of Minnesotans 65 or older will nearly double in the next 20 years.
- The number of foreign-born immigrants in Minnesota was 7.3% in 2011, a 27% increase from 2000.

Congestion

- The average Minneapolis–Saint Paul metro-area driver spends 34 hours each year in traffic, an eight-fold increase since 1982.
- A 2013 Metropolitan Council report found that households in the region make 8.8 trips per day.

Transportation costs

- On average, moderate-income households in the Twin Cities spend 26% of their annual income on transportation.
- Only 48% of the region's neighborhoods are considered affordable when looking at combined housing and transportation costs using the Housing and Transportation Affordability Index.

Data sources: Immigration Policy Center, Texas Transportation Institute, Metropolitan Council, Center for Neighborhood Transportation, National Housing Conference

Transitways Improve Regional Mobility

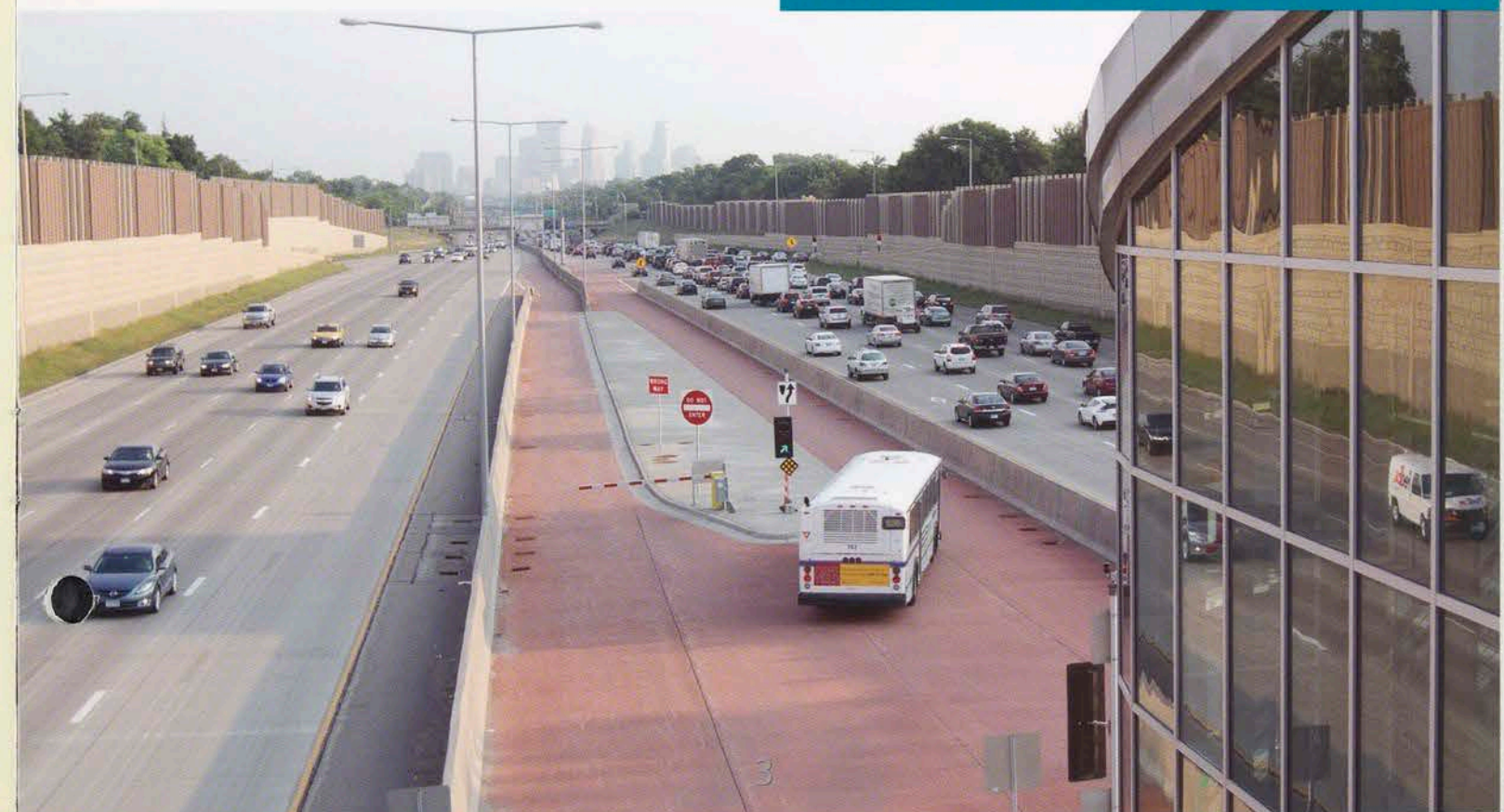
Transit ridership is increasing—and so is regional mobility. More than a quarter-million rides are taken on transit each day in the greater Minneapolis–Saint Paul metropolitan region. Of those rides, more than 80% bring people to and from work or school.⁴ Express buses and LRT are used throughout the region by urban and suburban workers of all skill levels.

Transit provides essential service for people unable to drive because of their income, physical abilities, or age. Light rail also attracts new riders to the transit system, including those who have access to a vehicle. In fact, TIRP research found that 62% of light-rail riders have other travel choices. Riders use a variety of modes to connect to LRT—bus, park-and-ride, and bicycling or walking are used in almost equal numbers to reach stations. As a result, LRT was found to have a much broader influence on the regional transportation network than local buses and express services do.

Land use also plays a big part in mobility. Case in point: the ridership of the Blue Line, which exceeded projections in both the amount and rate of growth. The line connects two major employment centers, provides a linkage to the region's international airport, and serves major healthcare, retail, and residential destinations. Researchers found that transit use increased significantly among residents who were living along Hiawatha Avenue prior to LRT construction, both for work trips and for non-work trips.⁵

"Transit and highway infrastructure operating as one system offer valuable efficiency and amenities to both citizens and employers. Clearly, this level of integrated transportation service makes for a choice destination to live and do business."

— Charles Zelle, Commissioner, Minnesota Department of Transportation





Across the region, transit service varies, and people use transit at different rates and for different trip purposes. TIRP survey results show how people living along existing and proposed transitways travel for personal trips such as medical appointments, shopping, or entertainment. For most people, the car is the mode of choice, reflecting the geographic size of the region, dispersion of housing and jobs, and lower levels of transit provided in many suburban areas. (In Minneapolis, however, 18.8% of households do not have a vehicle.) While 46% of Green Line corridor respondents and 52% of Blue Line respondents make personal trips by walking or biking at least twice a week, this is the case for only 18% of Red Line and 15% of Northstar Commuter Rail respondents.⁶ Northstar is a popular choice for special events, however, such as Minnesota Twins and Vikings games.

In looking at all transit trips (including work trips, which make up the largest percentage), TIRP researchers uncovered the following Twin Cities characteristics:⁷

- Local buses carry the greatest percentage of riders who do not own a car or cannot drive (52%).
- Blue Line riders' mode choice for reaching stations is a rough balance of walking (38 percent), park and ride (30 percent), and bus (31 percent). Among the walkers, about two-thirds walk more than a quarter mile to reach a transit station, with a median of 0.37 mile.

- On average, Blue Line riders live 3.5 miles away from the route, whereas riders of parallel local buses live within one mile of a bus stop.
- One-third of Blue Line riders are reverse commuters.
- Half of all Blue Line riders transfer to another mode during their trip (primarily bus or auto), enabling rail stations to serve as multimodal transit centers.
- Premium express buses are an important mobility option. They bring suburban workers to downtown jobs and have the greatest number of "choice" riders (92%)—those who can drive but choose to ride transit.
- Almost a quarter of residents along the Green and Blue Line corridors commute by transit at least twice a week, making transit the most important individual non-auto-motive mode.

GROWTH

Transitways Support Economic Growth

Job accessibility

For a region to thrive, employees with the right skills need to be able to reach appropriate employers in a reasonable time and at an affordable cost. The expanded Twin Cities transit network is helping to make this happen: Employers now have access to a larger labor pool, and workers of all skill levels can reach a larger number of jobs.

The Blue Line, for example, made 14,000 additional low-wage jobs accessible within a 30-minute transit commute for low-wage workers in areas immediately adjacent to transit stations. For those with a direct bus connection to LRT, an additional 4,000 low-wage jobs became accessible.⁸

Transit serves the downtowns and urban neighborhoods well, but in recent years job growth has largely occurred in suburban areas not currently well-served by transit. TIRP researchers found that while 80% of the region's jobs are located within a half mile of a transit station, only 27.4% of jobs located near stations have frequent service. Within a 30-minute bus or

train commute, the average metropolitan resident can access slightly more than 117,500 jobs. In contrast, more than 1 million jobs are accessible within a 30-minute drive.⁹

Researchers also found that the current transit system serves core industry clusters at different levels. These core industry clusters (such as medical equipment manufacturers) drive regional employment, pay higher wages, and have faster wage growth, and they vary in size and location. Findings show that

"By locating jobs on or near transitways, businesses gain a significant competitive advantage in accessing the largest practical labor pool possible—an advantage that will only grow sharply as competition increases for employees due to demographic shifts."

— Jay Cowles, Co-Chair, Itasca Project Transportation Task Force



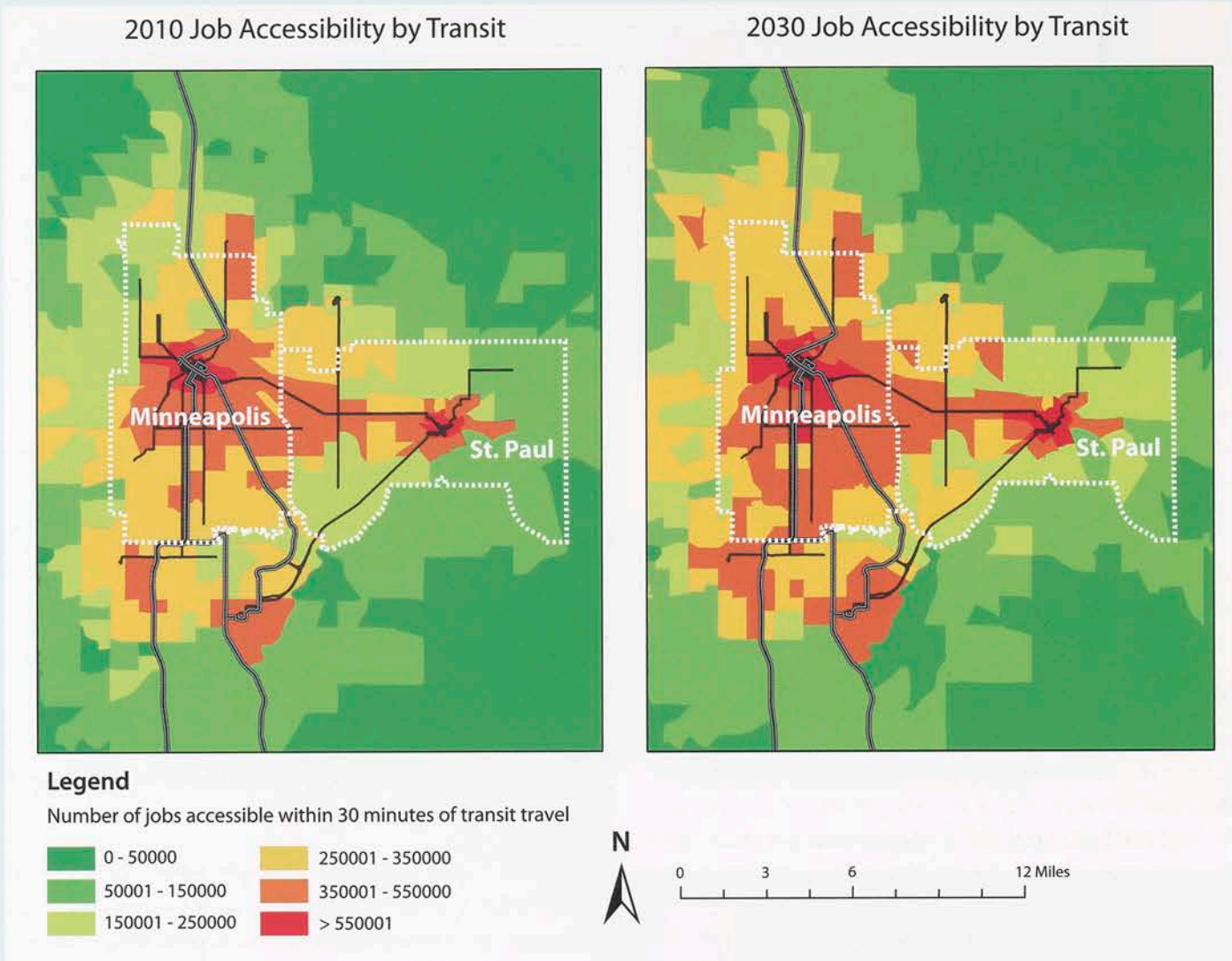


Figure 1: Accessibility by transit to all jobs within 30 minutes of travel in 2010 and 2030 (Fan and Tilahun 2012)

few medical manufacturing jobs are reachable by transit, for example, while many finance and insurance jobs are located along urban transitways. This reflects decisions by some employers to locate in suburban areas where land costs are generally lower, along with the unique needs of certain types of manufacturing for moving goods and services.

To predict how transitway expansion will improve accessibility to core industry clusters and all other jobs, researchers developed and analyzed several different scenarios.¹⁰ They found that if the build-out proceeds as planned, areas in the center of the metropolitan area—home to many low-income

workers—will see even greater job accessibility than today (Figure 1).

Targeting future development inside the I-494/I-694 loop would create additional job accessibility beyond these projections, and locating development along transitways would provide even greater benefits. In both cases, the population with the greatest need receives the greatest benefits.

Researchers also found that locating new jobs near transitways produces larger accessibility increases than locating new housing near transitways, with the greatest benefits realized by balancing both.¹¹

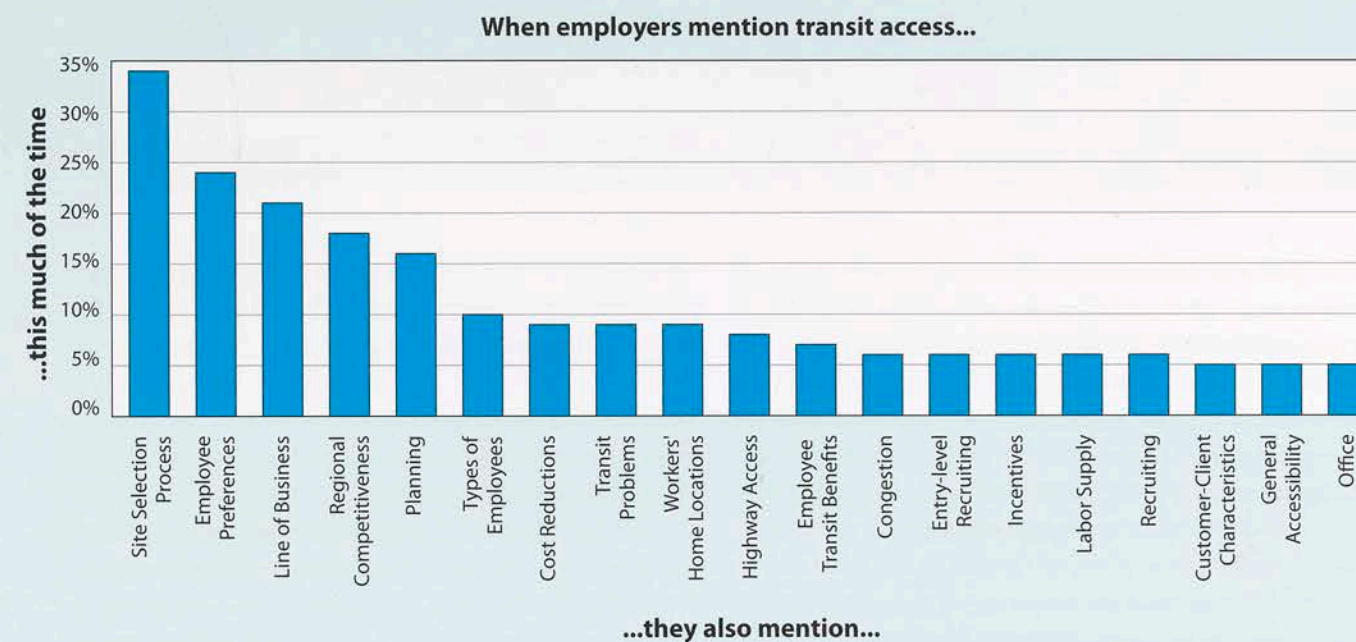


Figure 2: The business community views transit access as important for attracting in-demand employees and improving regional competitiveness (Fan and Guthrie 2013).

Regional competitiveness

America's metropolitan regions are increasingly recognizing that transit investments help drive economic competitiveness. Cities that offer walkable, vibrant neighborhoods with access to transit and other amenities are better able to compete with their counterparts across the country and beyond our borders.

The Twin Cities business community also recognizes that investing in a world-class regional transit system will help ensure long-term regional competitiveness. Transit access is viewed as important for attracting highly skilled, in-demand employees, particularly the millennials who are beginning to succeed baby boomers in the workforce. Interestingly, even employers who do not expect many of their own employees to use transit see transit improvements as desirable from a regional competitiveness perspective.¹²

The Twin Cities region includes a mix of small, medium, and larger employers, and it has more Fortune 500 companies per capita than any other region in the nation. TIRP researchers studied four regional transitway corridors to get a picture of the types of businesses currently located along them.¹³ Retail accounts for a large percentage of the businesses sampled (16% to 36%), with notable percentages of food service and personal service businesses as well as professional, scientific,

and technical services. Regardless of the mix, small businesses (with 8 to 13 employees) made up the majority of businesses in all four corridors' samples.

Among these small businesses, a majority believe that customers currently use or will use transit. Some of the small businesses are concerned, however, about the loss of revenue during transitway construction. Some also wonder if they may be "planned out" of transitway areas based on sector, size, or age; this is especially true for automobile sales and service businesses, businesses with smaller sales volumes, and older businesses. Suburban small business owners are also more uncertain of transit's impact.

In another study, researchers surveyed senior executives and business owners in core industry clusters.¹⁴ These business leaders generally see the connections between transit access and their bottom line (Figure 2), and they are incorporating transit into their marketing, business location, and sales strategies.

As light rail extends into suburban locations, it will link to some of the region's largest employers. One example is along the proposed Green Line extension, where UnitedHealth Group Inc. is building a 70-acre campus for 6,700 employees in Eden Prairie near a planned LRT station.

Transitways Spur New Development and Higher Land Values

Land-use change is often slow, yet since the opening of the Blue Line, new construction along transitways has exceeded expectations. In fact, the opening of the first light-rail line contributed significantly to a residential building boom in south Minneapolis. TIRP research found that 5,400 new housing units were completed or under construction by 2005, with permits for an additional 7,000 processed by city governments. This represents almost twice as much new construction within the first year of service as was projected for the next 20 years. In total, 67 residential properties were constructed within 300 feet of the Blue Line between 2004 and 2008.¹⁵

The Green Line along University Avenue, which has a mix of land-use types and vacant land, has seen a particularly strong development response. Eighteen residential and commercial/retail developments worth more than \$275 million began construction or entered the planning stage in 2012. Those 18 projects will have nearly 2,300 housing units and more than 109,000 square feet of commercial/retail space. This is in addition to the nearly 40 developments worth more than \$944

million (with 5,100 housing units and 712,000 square feet) that opened, were under construction, or were in the planning stage in 2011 along University Avenue.¹⁶

Numerous national studies have generally found a price premium for properties located near rail transit, reflecting their perceived accessibility benefits. Along the Blue Line, a TIRP research team found a substantial increase in land values near the 17 stations, especially those located in Minneapolis.¹⁷ Among the key findings:

- A significant accessibility effect is increasing property values for single-family residential properties located within station areas west of the Blue Line, with price increases extending beyond a half mile.
- Total development resulted in a combined price premium of \$25.2 million for residential properties sold after 2004 in the station areas from Cedar Riverside in the north to the V.A. Medical Center to the south. When

applying the increase in value to all residential properties along the Blue Line, the LRT line has produced an increase of \$47.1 million in residential property value between 2004 and 2007.

- Properties on the east side of the Blue Line do not benefit from proximity to the line. This is likely due to the intervening effect of the four-lane Hiawatha Avenue and the strip of industrial land use immediately adjacent to the highway on the east. The combination of these factors pushes the nearest residential property close to 200 meters away from the LRT line and its stations. Furthermore, the large industrial structures create a visual barrier between the residential properties on the east and the Blue Line.

A companion TIRP study found that commercial and industrial properties also saw land value rise along the Blue Line, with impacts extending nearly one mile from station areas. After

the line opened in 2004, prices per building-square-foot increased from \$36 to \$56, controlling for other factors, with the highest rents going to areas closest to stations. Proximity to highway ramps and major traffic intersections along Hiawatha Avenue did not provide any financial impact for nearby properties. In 2007, commercial land values within a quarter mile of LRT stations increased 38% from 2004, which was roughly 18% higher than the change for the larger subregion.¹⁸

Higher land prices are translating into higher market interest. In a TIRP-related study, interviews of developers revealed pent-up demand for transit-oriented development.¹⁹ Regulatory and cost barriers, however, combined with the uncertainty of transit expansion, inhibit the market from responding to this demand. Developers said they will sacrifice transit access if a site is more expensive or presents more complex regulatory hurdles than traditional auto-oriented design.



"What I find so compelling is the opportunity for this investment to help connect a community to the broader region. Transit increases a neighborhood's potential for new private investment and increased access to regional jobs."

— Jim McDonough, Commissioner,
Ramsey County



Transitways Support Opportunity and Equity

One of the questions TIRP sought to answer was this: Who benefits from transitway expansion? And specifically, will the build-out increase opportunity for low-income residents and improve equity?

The answer is that people of all incomes benefit from transitway expansion—and those with lower incomes gain the most. Low-income residents use transit at considerably higher rates than do high-income workers. Researchers discovered the current transit system is largely consistent with the needs of the population, offering the greatest job access to those with the greatest need.²⁰ Areas of weakness, however, exist in locations outside the downtowns scattered throughout the region, some with major concentrations of low-wage jobs and workers.²¹

The expanded transitway network increases job accessibility (see Figure 3) and broadens access to opportunity for low-wage workers. TIRP researchers found that low-income workers see the benefits of transit access and have moved into neighborhood station areas along the Blue Line and in areas surrounding bus stops that offer a light-rail connection.²²

Transitway neighborhoods also reflect the increasingly diverse Twin Cities metro population. Significant concentrations of racial minority residents live near the northern end of the Blue Line and the eastern end of the Green Line. Suburban corridors are generally less racially diverse, but suburban blocks with high proportions of minorities are becoming more common in the northwest metro. In general, minority populations use transit more frequently and rely most heavily on the bus system—and thus stand to gain from increased transit accessibility.

The increase in property values and construction along the Blue and Green Line corridors testifies to the desirability that a growing number of households see in living near transit. As

demand for housing near transit increases, however, concerns grow that low-income renters or business owners may be priced out. In a TIRP-related study, multiple developers said that for affordable housing to be financially feasible, it needs to be “affordable by design” (through increased height and density limits and reduced parking ratios) rather than by public subsidy.²³ Several study participants also said that transit access itself—by dramatically reducing household transportation costs—makes all housing inherently more affordable.

The general public’s perceptions toward transit have also changed over the past decade. In their research on neighborhood and social influences of transit corridors, TIRP researchers found that overall, the perception of transitways’ impact on neighborhoods is positive. Residents value transit investments and think they will give them more travel choices throughout the region and support more vibrant neighborhoods.²⁴ People with experience using LRT, frequent transit users, and transit-dependent riders all have overwhelmingly positive attitudes regarding transit-induced neighborhood change.

“The true cost of housing must include transportation. Housing and transportation costs make up the largest parts of most household budgets. By expanding the Twin Cities’ transit system and providing affordable housing options along it, we can create more economic stability for working families.”

— Susan Haigh, Chair, Metropolitan Council

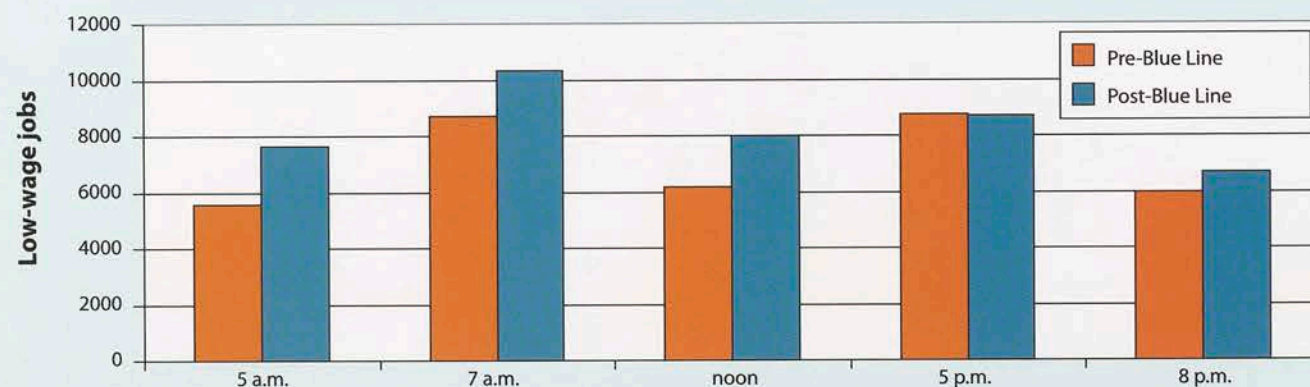


Figure 3: The expanded transitway network increases the average number of low-wage jobs accessible within a 30-minute transit trip in the Twin Cities’ transit-served areas (Fan et al. 2010).



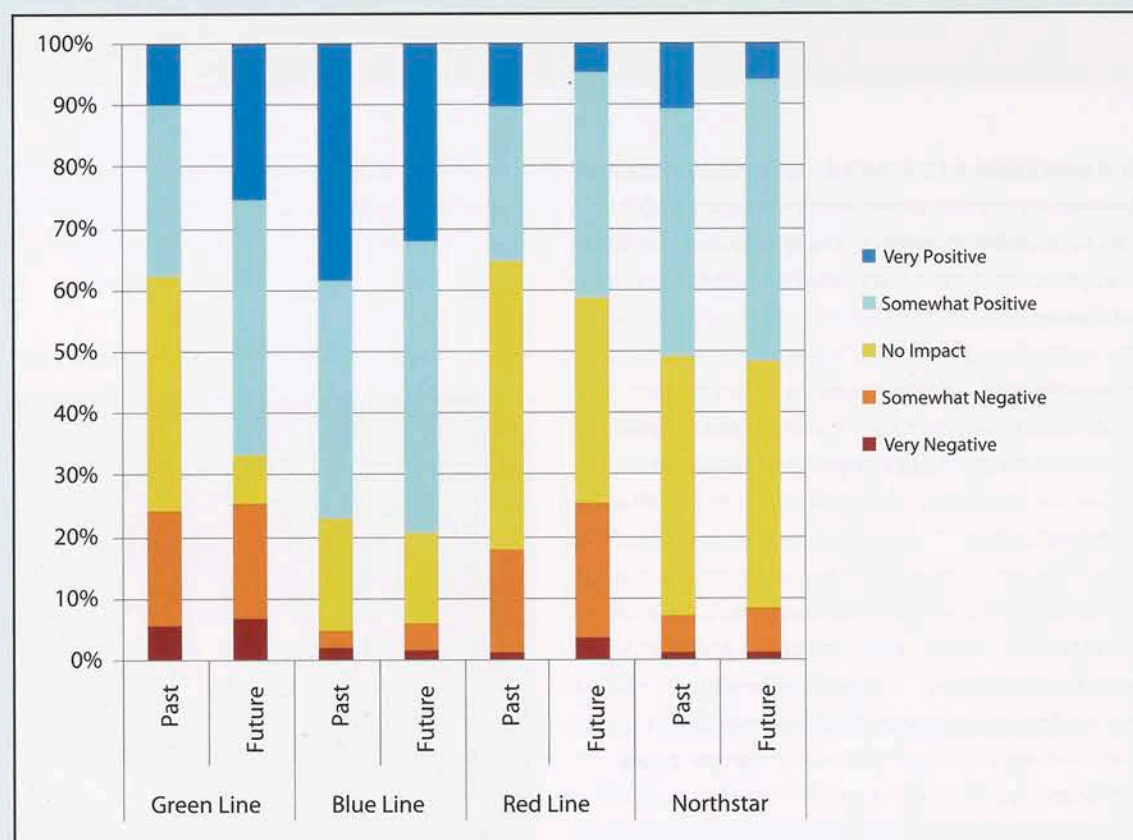


Figure 4: Residents' perceptions of transitway impacts vary by corridor (Fan and Guthrie 2012).

The extent of positive change that residents and businesses expect, however, varies widely from corridor to corridor, and specific groups have negative perceptions of transit-induced change. Differences exist between suburban and urban respondents (Figure 4) and across racial and ethnic groups. A majority of Asian urban residents, for example, expect positive future impacts of the Green Line, yet 41% expressed negative views, with particular concern about transit construction's potential impacts on small businesses. These differences demonstrate a need for local community-sensitive planning of transitways, with an understanding that communities can be defined in many ways.



Policy Implications

TIRP research sheds light on the broad impacts transitways have on communities. It also points out the potential to maximize benefits to support mobility, economic, quality-of-life, and equity goals. Accelerating the transit build-out could yield results even sooner.

The following policy implications—derived from the research—are offered to support local policymakers, planners, transit providers, and others in their decision making and priority setting for the continued build-out of the regional transit network in the Twin Cities.

Mixed use means more mobility. A mix of land uses and compact development near transit can significantly increase mobility options, allowing for more trips to be made by transit, walking, or bicycling. Greater accessibility benefits are possible the more transportation planning is coordinated with land-use, economic development, and housing policies.

Employers and workers benefit. For all workers, and especially those with low incomes, maintaining and improving the entire transit network increases their ability to seize regional employment and educational opportunities. Riders will need reliable and frequent transit routes, which may mean more feeder bus services and park-and-ride facilities.

Transit promotes regional competitiveness. Companies and employees—especially millennials and young professionals in high demand—are seeking metro areas with a variety of transportation choices. Targeting jobs near transit will create the greatest use of the transit system and expand accessibility to jobs and workers.

A changing population is changing development. Population growth, demographic change, and market demand are creating new interest in transit-oriented design, but policies such as minimum parking requirements inhibit the market from responding. Local policies that support more compact and mixed-use development near transit could allow more development to meet this demand.





"Companies' decisions to locate within the inner metro are not as intuitive as we would love them to be. Spatial economic development incentives need to be looked at in a very strong way."

— Matt Kramer, President, Saint Paul Chamber of Commerce



No one size fits all. Development opportunities are uneven along transit corridors, which include a mix of established neighborhoods, older industrial areas, and downtown centers. Diverse strategies need to ensure that land-use policies and development reflect differences in public preferences, community character, and local housing markets. This could include new partnerships between local governments and community advocates to ensure long-term affordability of homes and businesses.

Change is constant. Land-use change is ongoing, and it takes time. Each new transitway brings a greater understanding of the potential impacts, both positive and negative, to surrounding neighborhoods and the region. The real estate market is just beginning to respond to these changes, so the impacts on property values, gentrification, and land use are still unclear. Policies need to provide flexibility to adapt to these changes and market realities, which may differ in urban and suburban locations.

Neighborhoods and communities matter. Public support for transit is growing, with a majority of residents and business owners perceiving its benefits. Important distinctions exist, however, across different racial and economic groups and between urban and suburban residents. Neighborhoods along transitways also have differing physical attributes—some may have higher densities and sidewalks, for example, while others have more trails and open space—which influences attitudes toward transit use. Additional investments may thus be needed to create more transit-friendly station areas. This underscores the need for local and regional governments to conduct ongoing, inclusive outreach, planning, and mitigation efforts that recognize the unique cultural and ethnic values of communities.

Unconventional wisdom

Over the past seven years, TIRP researchers uncovered a number of facts that counter previous national studies and assumptions regarding transit and transit-oriented development. Here are the top eight findings that run counter to conventional wisdom:

1. Roughly three-quarters of LRT users walk more than a half mile to and from transit. (Planners generally assume a half mile is the upper limit.)
2. Both high- and low-income riders benefit from increased transit access, with LRT creating greater regional accessibility impacts than express bus service.
3. The Twin Cities has a greater percentage of high-frequency riders than typical systems.
4. Low-income commuters make up the largest percentage of transit riders but don't uniformly support transit.
5. Accessibility increases associated with LRT extend to bus connection areas.
6. Destinations such as the Mall of America attract riders to the Blue Line even though the corridor lacks high densities or land-use mixes commonly thought necessary to create strong ridership numbers.
7. Prioritizing jobs near transit creates bigger accessibility benefits than a housing-focused approach.
8. Property value increases extend to almost a mile beyond the station area—farther than reported for any other system in the country.

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Synthesis Production

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Photography: Metro Transit (pp. iii, vi, 2, 4, 5, 14), Michelle Miero Riedel (pp. 1, 8, 9), CTS staff (pp. 3, 11), Central Corridor Funders Collaborative (pp. v, 12, 13, 15)

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511 Washington Avenue S.E.
Minneapolis, MN 55455
Phone: 612-626-1077
Web: cts.umn.edu
E-mail: cts@umn.edu

Regional Railroad Authority Meeting
June 16, 2015 – ROLL CALL

Call to Order: 10:23

ATTENDANCE ROLL CALL

	PRESENT	ABSENT
Toni Carter	☒	
Blake Huffman	☒	
Jim McDonough	☒	
Mary Jo McGuire	☒	
Victoria Reinhardt	☒	
Janice Rettman	☒	
Rafael Ortega	☒	

1. Agenda of June 16, 2015 is presented for approval

Moved: McGuire Seconded: McDonough

	YEA	NAY	ABSENT
Janice Rettman	☒		
Toni Carter	☒		
Blake Huffman	☒		
Jim McDonough	☒		
Mary Jo McGuire	☒		
Victoria Reinhardt	☒		
Rafael Ortega	☒		

2. Minutes from January 20, 2015 are presented for approval

Moved: Carter Seconded: McGuire

	YEA	NAY	ABSENT
Janice Rettman	☒		
Toni Carter	☒		
Blake Huffman	☒		
Jim McDonough	☒		
Mary Jo McGuire	☒		
Victoria Reinhardt	☒		
Rafael Ortega	☒		

3. Amendment to the Davis Communications Contract for Strategic Communications for the Riverview Corridor

Moved: McDonough Seconded: Huffman

	YEA	NAY	ABSENT
Janice Rettman	☒		
Toni Carter	☒		
Blake Huffman	☒		
Jim McDonough	☒		
Mary Jo McGuire	☒		
Victoria Reinhardt	☒		
Rafael Ortega	☒		

Rettman asked?
Just an amendment?
Yes.
McGuire - asked -
Typical of Corridor
Ortega - River is different view

4. Minnesota State Rail Plan Update Discussion - presentation -
Steve Peter Dahlberg - MNDOT

Moved: Seconded:

	YEA	NAY	ABSENT
Mary Jo McGuire <u>Rettman</u>			
Victoria Reinhardt <u>Carter</u>			
Janice Rettman <u>Huffman</u>			
Toni Carter <u>McDonough</u>			
Blake Huffman <u>McGuire</u>			
Jim McDonough <u>Reinhardt</u>			
Rafael Ortega			

5. Minnesota State Rail Plan Update -
Passenger
Dan Krom - MNDOT

Moved: Seconded:

	YEA	NAY	ABSENT
Mary Jo McGuire <u>Rettman</u>			
Victoria Reinhardt <u>Carter</u>			
Janice Rettman <u>Huffman</u>			
Toni Carter <u>McDonough</u>			
Blake Huffman <u>McGuire</u>			
Jim McDonough <u>Reinhardt</u>			
Rafael Ortega			

Corridor Updates

Discussion can be found on
archived video.

Meeting adjourned at 11:22 AM/PM



Union Depot, Suite 200 | 214 4th Street East
St. Paul, Minnesota 55101 | (651) 266-2760

REGIONAL RAILROAD AUTHORITY

Tuesday, June 16, 2015
Immediately following the Housing and Redevelopment Authority Meeting
Council Chambers – Third Floor Court House

Original

-
1. **Agenda of June 16, 2015 is presented for approval**
Approve Agenda of June 16, 2015
 2. **Minutes from January 20, 2015 are presented for approval**
Approve Minutes of January 20, 2015
 3. **Amendment to the Davis Communications Contract for Strategic Communications for the Riverview Corridor**
 - 1) Approve Amendment #1 to the Riverview Corridor Strategic Communications Management Inc., a Minnesota Corporation, 213 E. Fourth Street, Saint Paul, MN 55101.
 - 2) Authorize the Chair to execute Amendment #1 with Davis Communications Management Inc. to provide consulting services for the completion of Strategic Communications for Riverview Corridor through 5/31/2016, in an amount not to exceed \$100,000.
 4. **Minnesota State Rail Plan Update**
None. For information and discussion only.
 5. **Minnesota Passenger Rail Program Update**
None. For information and discussion only.

CORRIDOR UPDATES

ADJOURNMENT



Union Depot, Suite 200 | 214 4th Street East
St. Paul, Minnesota 55101 | (651) 266-2760

REGIONAL RAILROAD AUTHORITY

Tuesday, June 16, 2015
Immediately following the Housing and Redevelopment Authority Meeting
Council Chambers – Third Floor Court House

-
1. **Agenda of June 16, 2015 is presented for approval**
Approve Agenda of June 16, 2015
 2. **Minutes from January 20, 2015 are presented for approval**
Approve Minutes of January 20, 2015
 3. **Amendment to the Davis Communications Contract for Strategic Communications for the Riverview Corridor**
 - 1) Approve Amendment #1 to the Riverview Corridor Strategic Communications Management Inc., a Minnesota Corporation, 213 E. Fourth Street, Saint Paul, MN 55101.
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 4. **Minnesota State Rail Plan Update**
None. For information and discussion only.
 5. **Minnesota Passenger Rail Program Update**
None. For information and discussion only.

CORRIDOR UPDATES

ADJOURNMENT

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-7

Committee: Regional Railroad Authority

Meeting Date: 6/16/2015

SUBJECT

Agenda of June 16, 2015 is presented for approval

REQUESTED ACTION

Approve Agenda of June 16, 2015

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-8

Committee: Regional Railroad Authority

Meeting Date: 6/16/2015

SUBJECT

Minutes from January 20, 2015 are presented for approval

REQUESTED ACTION

Approve Minutes of January 20, 2015

ATTACHMENTS

1. Draft 1/20/15 Minutes

**REQUEST FOR ACTION
RAMSEY COUNTY BOARD OF COMMISSIONERS**

Requesting Department: Regional Railroad Authority

R2015-10

Committee: Regional Railroad Authority

Meeting Date: 6/16/2015

SUBJECT

Amendment to the Davis Communications Contract for Strategic Communications for the Riverview Corridor

REQUESTED ACTION

- 1) Approve Amendment #1 to the Riverview Corridor Strategic Communications Management Inc., a Minnesota Corporation, 213 E. Fourth Street, Saint Paul, MN 55101.
- 2) Authorize the Chair to execute Amendment #1 with Davis Communications Management Inc. to provide consulting services for the completion of Strategic Communications for Riverview Corridor through 5/31/2016, in an amount not to exceed \$100,000.

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority (RCRRA) has worked to advance transit projects and corridors that benefit Ramsey County residents and businesses. The Metropolitan Council and the Counties Transit Improvement Board have identified the Riverview Corridor for future transitway investments. The Riverview Corridor is 12.3 miles long, extending from Union Depot in downtown St. Paul to the Minneapolis/St. Paul International Airport and the Mall of America in Bloomington.

In 2000, RCRRA completed a Major Investment Study and Bus Rapid Transit (BRT) was selected as the locally preferred alternative, which was not been implemented. On January 23, 2013 the City of St. Paul passed resolution RES 13-113 requesting that RCRRA reexamine a transit connection through a study of the Riverview Corridor, defined as being between the Union Depot and the Minneapolis-St. Paul Airport/Mall of America, north of the Mississippi River.

On April 22, 2014, the RCRRA awarded AECOM the technical contract for the completion of a Pre-Project Development Study to re-analyze the corridor. Currently underway, the study is determining the benefits, costs and impacts of implementing a higher level of transit investment in the Riverview Corridor. It will identify a locally preferred alternative for amendment into the region's Long term Comprehensive Plan and advancement through the Federal Transit Administration New Starts process. The study process includes a significant public involvement effort to engage and

inform the public and stakeholders groups in the corridor about the purpose and goals of the study and to respond to questions and concerns raised as the study progresses.

On April 22, 2014, RCRRA awarded Davis Communications the Strategic Communications contract for the strategic communications activities in the corridor. This contract was awarded through a Request for Proposals process. This work involved consultation with the RCRRA and Riverview Corridor Policy Advisory Committee on the development of desired outcomes of the study and determining the best ways to communicate with the different audiences in the Riverview Corridor. The Strategic Communications also developed a branding strategy for the corridor as well as the corridor's website.

On May 31, 2015 the initial work scope was completed, but the need for strategic communications did not end. Staff requested that Davis Communications prepare a revised work scope through May 31, 2016. Amendment #1 to the Riverview Corridor Strategic Communications contract with Davis Communications Management Inc. provides for completing that work scope (attached) containing the following tasks:

1. Project Management
2. Monitoring of Community Sentiment
3. Message Consulting
4. Identify and Actively Engage Key Individuals and Organizations
5. Survey (Optional)

BUDGETARY IMPACT

Amendment #1 to the Riverview Corridor Strategic Communications contract with Davis Communications Management Inc. will use \$100,000 from the 2015 Regional Railroad Authority Operating Budget.

COUNTY MANAGER COMMENTS

Completion of the Riverview Corridor Pre-Project Development Study will be beneficial for the long-term development of a transitway network and implementation of transit improvements in Ramsey County.

PREVIOUS ACTION

April 22, 2014, Resolution R 14-11 authorized the selection of Davis Communications Management for the completion of strategic communications for the Riverview Corridor in an amount not to exceed \$50,000.

May 7, 2013, Resolution R13-19 authorized the use of \$1,500,000 in Ramsey County Regional Railroad Authority funds for the completion of a Pre-Project Development

Davis Communications Amendment

Study for the Riverview Corridor. Of that amount, \$50,000 has been identified for the Strategic Communications Plan.

September 24, 2013, Resolution R13-30 approved the membership of a Policy Advisory Committee that is geographically balanced, and includes residents, businesses, policy makers and agencies to provide guidance to the Ramsey County Regional Railroad Authority in preparing the Pre-Project Development Study. January 28, 2014, Resolution R14-07 approved the release of a Request for Proposals for Strategic Communications for the Riverview Corridor Pre-Project Development Study.

ATTACHMENTS

1. Draft Resolution
2. Amendment #1
3. Riverview Strategic Communications Work Scope

Draft Resolution

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance transit projects and corridors to the benefit of the citizens of Ramsey County; and

WHEREAS, The Riverview Corridor is 12.3 miles long, extending from the Union Depot in downtown St. Paul to the Minneapolis/St. Paul International Airport and the Mall of America in Bloomington; and

WHEREAS, On January 23, 2013 the City of St. Paul passed Resolution, RES 13-113, requesting that Ramsey County Regional Railroad Authority reexamine the Riverview Corridor; and

WHEREAS, On April 22, 2014 the Ramsey County Regional Railroad Authority passed Resolution R14-12 authorizing the chair to execute a contract with AECOM to provide consulting services for completion of the Riverview Corridor Pre-Project Development Study; and

WHEREAS, on April 22, 2014 the Ramsey County Regional Railroad Authority passed Resolution R14-11 authorizing the chair to execute a contract with Davis Communications Management to provide strategic communications for the Riverview Corridor Pre-Project Development Study; and

WHEREAS, the strategic communications scope of work included the development of desired outcomes of the study, a branding strategy, website and coordination with the technical consultant which has now been completed; and

WHEREAS, the Pre-Project Development Study is not yet complete and continues to require strategic communications assistance; and

WHEREAS, to provide continued strategic communications assistance, a contract amendment is needed; and

WHEREAS, Amendment #1 to the agreement with Davis Communications Management will provide for continued strategic communications assistance for the Riverview Corridor Pre-Project Development Study through May 31, 2016 in the amount of \$100,000; Now Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves Amendment #1 to the agreement with Davis Communications Management of 213 4th Street, Suite 404, Saint Paul, MN 55101, to provide strategic communication services for the Riverview Corridor Pre-Project Development Study; And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to execute Amendment #1 with Davis Communications Management to provide strategic communications consulting services for the completion of the Riverview Corridor Pre-Project Development Study through 05/31/2016, in an amount not to exceed \$100,000.

Amendment No. 1 to Agreement

Between Ramsey County Regional Railroad Authority and Davis Communications Management, Inc. For the Riverview Corridor Strategic Communications Plan

THIS AMENDMENT NO. 1 To the Agreement is made as of June 24, 2015 and is by and between Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota, on behalf of the ("RCRRA") and Davis Communications Management, Inc., 213 E. Fourth Street, Saint Paul, MN 55101 ("Consultant")

Recitals

WHEREAS, On June 3, 2014, RCRRA and Consultant executed Agreement ("Agreement") for strategic communications consulting services for the Riverview Corridor Pre-Project Development Study ("PPD Study");

WHEREAS, The RCRRA has determined that additional Services are required; and

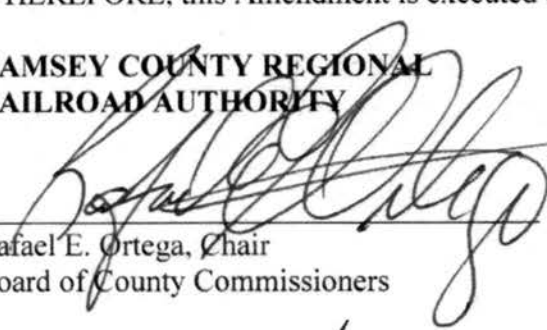
WHEREAS, The parties wish to amend Exhibit A of the Agreement to modify Tasks 1, 2, 3, 4, and 5 listed in the original Scope of Services, to include the additional scope of services provided by the Consultant ("Amendment No. 1 Additional Services"), to extend the Agreement and the time for performance of the the services to May 31, 2016, and to include the cost of the Amendment No. 1 Additional Services in the maximum not to exceed amount to be paid by the RCRRA to the Consultant;

NOW THEREFORE, the RCRRA and Consultant hereby amend the Agreement as follows:

1. **Exhibit A** of the Agreement is modified by adding to those already included in the Agreement the service described on attached Schedule 1 Proposed Strategic Communication Services in Support of the Second Phase of the Riverview Corridor Pre-Project Development Study ("Amendment No. 1 Additional Services"):
2. The maximum not to exceed amount to be paid to the Consultant in accordance with the schedule of costs and other terms and conditions of the Agreement is increased by \$100,000 including reimbursable expenses to increase the total maximum not to exceed amount from the current contract maximum of \$50,000 to the amount of \$150,000 as shown on **Schedule 1**.
3. The Consultant shall provide services in accordance with the schedule provided on attached Schedule 1 and the term of the Agreement is extended to May 31, 2016. .
4. Except as modified herein, the terms of the Agreement shall remain in full force and effect.

WHEREFORE, this Amendment is executed on the last date written below.

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**


Rafael E. Ortega, Chair
Board of County Commissioners

Date:

6/24/15

**DAVIS COMMUNICATIONS MANAGEMENT,
INC.**

By:


Print Name: TREASURE DAVIS

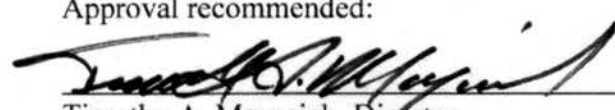
Title:

PRINCIPAL

Date:

6/18/15

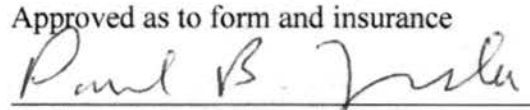
Approval recommended:


Timothy A. Mayasich, Director
Ramsey County Regional Railroad Authority

Date:

6/23/15

Approved as to form and insurance


Assistant County Attorney

Date:

6/22/15

Amendment No. 1 to Agreement with Davis Communications Management, Inc.

SCHEDULE 1



**RIVERVIEW
CORRIDOR**

**Strategic Communication
Services in Support of the Second Phase
Of the Riverview Corridor
Pre-Project Development Study**

**DAVIS COMMUNICATIONS
MANAGEMENT**

incorporated



ZIPKO
STRATEGY

Overview

The Riverview Corridor is a 12 mile corridor connecting Union Depot in downtown St. Paul to the Minneapolis-St. Paul International Airport and Mall of America in Bloomington. It is entering the next phase of its Pre-Project Development (PPD) Study which will select a locally preferred alternative for the corridor. The PPD Study is anticipated to be completed in early 2016. The additional strategic communications activities proposed in this work scope will build upon the work already completed by Davis Communications including initial data gathering, message creation, and establishment of a framework to support the evaluation of transitway improvements in the corridor.

The Davis Communications (DC) team assisted the RCRRA and AECOM Consultants, the lead consultant on the PPD Study (Project Team) in the creation of initial messages, the branding scheme, a website, and other communications materials that supported the PPD Study. As the PPD Study moves into the evaluation of alternatives (mode and alignment) phase, the communications work to support the Project Team will evolve to match the needs of the project.

To reflect the changes in the project, DC has developed the following work scope to cover strategic communications activities from June 1, 2015 to May 31, 2016. This work scope refines and enhances the DC role in support the Project Team's activities with the PPD Study.

To effectively complete this work, strong coordination with the Project Team is necessary.

About the Riverview Corridor

The Riverview Corridor is a 12 mile corridor that runs from Union Depot in downtown Saint Paul to Minneapolis-St. Paul International Airport and the Mall of America. It connects neighborhoods, historic districts, businesses, thriving commercial districts, redevelopment opportunity sites, and the capitol city to each other and to regional transportation network.

The Ramsey County Regional Railroad Authority is currently leading a Pre-Project Development (PPD) Study to identify the most effective way to invest in new transit for the specific corridor. The goal for this process is to review data and other information to select a locally preferred transit mode (or modes) and a transit alignment (or alignments) by the first quarter of 2016.

The PPD Study has been underway since June of 2014. This is the second time this corridor has gone through a technical analysis to better identify and understand opportunities for a transitway investment. The previous effort, a Major Investment Study in 2000, completed a great deal of planning and analysis but did not result in the construction of a transitway improvement.

A Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) have been established to guide the PPD Study. Both committees are seeking and gathering public and stakeholder input throughout the process to better understand the corridor's current and future transit needs.

The PPD Study will provide the PAC with the technical data and public engagement needed to narrow the list of mode and alignment alternatives allowing the PAC to make an informed and data-supported decision on the Riverview Corridor's Locally Preferred Alternative (LPA).

Following the PAC's recommendation on the LPA, the LPA will be forwarded to impact cities and counties who will take formal action to approve it. Once approved by the impacted cities and counties, the Metropolitan Council, the region's planning organization, will adopt the LPA into the region's long range transportation plan. Following completion of the PPD Study and the adoption of the LPA, the next phase for the corridor will be to undertake environmental analysis.

Community and media awareness of the Riverview Corridor PPD Study has been assisted by the launch of the Green Line, historic connection to the previous planning efforts, and ongoing transportation and land use studies being completed by the City of St. Paul.

Next phase for the project

The next phase of the project will include the completion of the Purpose and Need Statement for the project and identification of the universe of alternatives (mode and alignment). The Purpose and Need will define the specific purpose of the project as well as when need is being addressed by the project. Additionally, within the Purpose and Need there are Goals and Objectives which seek to identify what the community would like to accomplish through addressing the Purpose and Need.

The development of the Purpose and Need will include additional public engagement activities including the second of a series of four open house series associated with the PPD Study as well as community and small group meetings. These public engagement activities will gather public input to inform the TAC and PAC in the evaluation of the various transit modes and alignments for the corridor.

Public engagement will continue to be critically important to raise awareness of the work being done, encourage community participation, and to help the project team gather information, ideas and perspectives from as many stakeholders as possible throughout the corridor.

The first phase of strategic communications work helped create and establish public engagement channels. Strategic Communications activities for the balance of the PPD Study will require continued population and management of existing communications channels and work to improve the overall effectiveness of all communications work to ensure the Project Team has an accurate assessment of the public preferences for the development of transit in the corridor.

To support the continued planning work and key decisions, there is an ongoing need to monitor and assess messages being generated and information being shared within the community, via the media and other communications channels. Monitoring, reviewing, and analyzing this information will allow the Project Team to maintain an active connection to community conversations happening and to better understand the validity of the information received through the public engagement channels.

The following work scope is proposed by DC for Strategic Communications Activities for the Riverview Corridor from June 1, 2015 to May 31, 2016.

Task 1: Project Management

Strategic communication needs to be coordinated with and inform the work of the study and the public engagement effort to reach a study outcome that supports leadership's vision for transit in the corridor. This must be closely coordinated with the study project manager, the engineering team and the public engagement team. This is done with regular and consistent meetings so there is a full understanding across all teams of the status and direction of the project.

Deliverables:

- Participate in weekly public engagement planning meetings as requested.
- Participate in pre-project development planning meetings as requested.
- Attend monthly Policy Advisory Committee meetings and participate as requested.
- Coordinate public communication with the study project manager, the engineering team and the public engagement team to ensure that they support key messages and are consistent through all communications.
- Provide monthly activity reports to document progress in providing deliverables and in completing work tasks.

Task 2: Monitoring Community Sentiment:

Our team will leverage our established contacts in the community and meet regularly with project staff and leadership to report on community sentiment and activity within the community that will have an impact on the study and strategize a response, if necessary.

When misinformation is detected, we will quickly consult with project staff and strategically respond by correcting the misinformation, identifying appropriate spokespeople to counter misinformation and monitoring the results of the correction.

We will participate in community leadership events and activities. As engaged members of the greater Twin Cities civically engaged community, we are constantly in touch with community influencers who can offer information and deliver information through formal and informal channels.

Deliverables:

- Help project team develop and execute plans, messages, and other activities for community meetings, public events, and other activities in which the project engages different audiences within the corridor.
- Advise the project team on items identified through strategic communications activities which may impact the PPD Study schedule.
- Attend open house public engagement events and other public engagement activities as requested.
- Provide updates to project staff via email, phone or meetings about the level of community support and/or opposition to transit alternatives under study.
- Monitor and help the project leadership team analyze media coverage about the study and other issues that can impact the project and key audiences within the corridor.
- Consult with project staff on critical issues to identify the appropriate response including correcting misinformation, identifying appropriate spokespeople to counter misinformation, and monitoring.

Task 3: Message consulting

Throughout the PPD Study, our team will provide strategic counsel related to messaging and other communications efforts focused on communities within the corridor. This will assure that messages used in public outreach will support positive community support of the corridor vision.

Deliverables:

- Provide ongoing guidance and counsel to assure that messages from the project will support a desired outcome of the study.

Task 4: Identify and Actively Engage Key Individuals and Organizations

To assure that voices of community members who understand and support the corridor vision are part of the engagement report, we will identify and actively engage key individuals and organizations within the corridor. We will encourage and help support active participation within the public engagement channels through the sharing of messages of support.

We will regularly check in with formal and informal community leaders to understand what is being said in the community. Through this work along with attendance and participation in community activities and organizations, we will strengthen our understanding of opinions, understanding and activity related to Riverview Corridor held by influential stakeholders.

Amendment No. 1 to Agreement with Davis Communications Management, Inc.

We will focus on providing or assisting individuals and organizations who are supportive of the corridor vision with opportunities to express their position both within and outside of the public engagement channels.

- Specific methods for achieving this include:
 - Meeting with supporting groups that will deliver supportive messages for the project;
 - Meeting with individuals and leaders of groups of people likely to participate in public engagement in a way that supports the vision.

Deliverables:

- Meet with individuals and with formal and informal leaders from a variety of stakeholder groups to activate them on behalf of transit improvements in the Riverview Corridor through the formal public engagement channels and informal channels.
- Report to the project management team on activity and information gathered.
- Meet with individuals and groups that will deliver messages for the project.
- Meet with leaders of groups of people likely to participate in public engagement in a way that supports the vision.

In addition to the above tasks, DC recommends the completion of the following additional task.

Optional Task 5: Survey

To help better understand the broader impact of these changes we strongly recommend that the project invest in an information survey that will gather more detailed and statistically valid views from a representative sample of community residents. This will guide the public engagement activities and allow the study to make decisions with statistically supportable data.

This is important because the corridor has changed significantly since the first effort to plan and study enhanced transit. There are thousands of new residents living in a broader mix of housing throughout the corridor than existed before. Business and economic development has transformed former breweries, polluted sites, and under-utilized properties into new projects that have created a significant number of new jobs. Finally, the region has seen the success of two new LRT lines as well as the launch of new BRT projects.

It will be important for the project to objectively take these factors into account as it develops information about routes and modes for new transit in the corridor. Information obtained through the survey will be available throughout the study to guide outreach and messaging.

Deliverable:

- A survey of residents and business representatives in the corridor
- A completed analysis of the survey results to provide a statistically supported understanding of the public preferences for transit infrastructure in the Riverview Corridor.

Proposed cost:

A monthly retainer budget provides for flexibility in the work being completed and a predictable budget and related costs, while still providing the project team with a thorough accounting of work being completed.

To complete the work described in tasks 1 through 4, a monthly retainer \$5,000 for twelve months is required for a total cost of \$60,000. Additionally, a contingency budget of \$40,000 is proposed to be used to respond to unforeseen needs or changes in the scope of the project such as the addition of Optional Task 5. It would be accessed only upon prior written approval from the project team. The estimated hourly breakdown is detailed below for planning purposes.

Our estimate of hours per task is as follows:

<u>Work Task</u>	<u>Hours</u>	<u>Budget</u>
Task 1: Project Management	125	\$18,750
Task 2: Monitoring Community Sentiment	100	\$15,000
Task 3: Message Consulting	75	\$11,250
Task 4: Identify and Actively Engage Key Individuals and Organizations	100	\$15,000
Total Tasks 1-4	400	\$60,000
Optional Task 5: Survey		\$20,000
Contingency		\$40,000
Total*		\$100,000

*Optional Task 5 could be funded from the contingency.

Our hourly rate for work beyond tasks 1-4 will be \$150.00. No work will be completed outside of the scope of Tasks 1-4 without approval and a written notice to proceed.

**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-6

Committee: Regional Railroad Authority

Meeting Date: 6/16/2015

SUBJECT

Minnesota State Rail Plan Update

REQUESTED ACTION

None. For information and discussion only.

EXECUTIVE SUMMARY

Peter Dahlberg, Minnesota Rail Service Improvement (MRSI) Program Manager, Mn/DOT Office of Freight and Commercial Vehicle Operations, will provide an update on the Draft 2015 State Rail Plan. This update to the 2010 State Rail Plan is required by the Federal Railroad Administration to maintain Minnesota's compliance with federal regulations. The update will focus on the following:

- What is a state rail plan
- The need for a state rail plan
- What is included in a state rail plan
- Changes since the 2010 State Rail Plan

BUDGETARY IMPACT

None

COUNTY MANAGER COMMENTS

Passenger and freight rail service provides an important regional connection for the Twin Cities and Ramsey County. The establishment of a robust rail network that can effectively accommodate freight and passenger service will make Ramsey County and the Twin Cities a more economically competitive region promoting increases in employment and population.

PREVIOUS ACTION

None

ATTACHMENTS

1. State Rail Plan Presentation



2015 Update

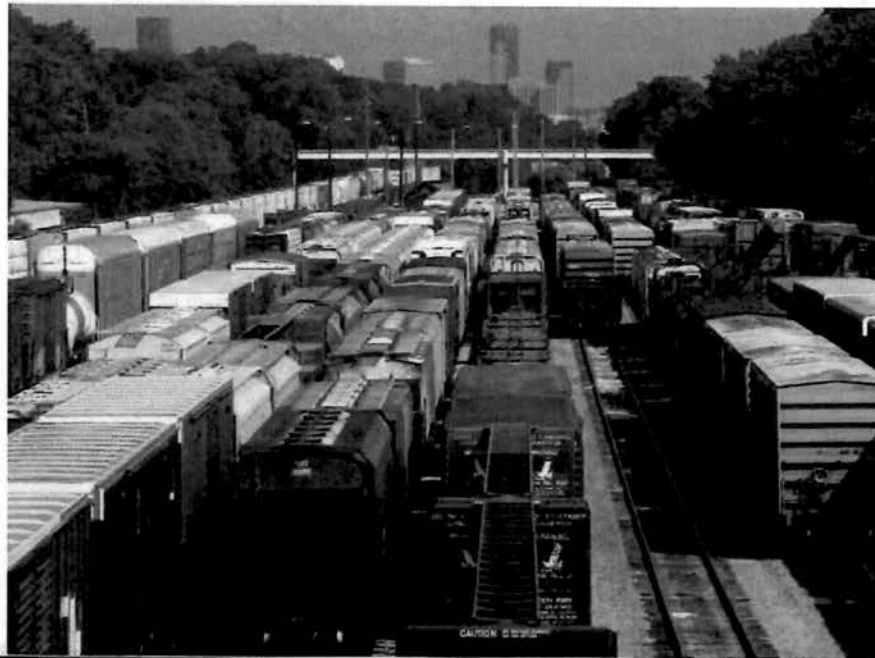
Office of Freight & Commercial Vehicle Operations
Office of Passenger Rail

We all have a stake in **A to B**



2015 State Rail Plan Update

- ▶ 2010 Rail Plan (legislatively mandated)
- ▶ New federal rail plan guidance issued in 2013
- ▶ Federally required 5 year update cycle
- ▶ State Rail Plan required for discretionary federal funding eligibility (passenger rail, TIGER, etc.)



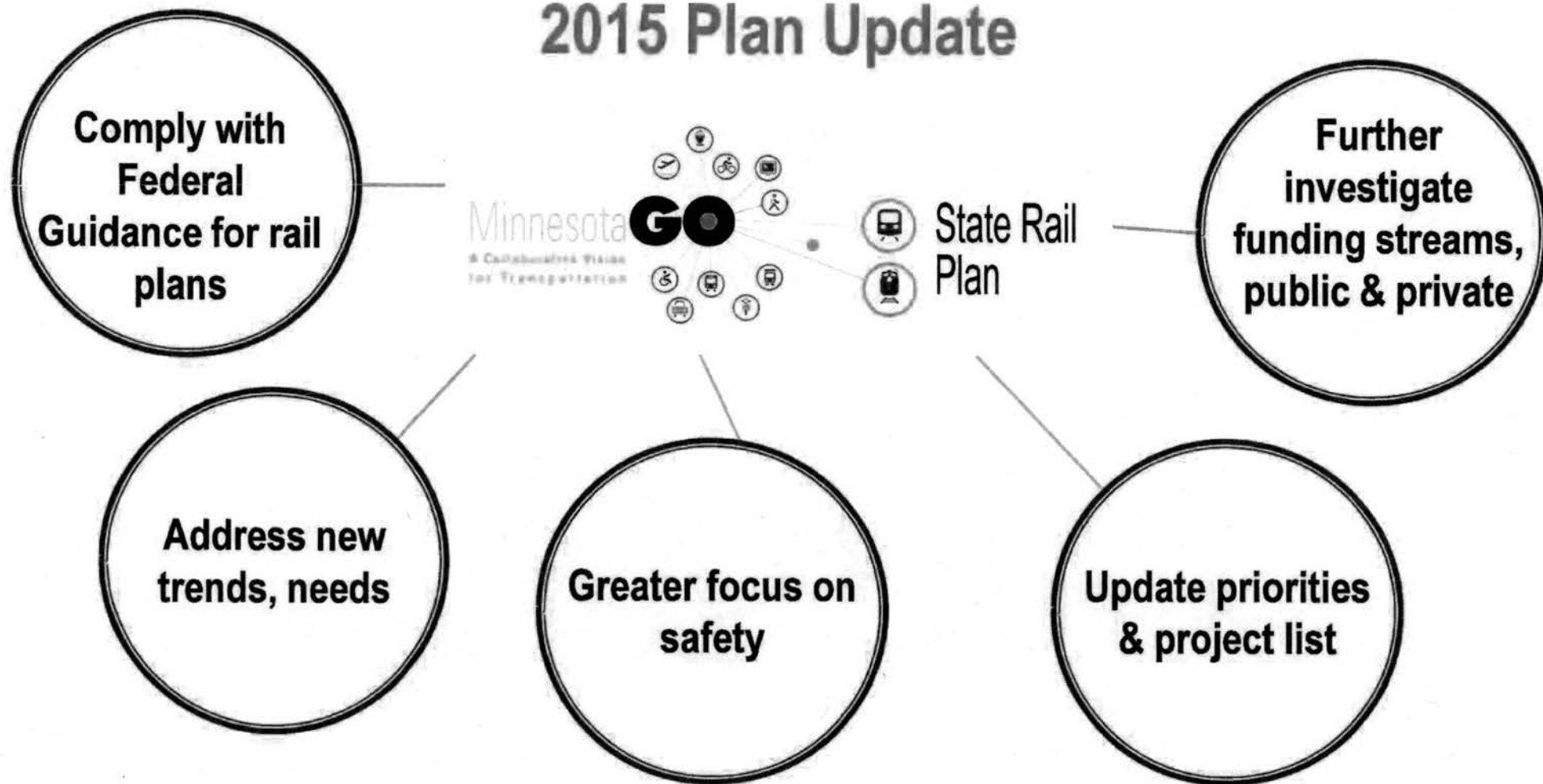
Benefits of Rail

- Minnesota has the eighth largest rail network in the U.S., and carries 25% of overall of freight tonnage; an essential part of multimodal system
- 4 very large Class 1 railroads (BNSF/CP/UP/CN) operate in MN providing “interstate” service; 18 small short line railroads provide regional/local service
- Reduces truck traffic thereby preserving Minnesota’s roads/bridges
- Freight rail in Minnesota provides Minnesota shippers with a competitive transportation option, especially for bulk commodities
- Minnesota’s short line freight railroads provide key connections to greater Minnesota communities, supporting local economic development
- Rail is relatively energy efficient and environmentally friendly
- Higher speed passenger rail provides a competitive travel option with improved travel time and reliability in major corridors
- Passenger rail supports economic growth, land use, transit and modal integration initiatives



What's New

2015 Plan Update



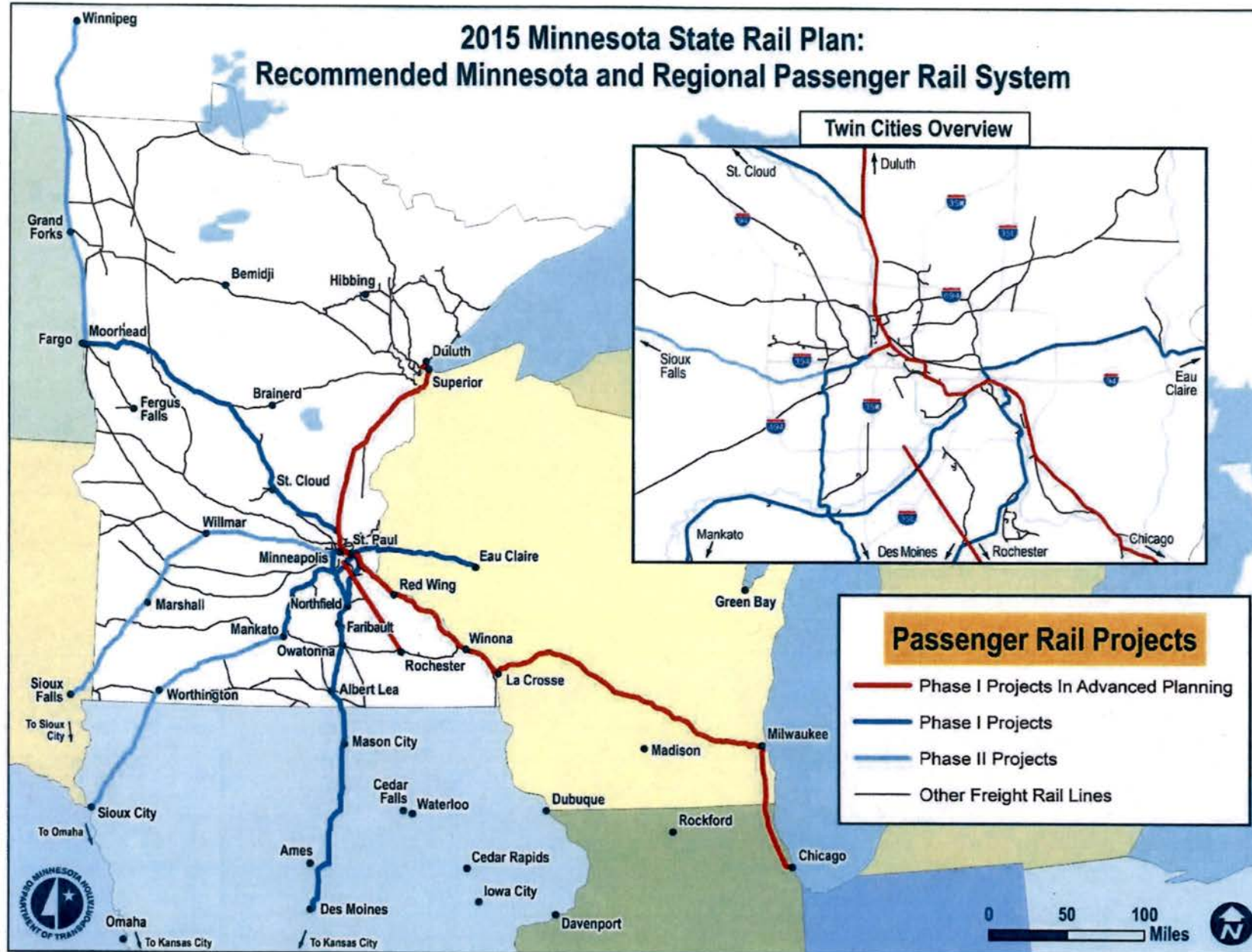
Key Trends/Findings/Issues

- Significant growth/change in freight rail traffic/commodity mix/flows
- Bakken Crude by Rail—about 20 million gals./day through Minnesota; oil train derailments/fires = greatly heightened concern
- Increased freight rail traffic = blocked crossings/motorist delays/impaired emergency response/complaints re train horns & vibration/Amtrak & Northstar delays
- Significant service disruptions to Minnesota shippers in 2013-2014 (especially grain & coal) due to growth in traffic/capacity bottlenecks/severe winter
- State & federal actions & advocacy to address risks and community & shipper impacts
- Continued strong local interest in intercity passenger rail services, especially high speed, but funding, routing, and jurisdictional issues remain
- Coordinated passenger and freight rail corridor improvement and operations plans needed, especially in Twin Cities
- Public-private partnerships emerging





2015 Minnesota State Rail Plan: Recommended Minnesota and Regional Passenger Rail System



Passenger Rail Performance Measures

<u>Category</u>	<u>Measure</u>
▶ System performance	▶ Ridership –total by corridor
	▶ System efficiency – passengers / train mile
▶ Livability	▶ System accessibility – Minnesotans with access to rail system
▶ Environmental	▶ Environmental impact – impact of new track or right away on the environment
	▶ Cost/cost per rider – cost to implement each scenario
▶ Financial/ economic	▶ Revenue/farebox recovery

Passenger Rail Action Plan

Actions necessary to implement the vision for passenger rail

► 4- year:

- Implement 2nd daily train to Chicago
- Continue Phase 1 corridors in advanced planning TC – Milwaukee HSR; Zip Rail to Rochester; and NXL to Duluth

► 20- year:

- Further study on existing phase 1 corridors
- Advance incrementally depending on technical analysis, financing, r/w acquisition
- Connect the two downtown stations



Freight Rail Action Plan

- Develop a comprehensive, risk-based rail network safety plan
- Improve grade crossing safety and blockages through added protection and grade separations
- Initiate advanced planning & construction of bottleneck relief projects to improve freight & passenger rail mobility
- Continue railroad deployment of advanced communications, control and train and track monitoring technology
- Better integrate rail into the public planning process; explore options for formal coordination of planning and operations among railroads and public agencies



Rail Plan Public Outreach

- 2 rounds of 10 Open Houses (invited by cities)
- Passenger Rail Forum, Freight Advisory Committee
- 7 Governor's Roundtables (Fall 2014)
- Public Hearing, Feb. 10, 2015

Draft Plan Comments

- 500+ Comments
- 53 Letters and Resolutions
- 26 For/Against Passenger Rail Corridors
- 10 Reduce freight congestion/blockages
- 10 Improve Rail Safety



Plan Finalization/Approvals

- ▶ Latest Draft Plan posted 3/6/15
- ▶ Planning Managers Group (PMG) approval, 3/11/15
- ▶ ADA and Plain Language edits, 3/23/15
- ▶ **ACTION: *Management recommends the Commissioner approve the 2015 Minnesota State Rail Plan***
- ▶ Final Draft Plan posting, 4/17/15
- ▶ Governor's Office Review
- ▶ Commissioner's Approval, 4/30/15
- ▶ FRA Compliance Review



Questions?

Peter Dahlberg, Program Manager, Office of
Freight & Commercial Vehicle Operations

Dan Krom, Director, Office of Passenger Rail



**REQUEST FOR ACTION
REGIONAL RAILROAD AUTHORITY**

Requesting Department: Regional Railroad Authority

R2015-5

Committee: Regional Railroad Authority

Meeting Date: 6/16/2015

SUBJECT

Minnesota Passenger Rail Program Update

REQUESTED ACTION

None. For information and discussion only.

EXECUTIVE SUMMARY

Dan Krom, Director, Mn/DOT Office of Passenger Rail, will provide an update on the current status of high speed and passenger rail development in Minnesota. The update will cover the following studies:

- Twin Cities to Milwaukee Tier I EIS
- Downtown to Downtown EIS
- Amtrak Second Train Study
- Zip Rail Tier I EIS
- Northern Lights Express Tier 2 Project Level Environmental Assessment

BUDGETARY IMPACT

None

COUNTY MANAGER COMMENTS

Passenger rail service provides an important regional connection for the Twin Cities and Ramsey County. The establishment of a robust passenger rail system focused on the Union Depot will provide travel time advantages and mobility options for the businesses and residents of Ramsey County.

PREVIOUS ACTION

None

Minnesota Passenger Rail Program Update

ATTACHMENTS

1. MnDOT Passenger Rail Update Presentation



Minnesota's Passenger Rail Program



Ramsey County Regional Railroad Authority
June, 2015

We all have a stake in **A to B**

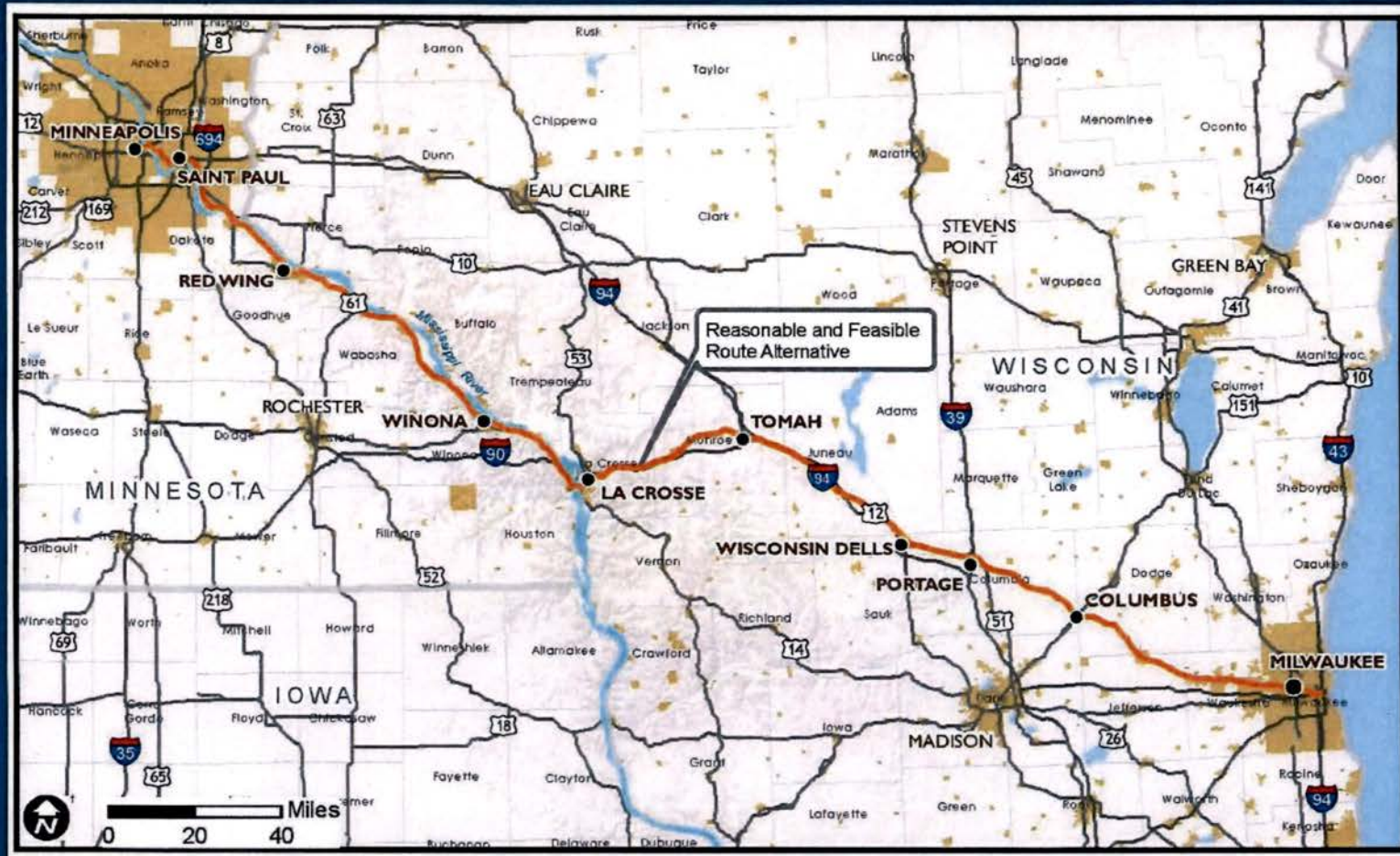


Agenda

- ▶ Overview of projects –
 - Twin Cities to Milwaukee HSR Corridor to Chicago Tier 1 EIS
 - 2nd Amtrak train Feasibility Study
 - NLX – Twin Cities to Duluth
 - Zip Rail – Twin Cities to Rochester HSR Tier 1 EIS



Twin Cities to Milwaukee High Speed Rail Corridor to Chicago Tier 1 EIS



Tier 1 EIS (Environmental Impact Statement)

- ▶ Evaluate only the one build alternative along with the no-build alternative
- ▶ Identify environmental consequences and measures necessary to mitigate environmental impacts
- ▶ Conceptual engineering, station location analysis
- ▶ Track concepts – Route assessment using high rail completed from Milwaukee to Red Wing
- ▶ Ridership – Rail Traffic Controller (RTC) modeling Milwaukee to Minneapolis to validate conceptual engineering for potential capacity upgrades
- ▶ Capital cost estimate, Operating cost



Twin Cities to Chicago HSR Project Timeline

- ▶ Milwaukee to Twin Cities segment:
 - Tier 1 EIS to be completed by early 2016
 - Preliminary engineering 2016–2018
 - Design and construction 2018–2020
- ▶ Service begins – 2020*

* Subject to funding availability, successful negotiations with railroads, securing necessary federal approvals, minimal environmental mitigation factors, ability to secure necessary R/W, identified operating and maintenance funding, equipment availability, and continued legislative support.



Second Train Study

- ▶ MNDOT, WisDOT and La Crosse County requested Amtrak to complete a feasibility study of adding a second daily intercity passenger train between the Twin Cities (or St. Cloud) and Chicago, IL.
- ▶ Existing Empire Builder route through Illinois and Wisconsin, with several end points in Minnesota.
- ▶ The purpose of a second daily train is to offer more options to travelers in the corridor by providing better eastbound reliability and increased train frequency.



Purpose of the Study

- ▶ A high level, order-of-magnitude assessment of schedules, ridership, revenue, infrastructure investments, operating costs, and equipment needs associated with adding a second daily train
- ▶ This assessment will assist the project sponsors in determining whether or not to move the project to the next steps toward implementation.

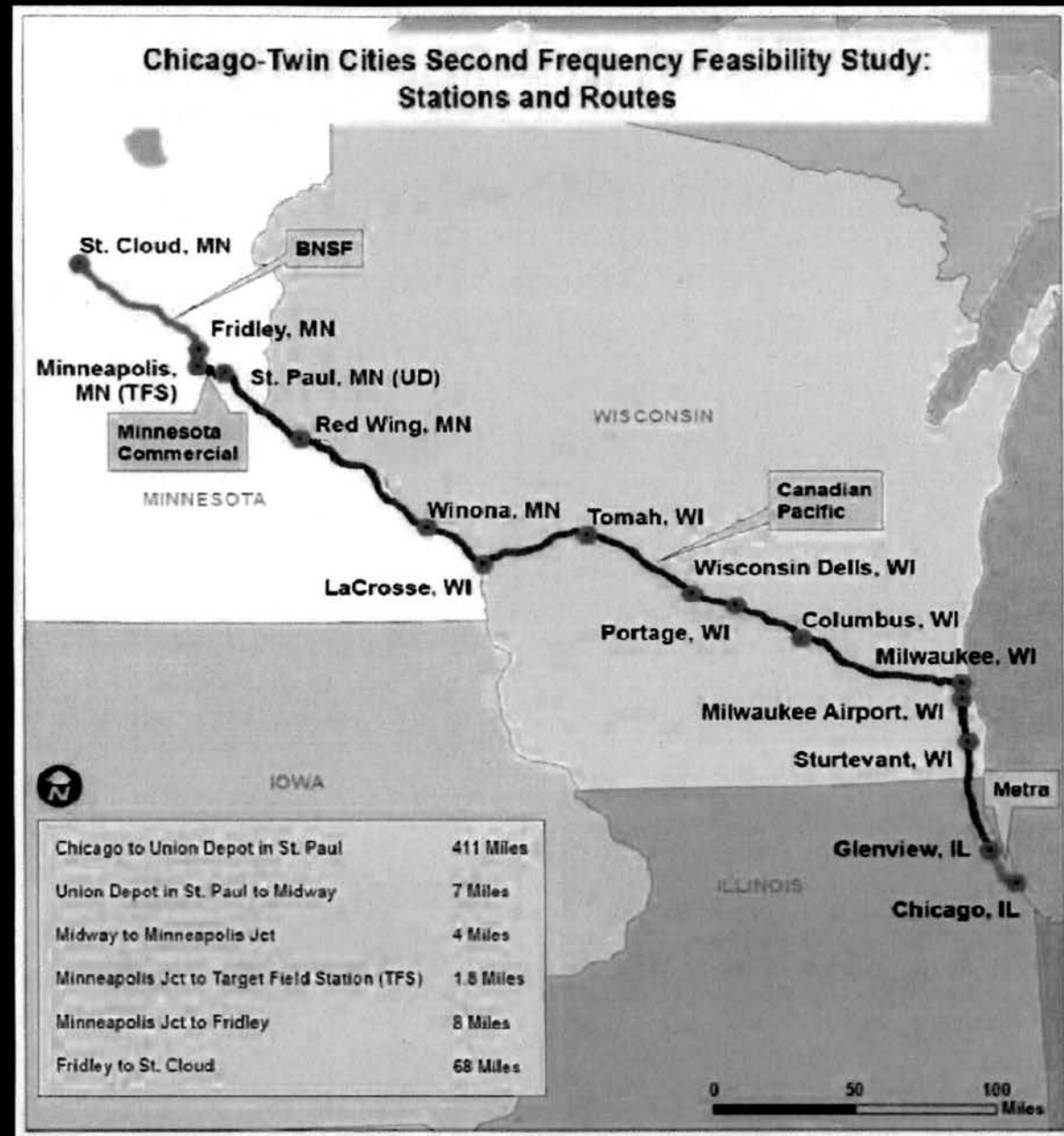


Corridor Study Area

Railroads:

- BNSF
- Mn. Commercial
- Canadian Pacific
- Metra
- 499.8 miles

Note; Sturtevant and Glenview are current Hiawatha stops



Capital Investment Needs

Train Consist

409' - 0"

CAB/COACH or LOCO

COACH

SNACK COACH

COACH

P42 LOCO

► Source: Amtrak

Total Capacity = 280 seats

- Rolling stock (\$46.4 million)*
- Layover facilities (\$0.3–0.65 million)
- Railroad Infrastructure Improvements (\$95m – \$290M)

* If purchased by the States



Estimated Annual Ridership

- ▶ The annual ridership for all scenarios compares favorably with annual ridership on existing state-supported intercity passenger rail routes in other states with one round-trip per day.
 - Ridership varied between 117,800 and 185,100
 - Chicago-St. Cloud via Minneapolis route option had the highest ridership at 185,100 and revenue at \$9 million, but highest capital cost at \$210.2 million. This option would require an estimated operating support from the states of \$4.6 million/year
 - Chicago-Union Depot route option had the lowest capital cost of \$95.2 million and ridership of 155,500 and revenue of \$6.8 million. This option would require an estimated operating support from the states of \$5.6 million/year
 - Additional costs include equipment (\$46.4 million) and layover facilities (\$0.3–0.65 million)



Recommendations

- ▶ MnDOT and WisDOT staff recommend moving forward with the next phase of study to fulfill environmental requirements and be eligible for federal funding.
 - determine environmental clearance of infrastructure improvements
 - further operations modeling and railroad coordination
 - establish a service development plan



Next Steps

- ▶ Complete next phase of study on an initial start-up service between Chicago and St. Paul Union Depot, serving all existing stations plus the Milwaukee Airport Rail Station.
- ▶ Advance the “optimized schedule” into the next phase of study. It is similar to Amtrak’s schedule “option B”, but minimizes infrastructure needs. It can be used as a basis for more detailed modeling and schedule development. Note: Schedule is planning level only. Schedules will be refined during further study.
- ▶ Determine how the trains will be operationally integrated with the Hiawatha Service between Milwaukee and Chicago in the next phase of study.



Next Steps – Continued

- ▶ As part of the next phase of work, determine cost sharing of the state operating support and capital costs.
- ▶ Further refine capital needs through coordination with the FRA and the host railroads.
- ▶ Continue forward with at least the following two options for equipment; 1) acquisition of new locomotives and bi-level cars as part of the Midwest equipment pool, 2) utilization of existing Amtrak equipment.
- ▶ Consider additional study of extensions to Minneapolis Target Field Station and/or St. Cloud after fulfilling the study requirements for a start-up Chicago–St. Paul service.



Northern Lights Express

- ▶ Intercity passenger rail service
- ▶ Connects Minneapolis and Duluth
 - Coon Rapids
 - Cambridge
 - Hinckley
 - Superior
- ▶ 150 miles
- ▶ Existing BNSF tracks



NLX Operating Plan

- ▶ Maximum Speed
 - 90–110 mph
- ▶ 4–8 round trips per day
- ▶ Next Generation rail equipment



NLX Study Process

- ▶ 2009 Feasibility Study
- ▶ Alternatives analysis studies complete in 2012
- ▶ Tier 1 EA completed
 - FONSI – 2013
- ▶ Current phase of project
 - PE
 - NEPA – Tier 2 EA



Current Effort – Complete Service Plan

- ▶ Operating plan
 - Maximum speed
 - Round Trips
- ▶ Capital Cost
 - Stations and facilities
 - Track improvements
 - Equipment
- ▶ Operating Cost

Ridership

Revenue

Benefit–cost analysis

Economic impact

Service Plan to be
released by August 2015



Next Steps

- ▶ July 2015 – Finalize Service Plan
- ▶ August 2015 – Initiate Tier 2 EA analysis
- ▶ August/September 2015 – Prepare analysis of alternative operating plans
 - Direct access to Hinckley casino
 - Extension of service to St. Paul Union Depot
- ▶ Fall/Winter 2015/16 – Complete Preliminary Engineering
- ▶ Spring/summer 2016 – Complete Environmental Assessment and public hearing



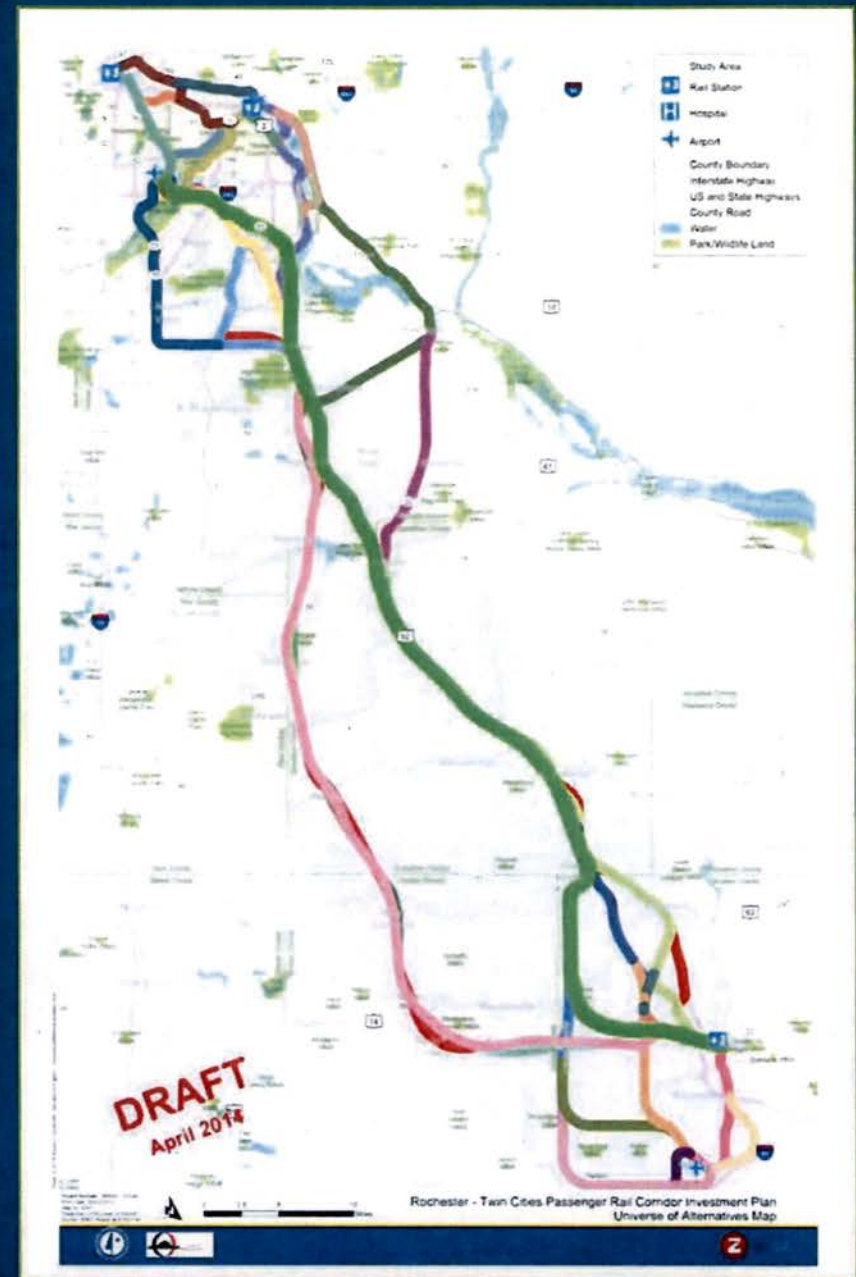
Zip Rail

- ▶ Direct high speed connection between Twin Cities and Rochester (ultimately 150+mph)
- ▶ Initial feasibility study work building on previous studies
- ▶ Partnership between Olmsted County Regional Railroad Authority, MnDOT and FRA
- ▶ Determine feasibility, identify a general corridor, initiate high level environmental work, route analysis workshop
- ▶ Study completion in 2015



Zip Rail – Alternatives Analysis

- ▶ Universe of alternatives
- ▶ 1200+ possible combinations
- ▶ Northern segments – Target Field Station/Union Depot/MSP and Coates
- ▶ Southern segments – Coates and Downtown Rochester/RST Airport
- ▶ Five potential termini
 - Minneapolis–St. Paul International Airport (MSP)
 - Target Field Station in Minneapolis
 - Union Depot in St. Paul
 - Downtown Rochester
 - Rochester International Airport (RST)



Level 2 Screening Results

