



Ramsey County Regional Railroad Authority.
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Ramsey County Board of Commissioners

316 Court House 15 W. Kellogg Blvd.
Saint Paul, Minnesota 55102
(612) 298-4145

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

MONDAY, AUGUST 24, 1987

City Council Chambers

**Immediately following the
Executive Session**

Diane Ahrens, Chairperson

District 4

John T. Finley

District 3

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

Terry Schutten

Executive Director

1. Minutes - of the Regional Railroad Authority Meeting of July 27, 1987.
2. Update - Meetings with other Counties and Metropolitan Council by Chairman Finley.
3. Hennepin County Light Rail Transit Work Program - Informational
4. Summary of Activities Relevant to the University Avenue Area Alignment for Transit - Informational.
5. 1987 Legislation Relevant to the Ramsey County Regional Railroad Authority - Informational.
6. Resolution of July 27, 1987, passed by City of Maplewood.
7. B-N Informational Update - Pat O'Malley
8. Approval and Execution of revised Joint Powers Agreement between Ramsey County and the Ramsey County Regional Railroad Authority.
9. Tax Levy Information - Legal Opinion from Beth Sullivan.
10. '88 Budget - For Discussion
11. Regional Railroad Authority Citizens' Advisory Committee - appointment of 14 citizens, for term of two years.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MEETING

July 27, 1987

The meeting of the Ramsey County Regional Railroad Authority Board was held on Monday, July 27, 1987, in the City Council Chambers. Chairman Finley called the meeting to order at 11:00 A.M.

MEMBERS PRESENT: Chairman John Finley
 Commissioner Ruby Hunt
 Commissioner Hal Norgard
 Commissioner Donald Salverda
 Commissioner Warren Schaber
 Commissioner Duane McCarty

MEMBERS ABSENT: Commissioner Diane Ahrens

Also present: Beth Sullivan, Frances Glendenning

1. Minutes - of the Regional Railroad Authority Board Meeting of June 22, 1987.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority approves the minutes of the Regional Railroad Authority meeting held on June 22, 1987 as written.

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

2. Status Report on Regional Railroad Authority Advisory Committee prepared by Pat O'Malley.

Chairman Finley commented that the deadline for applications is July 31st, and the Commissioners will be each receiving the responses from their particular district. We hope to have the final selection for the next meeting. Therefore, no action is necessary on this item at this time.

3. Summary of Activities relevant to the Ramsey County Regional Railroad Authority - prepared by Kathryn DeSpiegelaere.

Chairman Finley commented that this is an excellent report prepared by Kathryn DeSpiegelaere, this brings us up to date, giving us a sense of history of where we have been in this process in relationship to other counties, and where we will probably be going.

Commissioner Salverda said that reference was made to the Metropolitan Council "Long Range Transit Analysis" completed in 1986, and "The Feasibility of Light Rail Transit in the Twin Cities Metropolitan Area" which was issued in 1981, and he suggested that copies of these reports be furnished to the Board. Commissioner Schaber commented that we had previously distributed the Long Range Transit Analysis by Metropolitan Council, and everyone should have received that. Ms. DeSpeigelaere said she would send these to the Board members.

Chairman Finley said the Metropolitan Council Report had been distributed prior to the last meeting.

Chairman Finley at this time wished to give the Board an update on the meetings he had had with Anoka and Hennepin County, Commissioners Derus and McCarron, regarding where they are going, as there may be a relationship with No. 4 here, to keep apprised of it. They had a meeting with Steve Keefe, Chairman of Metro Council, as there is no sense of us proceeding with anything as the Met Council really does have some interest in the matter and they have a much larger planning staff than any of the counties, or all of the counties combined. As you will see from Item 4, Washington County has now sent a letter of interest to make sure that we coordinate any activities that we do, as it affects Washington County. Steve Keefe was very intersted in the fact the counties were keeping in contact with one another, and we were not going to end with acquisitions that do not necessarily connect with one another as they cross county boundaries.

Mr. Keefe was also most interested in, and which is Chairman Finley's major interest, and that is the East-West Corridor and where that would be.

Chairman Finley referred the Board to Page 8 of Ms. DeSpeigelaere's report, which is Item 3, you can see that those proposed light rail transit routes do a lot for downtown Minneapolis in making sure that people get from the airport that come in to downtown Minneapolis, but it does not do very much for St. Paul. At the last meeting he mentioned after receiving the report from Public Works on the River Corridor and the alternates to Shepard Road, we should have very much of an interest of the connection from the airport, or thereabouts, as it comes back to St. Paul, essentially as a triangle. He informed them about this at the meetings that Ramsey County and St. Paul are concerned about being left out on any connections to the airport. The Hiawatha Corridor is State of Minnesota owned land in conjunction with Hwy. 55 evidently, and the City owns the land adjacent to the railroad. The necessity of continued coordination can have devastating effects if we do not keep our "oar" in there as we do not know if Hennepin County or some one else proceeds on their own, the ridership will only be going one way, and that is not of benefit to the citizens of Ramsey County overall.

Commissioner Hunt asked what the role of the Met Council is, what role will they play with regard to the Counties' planning.

Chairman Finley said, as he understands the statute, the Met Council has the authority to review the plans, they do not have the authority necessarily to accept or reject, but they can make comments. The authorities were with the counties, but for coordination purposes, the Met Council can make comment on it, and he believes they have to make a report to the Legislature in January as to their efforts in coordinating the counties' plans. Miss DeSpeigelaere said Met Council's is not too certain of their role, but they have to make a report into the Legislature January 15, 1988.

Commissioner Hunt said at this point we do not have any kind of direction from the Met Council as to what is expected of us, when do we have a plan in, what do we have in the plan, will they at some point in time adopt some guidelines telling us what they expect us to do and how.

Chairman Finley said, no, we have the authority, they only respond to our plan. Commissioner Hunt said, then we draw up our plan, and submit it to them, what kind of criteria do we have to include. Chairman Finley again said they do not have the authority; unlike some of the other things, they have the authority. In this instance, we have the authority, but they have the right of review, and they are going to submit to the Legislature what their plan is as far as coordinating. The Legislature may at a later date determine whether the Met Council will have more authority.

Chairman Finley explained this is one of the reasons when Steve Keefe met with Anoka, Hennepin and Ramsey Counties Chairmen, he wanted to know how the other counties were, and he would like to have elected officials sitting in this coordinated role, and he may ask the Chairman of each of the Authorities to sort of sit as an advisory to him so that each one does not go off running like a loose cannon, as their role is a little bit different than what they have had before, where they set the guidelines, and all of us comply. Here, we do our thing, and then they just respond. Mr. Keefe is taking a cautious approach, and he is taking a good approach from the elected officials' standpoint as he is not turning it over to his planners to run wild with it, he is saying to the Counties at this point anyway, we want your input, we want it early, and we want the counties to tell the Met Council what they want the Council's role to be.

Commissioner McCarty's understanding of the Statute is that the Met Council has reviewal authority of light rail plans, for example if the municipality or city should object to a plan, they can petition the Met Council to mediate the differences between the county and the municipality. Where there may be an impasse, Commissioner McCarty believes the Council may have a tie-breaking authority on the issue.

Commissioner McCarty informed the Committee that he has been appointed to the Light Rail Transit Committee, and as they have not even had their first meeting yet, so he cannot say what their position would be at this time.

Chairman Finley said there is another subsequent meeting with the other counties, at which time Mr. Keefe was going to invite John Jurgens because they had shown the interest from Washington County, to the meeting. These meetings have been very informal, and are very helpful.

4. Activities of the Hennepin County Regional Rail Authority prepared by Kathryn DeSpeigelaere.

Chairman Finley discussed Hennepin County's position, they are proceeding along with considering an Advisory Committee, too, which was what he had told Hennepin that Ramsey was proceeding with. Steve Keefe at the meeting did encourage both Paul McCarron and John Derus to have Advisory Committees, and to follow our lead in that area as he feels that type of input early in the stages in the process, saves them from having to reinvent that process as Mr. Keefe is going to be looking to Citizen input for his report to the Legislature, and he is going to want to know what the citizens have to say. Rather than have Met Council set up citizen committees, Mr. Keefe will be looking to the individual counties to inform him what input we have received. Mr. Keefe has encouraged both Hennepin and Anoka to follow this process which Ramsey is proceeding with.

5. Report on Rights of Way - Ramsey County - prepared by Pat O'Malley.

Chairman Finley commented that this is a substantive report from Pat O'Malley, he does have a summary and some recommendations which the Board may wish to discuss. What he has set forth are some of the objectives that we should be looking to for criteria if we are looking for land for the purposes of LRT, and that is the exclusive use of rights of way which brought him into it where is he not so sure that the University Corridor is the answer if we are going to have light rail because of the number of stops. As a result of that, if you look at the map, even in the E-W corridor, which everyone seems to think is the one that will probably make the most sense, there is a couple of corridors besides University Avenue that are owned by Burlington Northern that could be looked at for acquisition, if they became available, or if the necessity arises for condemnation, which are not directly on University Avenue, but would, in fact, connect the two downtowns, the State Capitol, and probably the University of Minnesota, which the studies seem to indicate would probably be the one corridor that you could guarantee being self sufficient, would be the E-W.

Commissioner McCarty asked about the line going to White Bear, possibly holding our option there until such time as we get our act together, can we pick up the option without buying the liabilities of an option. His concern is that we not set too long and allow that to be piecemealed in the future until we have decided what we want to do with it. He understands that Burlington Northern

has hired a realty firm to represent in the sale and disposition of those properties, as they have previously not been too interested, they were getting rid of the land in a cheaper manner. White Bear Lake has just purchased part of that right of way at top price for their City Hall. Could we get into an option before too long a time?

Commissioner McCarty understands that Burlington Northern intends to abandon all of their right of way to White Bear in the future. He understands that Maplewood is negotiating for a piece of this. Should we be holding a public hearing on this, as Councilperson Sonnen has suggested on this? If we set and do nothing, there is a possibility that it may be piecemealed right out of our hands.

Commissioner Hunt requested clarification as to what of our actions are subject to reverse referendum. Chairman Finley believes it is just the taxing authority. Commissioner Hunt continued, if we are going to attempt to get an option we would at our next budget levy for the anticipated cost of this, and this would be subject to referendum, if the people were not satisfied.

Chairman Finley said this would be included in Item 7, but this is as appropriate time as any we have to give proper notifications, and he would assume that we would come under the normal time deadlines for levying which means that, if we were going to levy any taxes in the year 1988, to have any type of a budget, we would have to levy them by October 10th, which means that we would then have to give notice fairly quickly that we intend to levy so that there is an opportunity for a reverse referendum for the time period, so that either the time period has expired, or we have the petition prior to the deadline for levying taxes.

Commissioner Hunt commented that there may be some real problems with the reverse referendum you have to have a special election, if you have this, this would not take place in time for the tax to be authorized by the tax department. She sees some real problems as to how we ever end up with the taxing authority.

Chairman Finley stated that this is what we are going to be discussing in Item 7, and they suggested some amount of money to be levied without designating what would be its purpose. We can't very well go through and say the purpose is to purchase an abandoned line as we are not at that stage yet, but to have some money in the budget for planning, there would have to be a levy, and we have to proceed now with some notifications in order to get to the time period, or a reverse referendum if it came. Commissioner Hunt asked if the option Commissioner McCarty is talking about, would that have to be for subsequent years.

Chairman Finley replied that we would have to do that the way it is situated right now, every year's levy may be subject to the referendum feature.

James Van Houdt said when the Board gets to discussing Item 7 we can talk about it at that time. He believes in the reverse referendum it has to be 5% of those who vote.

Commissioner McCarty asked if it would be in order for Mr. O'Malley to approach B - N what they have decided, if they wish to go with the realty firm, do they wish to get rid of it all at one time.

Commissioner Norgard commented that they have some valuable property, in the Gladstone acres they have 30 acres of land, he wonders if we are talking just about right of way, or taking all their property, are we just interested in the corridor. Commissioner McCarty is interested in the corridor, and the last information he had in the Ad Hoc Committee was somewhere in the area of \$2½ million. He added that NSP objected to placing their substation in the center of what may be an LRT line. He understood that this was not an insurmountable object, that in the future we could have joint usage, as NSP very infrequently uses the line to get the transformers in and out. As soon as the problem with NSP is resolved, and NSP will not expect to be shut off, he expects that the abandonment will proceed to White Bear.

Commissioner Norgard is concerned that we are just talking about the corridor, as we cannot go in and buy all the land they own, we could not afford it. Commissioner McCarty feels that we would not want to take more land off the tax rolls than what we would need for LRT.

Chairman Finley would like to have Mr. O'Mally get some more official information on this for us, investigate further these two lines which may be abandoned, obtain cost, prices, time tables, as in some areas it is very narrow, and other areas there is great width, as he believes we would only be interested in the corridor itself.

Commissioner Hunt questioned if the municipalities were concerned that there might be a package deal that they could then participate in, so the County could use the land they needed, and the adjoining line could be assumed by the municipalities, and could be used for appropriate development by the cities.

Chairman Finley agreed that this is the proper role for the cities to be in, especially since some of this property in Maplewood is really prime property.

Commissioner Schaber is not convinced that light rail transit is going to work to start with, what the cost of it is, but when we look at that particular corridor, this is the lowest rated corridor from the standpoint of the Metro Council study. He does not know if we can afford to purchase something like that, when we should really be looking at something that makes a little more sense from an economics standpoint. He discussed Mr O'Malleys recommendation

which said something about to make it work it should go fifty miles an hours. If you would do this on the east side of St. Paul through the housing area, this is not going to work. We have to be practical, but frankly even if it is available, it is the least desirable line of any from the Met Council study. He questions whether we should be considering this, as this may never be considered viable light rail transit use as you do not have the ridership, you don't have the population, and if you go the E-W Corridor, that may be better.

Commissioner Salverda commented that is what Ms. Sonnen is saying, you have to pull all this information together in a thorough study, incorporate Commissioner Schaber's comments, where the White Bear property is relevant to the overall picture, and give it a thorough hearing. His concern is the quality of the study. Possibly Mr. O'Malley can do this or an outside consultant.

Commissioner Hunt understanding is that the corridor is not limited to just LRT, it could be other modes of transportation, whether it be a bicycle or whatever, some of these corridors may be used as trails.

Chairman Finley agrees that we have to have a lot more knowledge, but one thing we should find out, is about this one abandoned line, and the reason we are going to proceed with an Advisory Committee and Task Force off of that, is to really look at these things. Looking at public hearing, is really putting the "cart before the horse" as we would not know what to have the public hearing on as we have not decided to do anything. The step that we want to take is to ask Pat O'Malley whether it is possible to pick up an option, to get this additional information we have mentioned here.

Chairman Finley stated that Commissioner McCarty has some information, Commissioner Norgard has information, but we do not all have this from the official standpoint, so he would like complete information, so we should be able to make a determination one way or the other, let's try to make an intelligent decision, one way or the other. We need informed knowledge before we abandon the idea.

The information we need according to Chairman Finley is what their plans are, what is available now, what is their asking price, how much of a joint track or joint utilization are they agreeable to, are they agreeable to an option, get these answers. We need to also get to the traffic problems between the City of St. Paul and Minneapolis, what is the role of light rail transit as it relates to the overall metropolitan area, and our role in it, as it relates to the rest of the metropolitan area. The key is Minneapolis - St. Paul - University of Minnesota, State Capitol - downtown - airport. This is what we are really talking about.

Commissioner Schaber thinks this Authority should be looking at five or ten years down the line. We should not jump in just because a line is available now, we need to look where we want to be, there are other areas that are extremely valuable. He does feel that this B-N line does not have much merit at all.

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

The Ramsey County Regional Railroad Authority requests that Pat O'Malley obtain additional information regarding the B-N Line abandonment, what their plans are to sell it through realty, piecemeal, asking price, the joint utilization of track, if they are agreeable to an option, with this complete information so the Board can make a decision to consider this in future plans.

Roll Call: Ayes - 6, Nays - 0
Motion carried

Chairman Finley asked if the report on the Right of Way, the lines set forth in Item 4, which are the East-West Downtown lines, and the Southern part of the County, there must be information available as to riderships and those types of things that are already available, utilization information. He referred to the map in the documentation. One line is north of University, the other breaks down south of University, near the Short Line. Mr. O'Malley said this goes to the Ford Plant.

Chairman Finley requested information on what the utilizations are on these lines, what their plans are to continue, as these are the ones which we would be talking about in the future. This is where the people are.

Commissioner Schaber suggested that this information include plans for these lines, what their future is, projections for five, ten and fifteen years out.

Chairman Finley said all studies say that light rail transit, if it is going to be successful, the one is the East-West, this is the way the people are going. Something has to be done to fee up traffic congestions on 94, between the two downtowns, and the Capital and University of Minnesota should be considered in this.

Ms. DeSpeigelaere informed the Board that with regard to University Avenue people seemed to feel that light rail transit on University did not seem feasible as stops would have to be too frequent.

Chairman Finley feels we should look at the line that runs south, this has never been examined at all. University Avenue in terms of ridership would be successful, but this does not serve too much of a purpose as all you are doing is taking them off the bus, you have stops at each corner, this would be a bus on tracks.

Chairman Finley asked Ms. DeSpeigelaere to gather information on those southern routes, as to why they were not considered, as there must have been a study for them to make a decision to not go any further.

Kenneth Weltzin addressed the Committee regarding the right of way of railroads, we might want to take a look at how much of the right of way should be saved for public purpose, and the cost of buying these rather than total acquisition. In some areas we have the right to cross railroads, if this is sold to private individuals, we may have a problem.

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

The Ramsey County Regional Railroad Authority requests that Ms. De Speigelaera obtain information regarding the other corridors, and what the plans are for the future, as well as Patrick O'Malley who will be contacting some of these lines.

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

6. Joint Powers Agreement between Ramsey County and the Ramsey County Regional Railroad Authority.

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

Chairman Finley asked if this Agreement prohibits Authority from having staff, and Beth Sullivan, said it does not. Chairman Finley's concern was if we did not have the authority under the law, are we only going to be able to hire consultants or could we staff it.

Chairman Finley suggests that Item 4 of the Agreement be deleted.
Ms. Sullivan said this could be revised.

The Ramsey County Regional Railroad Authority approves the concept of the Joint Powers Agreement between Ramsey County, and the Ramsey County Regional Railroad Authority, with the revisions regarding consultants to be made, and the final draft to come back to be approved.

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

7. Taxing Authority - Discussion

Chairman Finley said this had previously been discussed at this meeting, what kind of a notice we have to give, or do we have to have a specific amount. Ms. Sullivan said the statute does not say anything about a specific amount, just that you provide public notice.

Commissioner Hunt said if we are going to have to make a decision, and the information of amount of tax should be made available, so we would not run into any concerns, so we can make public the amount of levy.

Chairman Finley said we could go up to 2 mills which is \$6 million, but the Board may publish that they intend to levy "Not more than" a specified amount.

Chairman Finley said as we have to give public notice of the levy, six weeks in advance of the levy, then the public has the right to the referendum.

Commissioner Schaber agreed with Commissioner Hunt that we have to be careful about the levy, as there may be some people critical of establishing the RR Authority itself. We should ask staff to put together for next meeting for budget, what costs would be for coming year, for the planning that we are asking them to do. Commissioner Hunt feels the first step has to be as modest as possible, to just do planning, to not arouse any opposition.

James Van Houdt advised the Committee that we need nine weeks, as October 5th would be date to adopt levy, so first published date could be August 3rd.

The Board discussed what Hennepin County has done regarding taxing levy.

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

The Ramsey County Regional Railroad Authority requests that staff prepare for the next meeting a proposed budget, that will look at the ability for next year to do some planning, and give us figures, using the figure of \$125,000, \$25,000 of which would be to repay the loan, publication of the intent to levy \$125,000 be started August 3rd, 1987.

Roll Call: Ayes - 6, Nays - 0

Motion carried.

8. City of St. Paul - Resolutions by City Council.

Chairman Finley advised the Board that the copies of the signed City of St. Paul Resolutions have been received.

The next meeting of the Regional Railroad Authority will be held on August 24, 1987 following the Board Meeting.

REQUEST FOR BOARD ACTION RAMSEY COUNTY

2

Department Summary
To be completed by Originating Department

RAMSEY COUNTY REGIONAL RAILROAD		Board Action Requested
Originating Department	AUTHORITY	RAILROAD AUTHORITY COORDINATION
Chairman Finley (S)	8/19/87	UPDATE
Authorized Signature	Date	

Request Justification

See attached memo from John T. Finley, Chairman, dated August 19, 1987 with attachment.

Budgeting and Accounting _____
 County Attorney _____
 Risk Manager _____
 Data Processing _____

 Previous Action taken on Request

Date / Time
 Received By
 County Executive
 Director

Executive Director Summary
To be completed by County Executive Director's Office

Comments / Recommendation

Documentation certified complete for:
 R.C. Regional Railroad Authority
 Committee / Meeting Date 8/24/87

J. L. Henderson
 Signature

8/19/87
 Date

Committee / Meeting Date

Signature

Date

County Board Date

Signature

Date

CHAIRMAN-
Finance, Personnel & Management

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Health, Human Services & Corrections

John T. Finley

DISTRICT 3
BOARD OF RAMSEY COUNTY COMMISSIONERS
SUITE 316 CITY HALL and COURT HOUSE
Phone: 298-4145



MEMORANDUM

TO: REGIONAL RAILROAD AUTHORITY BOARD MEMBERS

FROM: JOHN T. FINLEY, CHAIRMAN

DATE: AUGUST 19, 1987

RE: RAILROAD AUTHORITY COORDINATION UPDATE

Over the past couple of months, Steve Keefe, Chairman of the Metropolitan Council, John Derus, Chairman of the Hennepin County Railroad Authority, Paul McCarron, Chairman of the Anoka County Railroad Authority, and myself, have been meeting informally in an attempt to formulate and make sure that all rail acquisitions, planning and technology are coordinated.

We were informed last week that Dakota County has set up a Railroad Authority and Scott County has passed the necessary resolutions, so at our last meeting, Bill Koniarski (Scott County), and Steve Loeding (Dakota County), attended our Wednesday morning breakfast meeting. Washington County is also going to set up an Authority which is vital to us because of our East Metro concerns, and they have also expressed an interest in working in conjunction with us.

As you know, the Metropolitan Council is to report to the Legislature by January 15, 1988 as to how it is going to coordinate the various activities of the Counties and the Transportation Advisory Board (TAB) has recently set up a committee which will focus on a plan for a coordinated program to be accepted by the Metropolitan Council and submitted to the Legislature in January of 1988. Duane McCarty of the Ramsey County Board and Kiki Sonnen of the St. Paul City Council are members of this team.

Steve Keefe wants to make sure that everyone at the top level (elected and appointed officials) is informed, to prevent

fragmentation and piecemealing within each Counties' elected bodies, so therefore he is going to appoint an ad hoc ongoing committee to serve as his advisor on light rail transit, which is going to consist of the Chairs of each of the Counties' Railroad Authorities, the Chairman of the Regional Transit Board (RTB), and the Chairman of the Metropolitan Transit Committee (MTC). This group will meet regularly with Steve.

This top level coordination will be especially helpful to Ramsey County because of its proximity to Hennepin, who is moving ahead with LRT, and the vital link we play in the overall system because of the University of Minnesota campus, State Capitol and downtown St. Paul as they relate to the University of Minnesota-West Bank, downtown Minneapolis, and possibly the airport. One thing that has become clear to me is that the RTB has planning monies for the East-West Corridor between St. Paul and Minneapolis and the Metropolitan Council has existing studies and a large planning staff which can be utilized by our Railroad Authority so that we do not reinvent any wheels. We can save ourselves a substantial amount of money by utilizing RTB and Met Council staffing for study purposes, keeping in mind that we want to have our positions made known to these bodies so that they can be a part of the overall evaluations and study.

We must keep in mind that once there is one line built all others will probably have to be connected to it, which then affects the type of technology used, which corridors are utilized, and where stops will occur as the system expands throughout the metro area; so it is very important that we have as much input with the other counties and the metro agencies as possible. It may be that we will affect several generations if inappropriate decisions are made in the beginning.

As an added note, I am enclosing a copy of an interesting letter I received from Susan Nelson of the American Underground-Space Association, who is in the process of making a study for an underground alignment for the Twin Cities metropolitan region on a contract with the University of Minnesota. We will be keeping in touch with her as they proceed through their phased study.

JTF/gb
Enclosure



AMERICAN UNDERGROUND-SPACE ASSOCIATION

encouraging the wise use of underground space

511 Eleventh Avenue South • Box 320 • Minneapolis, Minnesota 55415 • (612) 339-5403

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Executive Director
Susan Nelson

August 17, 1987

John Findley
Chair, Rail Authority
Ramsey County
316 Ramsey County Courthouse
St. Paul, MN 55102

Dear Mr. Findley;

The American Underground-Space Association is a non-profit multi-disciplinary organization of professionals who are involved in all aspects of underground space development and use. The Association has contracted with the Center for Transportation Studies at the University of Minnesota to perform a study on issues related to the potential for an underground alignment for LRT in the Twin Cities Metropolitan Region.

As you may know, the Twin Cities metropolitan area is underlain by a geology which is uniquely suited to underground construction. The juxtaposition of a strong, self-supporting layer of limestone over an easily excavated layer of sandstone provides some of the least expensive tunneling conditions in the U.S.

An underground alignment for transit may be attractive for several reasons. First, protection from Minnesota's severe weather would assure more reliable operations during winter and greater rider comfort. Secondly, in congested areas, such as downtown Minneapolis, an underground alignment would avoid conflict with existing and proposed surface uses. Third, a grade-separated alignment assures greater transit service reliability by avoiding interface and conflict with surface traffic.

The AUA transit study will address two specific topics. In Phase I, areas in the Metropolitan Region which exhibit favorable geology for an underground transit alignment will be identified. In Phase II, innovations which may reduce the cost of tunnelling in the Metropolitan Region will be examined.

Given the transit decisions to be made in the next year, especially in Hennepin County, I thought it would be useful for you to be aware of this study. Phase I will be completed by September 15. Phase II is expected to be initiated upon the completion of Phase I. If there are issues you would like to have addressed in Phase II, or if you would like more information on this study, please contact me.

Sincerely,



Susan Nelson
Executive Director

**REQUEST FOR BOARD ACTION RAMSEY COUNTY
REGIONAL RAIL AUTHORITY**

3

Department Summary
To be completed by Originating Department

Ramsey County Public Works

Originating Department

Kenneth A. West 8/14/87
Authorized Signature Date

Board Action Requested

Information Item:

Hennepin County Light Rail Transit Work Program.

Request Justification

A copy of the Work Program is attached along with a summary prepared by Ms. Kathy DeSpiegelaere, Transportation Planner, Public Works Department. Ms. DeSpiegelaere will be available to elaborate on any of the items as requested.

Budgeting and Accounting

County Attorney *Reviewed by Michelle L. Linn*

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

County Executive

Director

Executive Director Summary
To be completed by County Executive Director's Office

Comments / Recommendation

Documentation certified complete for:

R.C. Regional Railroad Authority
Committee / Meeting Date 8/24/87

J. L. Blenden
Signature

8/18/87
Date

Committee / Meeting Date

Signature

Date

County Board Date

Signature

Date



Ramsey County
DEPARTMENT OF PUBLIC WORKS

3377 North Rice Street
Saint Paul, Minnesota 55112
(612) 484-9104

Divisions of:
Engineering
Maintenance
Mobile Equipment
Environmental Services

MEMORANDUM

To: Regional Railroad Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Hennepin County Light Rail Transit (LRT) Work Program

Date: August 11, 1987

A copy of Hennepin County's Work Program for a Comprehensive LRT System is attached.

The work tasks include:

- Corridor Studies
The University Connection (connecting the University of Minnesota to LRT) is one of five corridors to be studied. As indicated on page 6, alignment, station locations, feeder bus routes, patronage, development potential, street operation impact, capital costs, operating costs and benefits will be studied for that corridor.
- System Standards and Policies
The Standards for items such as collecting fares, handicapped accessibility and security will be developed.
- System Implementation Plan
This task will define what portion of the system will be constructed in what order and what alternatives could be considered for construction and managing the system.
- Financial Alternatives
Funding sources for construction and operation of LRT will be evaluated.
- Comprehensive LRT System Plan
This portion of the work program will identify how Hennepin County will proceed with the previously completed elements of the work program.
- Participation/Communication Process
A proposed participation process in the development of the Comprehensive LRT System Plan for Hennepin County is identified. On page 17, coordination with other metropolitan area regional railroad authorities is identified.

Page 18 of the work program is the cost estimate for consultant services for completing the Comprehensive LRT System Plan for Hennepin County. That amount is \$548,170.

Recommendation:

For your information.

KD:rv

7/21/87

WORK PROGRAM

COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

WORK PROGRAM

The following work tasks will be completed:

1.0 SYSTEM DEFINITION: CORRIDOR STUDIES AND REFINEMENT

- o Southwest Corridor
- o Northwest Corridor
- o South Corridor
- o Hiawatha Corridor
- o University Connection
- o Downtown Minneapolis LRT Service
- o Maintenance and Storage Facility

2.0 SYSTEM STANDARDS AND POLICIES

3.0 SYSTEM IMPLEMENTATION PLAN

- o Stage I System
- o Stage I Construction Sequencing
- o Subsequent System Stages
- o 20-Year Timetable
- o Preferred Procurement Approach

4.0 FINANCIAL ALTERNATIVES

- o Alternative Funding Sources
- o Evaluation of Alternatives
- o Preliminary Financial Plan

5.0 PREPARE COMPREHENSIVE LRT SYSTEM PLAN

6.0 PARTICIPATION/COMMUNICATION PROCESS

- o Corridor/Sub-Corridor Advisory Committees
- o Public-at-Large
- o Technical Advisory Committee
- o Policy Committee
- o City Councils of Communities Served by LRT
- o HCRRA
- o Coordination with Other Regional Railroad Authorities
- o Agency Staff
- o Seminars

Each work task is described in detail in the following pages.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

1.0 SYSTEM DEFINITION: CORRIDOR STUDIES AND REFINEMENT

The purpose of the Corridor Studies and Refinement work task is to prepare at an equal level of detail the characteristics of an LRT system in the following corridors in order to allow comparisons:

- o Southwest
- o Northwest
- o South (I-35W)
- o Hiawatha
- o University Connection
- o Downtown Minneapolis

The system definition work also includes the analysis of a Maintenance and Storage Facility.

SOUTHWEST CORRIDOR

Alignment. Two issues relative to the Southwest Corridor will be addressed:

- o Nicollet Avenue/29th Street Railroad Corridor versus CN&W alignment--analysis will be completed of these two alternative sub-alignments. The following characteristics will be developed for the two options:
 - route alignment
 - patronage
 - travel time
 - capital cost
 - operating cost
 - land use impacts
 - availability of ROW
 - development impact
 - impact on downtown routings

The alternatives will be evaluated and a preferred option recommended.

- o Terminal Point--two basic alternatives exist for the termination of the Southwest Line:
 - Follow the CN&W track in Hopkins to the northwest toward Victoria with a terminal point somewhere west of County Road 18

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

- Follow the CN&W track in Hopkins to southwest toward Chaska with a terminal point somewhere west of County Road 18

These alternatives will be evaluated, and a preferred alternative will be recommended.

Station Locations. Station locations will be identified and a preliminary study of right-of-way availability will be completed.

Park-Ride Plan. Locations will be identified for park-ride lots and the number of spaces to be provided will be defined. Right-of-way implications, if any, will be defined.

Feeder Bus. In cooperation with the MTC, feeder bus routes will be defined. A feeder bus route could be formed either through diversion of an existing bus route or through the provision of a new route.

Patronage. A 1990 and 2010 patronage forecast will be prepared. The forecast will include daily, AM peak period, AM peak hour, AM peak direction, PM peak period, PM peak hour, and PM peak direction.

Development Potential. Development opportunities around stations will be identified. Availability of public right-of-way versus private right-of-way will be noted. Estimates of incremental property tax revenue will be made.

Street Operation Impact. An analysis will be completed of the impact of the LRT line on traffic operations at cross streets. Specific traffic control improvements will be identified.

Capital Costs. A capital cost estimate will be prepared using a unit cost approach. Appropriate values for contingencies, design, administration, insurance, etc. will be used.

Operations Plan. The headways for different time periods of the week-day and weekend will be defined and vehicle requirements will be defined.

Operating Costs. Based on the corridor LRT operations plan, an operating cost estimate will be prepared.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

Benefits. The benefits of LRT service in the corridor will be identified and quantified where possible. Categories of benefits will include, but not be limited to: travel time savings, parking cost savings, riders served, reduced auto travel, energy savings, air quality improvements, etc.

NORTHWEST CORRIDOR

Alignment. Very preliminary work has been completed in "Long Range Transit Analysis" on potential northwest alignments; significant additional work is required. Alternative alignments will be defined and evaluated along the following locations:

- o I-94 north
- o Burlington-Northern Railroad
- o Soo Line Railroad
- o Surface Streets and Broadway
- o Others

Alternative terminal points will be defined and evaluated. The result of the alignment study will be a preferred routing for which more detailed studies, as defined below, will be completed.

Station Locations. Station locations will be identified and a preliminary study of right-of-way availability will be completed.

Park-Ride Plan. Locations will be identified for park-ride lots and number of spaces to be provided will be defined. Right-of-way implications, if any, will be defined.

Feeder Bus. In cooperation with the MTC, feeder bus routes will be defined. A feeder bus route could be formed either through diversion of an existing bus route or through the provision of a new route.

Patronage. A 1990 and 2010 patronage forecast will be prepared. The forecast will include daily, AM peak period, AM peak hour, AM peak direction, PM peak period, PM peak hour, and PM peak direction.

Development Potential. Development opportunities around stations will be identified. Availability of public right-of-way versus private right-of-way will be noted. Estimates of incremental property tax revenue will be made.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

Street Operation Impact. An analysis will be completed of the impact of the LRT line on traffic operations at cross streets. Specific traffic control improvements will be identified.

Capital Costs. A capital cost estimate will be prepared using a unit cost approach. Appropriate values for contingencies, design, administration, insurance, etc. will be used.

Operations Plan. The headways for different time periods of the week-day and weekend will be defined and vehicle requirements will be defined.

Operating Costs. Based on a corridor LRT operations plan, an operating cost estimate will be prepared.

Benefits. The benefits of LRT service in the corridor will be identified and quantified where possible. Categories of benefits will include, but not be limited to: travel time savings, parking cost savings, riders served, reduced auto travel, energy savings, air quality improvements, etc.

SOUTH CORRIDOR (I-35W)

Alignment. Preliminary work has been completed in the "Long Range Transit Analysis" study on alternative alignments in the I-35W South Corridor; they included:

- Park/Portland
- I-35W Right-of-Way
- Nicollet Avenue

The I-35W Corridor Study currently being completed by Mn/DOT and the Metropolitan Council is also considering LRT. BRW will work with Mn/DOT and the Metropolitan Council on the alternative alignments and the definition of LRT characteristics.

HIAWATHA CORRIDOR

The LRT component of Hiawatha has been approved by the City of Minneapolis and Mn/DOT. All required environmental work has been completed. No additional work is required on alignment, station locations, or the park-ride plan.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

The following plan components for Hiawatha will be updated:

- feeder bus
- patronage
- development potential
- street operations impact
- capital cost
- operating cost
- benefits

UNIVERSITY CONNECTION

Alignment. The objective of the University Connection is to connect the University of Minnesota to the LRT system. At a minimum, an initial connection to the West Bank would be provided; ultimately, an extension past the University to St. Paul would be expected.

Alternative alignments to serve the Cedar/Riverside and University area will be defined and evaluated. A preferred alternative will be recommended.

Station Locations. Station locations will be identified and a preliminary study of right-of-way availability will be completed.

Feeder Bus. In cooperation with the MTC, feeder bus routes will be defined. A feeder bus route could be formed either through diversion of an existing bus route or through the provision of a new route.

Patronage. A 1990 and 2010 patronage forecast will be prepared. The forecast will include daily, AM peak period, AM peak hour, AM peak direction, PM peak period, PM peak hour, and PM peak direction.

Development Potential. Development opportunities around stations will be identified. Public right-of-way versus private right-of-way will be noted. Estimates of incremental property tax revenue will be made.

Street Operation Impact. An analysis will be completed of the impact of the LRT line on traffic operations at cross streets. Specific traffic control improvements will be identified.

Capital Costs. A capital cost estimate will be prepared using a unit cost approach. Appropriate values for contingencies, design, administration, insurance, etc. will be used.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

Operating Costs. Based on a corridor LRT operations plan, an operating cost estimate will be prepared.

Benefits. The benefits of LRT service in the corridor will be identified and quantified where possible. Categories of benefits will include, but not be limited to: travel time savings, parking cost savings, riders served, reduced auto travel, energy savings, air quality improvements, etc.

DOWNTOWN MINNEAPOLIS LRT SERVICE

Much analysis was completed of the study of LRT in downtown and was reported in a study, "Light Rail Transit Alternatives in Minneapolis CBD." This work will be updated and serve as a base for the work to be completed. The planning process will include the following steps:

- o update the traffic impact study
- o update the subway option and capital cost report
- o update the land use relationship study
- o update the pedestrian use of LRT study
- o develop an initial set of LRT service options for downtown, including both surface and subway
- o define evaluation criteria
- o conduct a first level screening evaluation to reduce to 3 - 5 the number of alternatives
- o refine the alternatives
- o conduct a second-level screening evaluation to recommend a preferred alternative

MAINTENANCE AND STORAGE FACILITY

The LRT Implementation Planning Program completed an initial evaluation of alternative locations for a maintenance facility. The alternative sites evaluated will be reviewed and a preferred location recommended. For the preferred location a schematic design will be completed. The capital cost of the facility will be estimated.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

2.0 SYSTEM STANDARDS AND POLICIES

The purpose of this work task is to define standards and policies for the LRT system. Standards and policies will be developed for the following subject areas:

- o Fare Collection Method
- o Regular Route Transit/LRT Transfers
- o High Platform or Low Platform Vehicle Loading
- o Components of the Base LRT Station
- o Grade Crossings/Safety
- o Handicapped Accessibility
- o System Safety
- o System Security
- o System Operating Standards

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

3.0 SYSTEM IMPLEMENTATION PLAN

The purpose of the LRT System Implementation Plan is as follows:

- o define a Stage I System
- o define the construction sequencing of the Stage I System
- o define subsequent system stages
- o identify an implementation timetable for the 20-year system
- o select a preferred procurement approach

Each work task is explained below:

DEFINE A STAGE I SYSTEM

On the basis of the corridor and subcorridor analysis, a Stage I system will be defined. Evaluation criteria will be defined, Stage I options will be identified, and a preferred alternative recommended.

DEFINE CONSTRUCTION SEQUENCING OF STAGE I SYSTEM

The individual segments of the Stage I system will be defined relative to construction sequencing.

DEFINE SUBSEQUENT SYSTEM STAGES

A feasibility determination will be made on each of the corridors not included in Stage I. A 20-year LRT plan will be defined which will include subsequent stages.

IDENTIFY 20-YEAR IMPLEMENTATION TIMETABLE

A detailed implementation schedule will be prepared for the Stage I system. A more general time schedule will be prepared for additional stages.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

SELECT A PREFERRED PROCUREMENT APPROACH

The "LRT Implementation Planning Program" identified the following generalized procurement methods:

- o Overall Turnkey
- o Overall General Engineering Consultant (GEC)
- o Traditional GEC
- o GEC/Cost Incentives and Guarantees
- o Project Manager
- o Design/Build
- o Agency Management

Each of these alternatives, variations of these alternatives, and/or additional alternatives will be defined and evaluated. A preferred alternative will be recommended.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

4.0 FINANCIAL ALTERNATIVES

A financial plan is required for the initial capital cost and the annual operating deficit. After evaluation of candidate funding sources, a preliminary financial plan will be developed.

ALTERNATIVE FUNDING SOURCES

Using the work completed in the LRT Implementation Plan, alternative funding sources will be identified. The general categories of funding sources will include:

- o Hennepin County Based Taxes
- o Regional Based Taxes
- o State Sources
- o Federal Sources
- o System Related Sources
- o Private Sources
- o Tax-Oriented Financing Sources

EVALUATION OF ALTERNATIVES

Each of the candidate funding sources will be evaluated. Candidate criteria include:

- o productivity
- o sensitivity to fluctuation
- o equity
- o growth potential
- o relationship to inflation

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

PREPARE PRELIMINARY FINANCIAL PLAN

On the basis of the evaluation of the funding sources a preliminary financial plan for funding the capital cost and the operating cost will be prepared. For each funding source, any implementation or legislative action required to secure the financing will be identified.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

5.0 PREPARE COMPREHENSIVE LRT SYSTEM PLAN

The Comprehensive LRT System Plan for Hennepin County will address the preferred course of action on the following subjects:

- o Preferred LRT Alignment, Support Facilities, and Characteristics in Each Corridor
- o Stage I System
- o 20-Year Implementation Plan
- o Preferred Procurement Approval
- o Financial Plan

The plan will be based on the work completed in tasks 1.0 through 4.0 and the input provided through the participation/communication program. A draft report will be prepared. After appropriate review and comment, a final report will be prepared.

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

6.0 PARTICIPATION/COMMUNICATION PROCESS

The Hennepin County Regional Railroad Authority is committed to a planning process in developing the Comprehensive LRT System Plan that maximizes the input and review by people, groups, agencies, cities, etc. that are interested in the system. The Participation/Communication Process will be organized around the following six forums (see attached figure):

- o Corridor/Sub-Corridor Advisory Committees
- o Public-at-Large
- o Technical Advisory Committee
- o Policy Committee
- o City Councils of Communities Served by LRT
- o HCRRRA

The committees and other groups will meet regularly throughout the study. Each is discussed below. In addition, coordination with other Regional Railroad Authorities, agency staff, and the conduct of seminars is discussed.

CORRIDOR/SUB-CORRIDOR ADVISORY COMMITTEES

Corridor or Sub-Corridor Advisory Committees would be formed as follows:

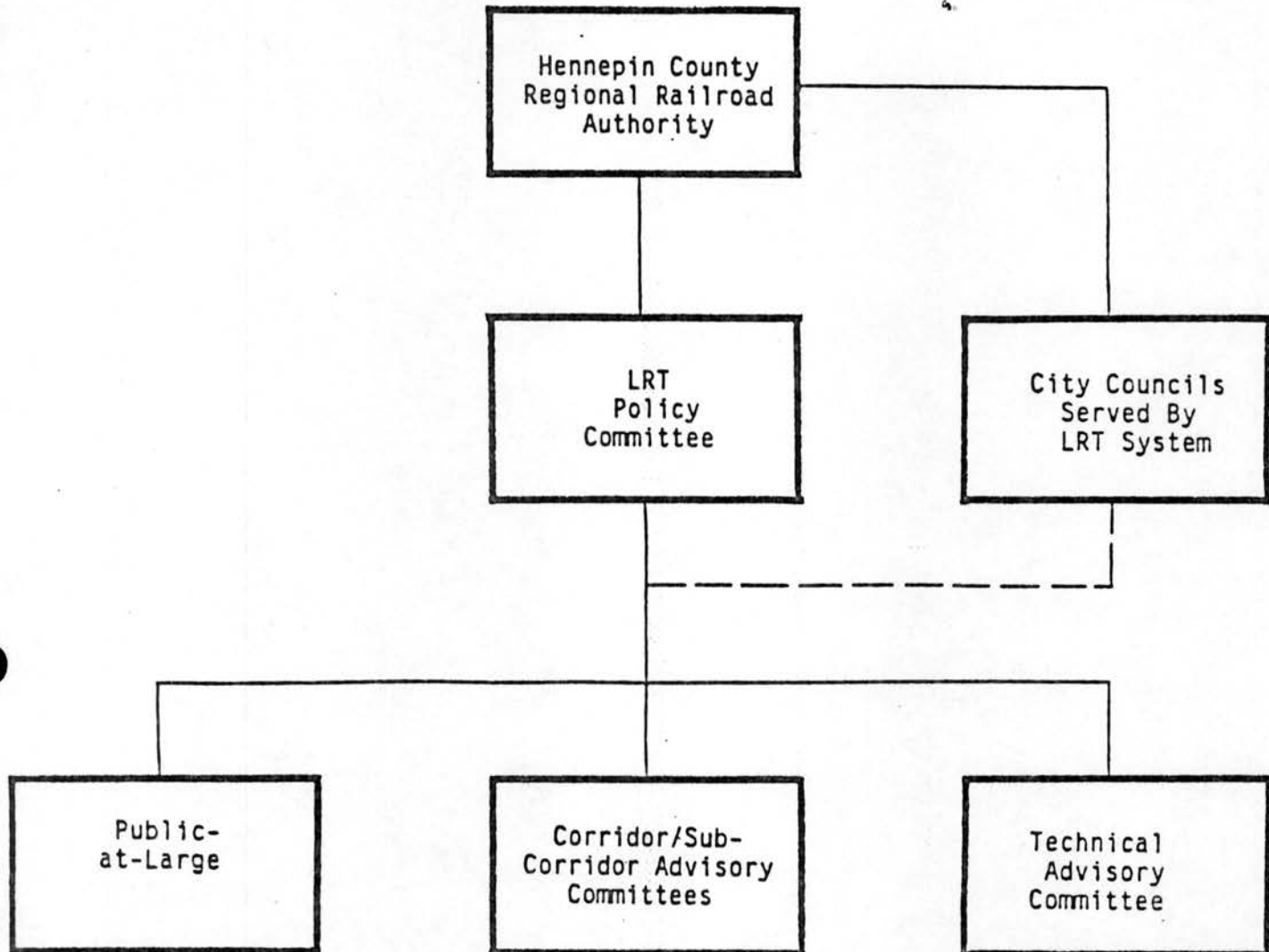
- o Southwest Suburban Corridor Advisory Committee
- o Southwest Minneapolis Advisory Committee
- o Downtown Advisory Committee
- o Northwest Advisory Committee
- o South Advisory Committee
- o Hiawatha Advisory Committee
- o University Advisory Committee

These advisory committees would be composed of residents, business people, property owners, tenants, etc. in each geographic area. The committees would meet frequently to discuss corridor issues and provide advice to the Policy Committee.

PUBLIC-AT-LARGE

Public forums will be held throughout the planning process to present information and gain input. These forums would most likely be organized by corridor; they would be oriented to the general public. It is expected that forums would be held in each corridor during the preparation of the Comprehensive LRT System Plan.

OVERVIEW OF
PARTICIPATION/COMMUNICATION PROCESS



WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC would be composed of public agency staff of the following candidate organizations:

- o City of Bloomington
- o City of Brooklyn Center
- o City of Brooklyn Park
- o City of Chaska
- o City of Crystal
- o City of Eden Prairie
- o City of Edina
- o City of Excelsior
- o City of Golden Valley
- o City of Hopkins
- o City of Minneapolis
- o City of Minnetonka
- o City of Richfield
- o City of Robbinsdale
- o City of St. Louis Park
- o Hennepin County
- o RTB
- o MTC
- o Metropolitan Council
- o Mn/DOT
- o Metropolitan Airports Commission
- o University of Minnesota

The TAC will review all technical work and advise the Policy Committee.

POLICY COMMITTEE

The Policy Committee will be formed. It will be composed of elected and appointed officials representing areas impacted by the LRT.

The Policy Committee would make recommendations to the HCRRA on the components of the Comprehensive LRT System Plan after consideration of the input from the Public-at-Large, Corridor/Sub-Corridor Advisory Committees, and the TAC. It is expected the Policy Committee would meet, at a minimum, monthly.

CITY COUNCILS

The legislation requires that the subsequent preliminary design plans be approved by each city which is served by LRT. If the city disapproves the plan, it is referred to the Metropolitan Council for resolution. While this portion of the planning process will not be developing preliminary design plans, the City Councils will be asked

WORK PROGRAM
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

to review and comment on the draft Comprehensive LRT System Plan. The representatives from each city on the Policy Committee will be expected to periodically brief their City Council during the planning process.

HCRRA

Based on the input from the Corridor/Sub-Corridor Advisory Committees, Public-At-Large, TAC, Policy Committee, and the City Councils, the HCRRA will approve a Comprehensive LRT System Plan for Hennepin County. It is expected that the HCRRA will discuss and take interim positions on issues throughout the planning process.

OTHER REGIONAL RAILROAD AUTHORITIES

As required the development of the Comprehensive LRT System Plan for Hennepin County will be coordinated with other existing Railroad Authorities in the metropolitan area.

AGENCY STAFF

It is expected that working relationships will be established with the staffs of the involved public agencies. The level of interface will depend upon the scope of the issues to be resolved. Significant involvement with the City of Minneapolis staff is expected.

SEMINARS

In the development of the LRT System Plan it is expected that subject areas will evolve that have broad interest among all project participants. Sample candidate subject areas include:

- o Financing
- o Procurement
- o Joint Development

If and when there is an interest, a seminar will be developed to discuss the subject area.

COST ESTIMATE
COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

BASE COST ESTIMATE

Person-hour estimates have been prepared for each work task. The table below presents a summary of the estimated person-hours, average wage, and total labor cost for the project.

GENERAL EMPLOYEE CLASSIFICATION	HOURS	AVERAGE HOURLY RATE	LABOR COST
Sr. Professional	3,102	\$23.50	\$72,900
Professional	4,080	14.40	58,750
Technician	2,720	9.00	<u>24,480</u>
TOTAL			\$156,130

The project cost estimate including labor, labor additives, general and administrative overhead, direct expenses, project, and contingency is outlined below:

Labor Cost	\$156,130
Overhead @ 158.53%	247,500
Fee @ 15%	60,540
Direct Expenses	<u>12,500</u>
Sub-Total	\$476,670
Contingency @ 15%	<u>71,500</u>
TOTAL	\$548,170

The overhead rate is the most recent BRW audited rate as determined by the Minnesota Department of Transportation. The direct expenses include mailings, reports, reproductions, photographic work, etc.

A contingency of 15 percent, or \$71,500.00, is added to the base cost to cover unexpected work tasks. This contingency will only be activated by the Executive Director, after a specific work task or change to an existing work task is defined.

COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

SUBCONTRACTORS

It is expected that subcontractors will be used to assist in the areas of transit engineering, cost estimates, operation plan, system standards and policies, financial analysis, and procurement approach. The above cost estimate includes all subcontractor costs. Subcontractors may only be retained after approval by the Executive Director. Subcontractors will be paid at their standard hourly rates or at their audited overhead rate, plus a percent fee.

**REQUEST FOR BOARD ACTION RAMSEY COUNTY
REGIONAL RAIL AUTHORITY**

4

Department Summary
To be completed by Originating Department

Ramsey County Public Works
Originating Department

Authorized Signature _____ Date _____

Board Action Requested

DISCUSSION ITEM:

Summary of activities relevant to the University Avenue Area Alignment for Transit.

Request Justification

At previous Regional Rail Authority meetings, discussion has taken place on the past activities of Ramsey County concerning development of light rail transit on University Avenue. Attached is a synopsis prepared by Kathy DeSpiegelaere, Transportation Planner, Public Works Department, of previous studies regarding this transit corridor. Ms. DeSpiegelaere will be available to elaborate on any of the items as requested.

Att: Summary Memo, 8/11/87
Draft Scoping Report
Met Council Letter, 3/17/87
Location Map

Budgeting and Accounting _____
County Attorney _____
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time _____
Received By _____
County Executive _____
Director _____

Executive Director Summary
To be completed by County Executive Director's Office

Comments / Recommendation

Documentation certified complete for:
R.C.REGIONAL RAILROAD AUTHORITY
Committee / Meeting Date 8/24/87

F. L. Glendenning
Signature

8/18/87
Date

Committee / Meeting Date _____

Signature _____

Date _____

County Board Date _____

Signature _____

Date _____

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Previous Studies of University Avenue Area Alignment for Transit

Date: August 11, 1987

At the request of the Ramsey County Regional Railroad Authority Commissioners, I have assembled information on why railroad alignments north and south of University Avenue were not previously recommended for the detailed study as transit routes that University Avenue received.

SOUTHWEST/UNIVERSITY AVENUE CORRIDORS STUDY

The University Avenue transit corridor was defined in the Draft Scoping Report of the Southwest/University Avenue Corridors Study conducted by the Metropolitan Council in 1983 as linking downtown Minneapolis and St. Paul and including the University of Minnesota (Page 2). A copy of the report is attached (Attachment 1).

Potential transit alignments considered were:

- University Avenue
- I-94
- Burlington Northern right of way north of University Avenue (northern alignment)
- combined University Avenue and Burlington Northern
- and University Avenue combined with Shortline.

These alignments are discussed on page 23 and Figure 5 of the report.

Alignments other than University Avenue itself were eliminated primarily because the ridership was anticipated to be less than for University Avenue (Page 28). Also, as noted on page 33, "The LRT on University Avenue is perceived as providing a 'shot in the arm' to the redeveloping area of St. Paul along eastern University Avenue."

RECENT CORRESPONDENCE

Steve Keefe, Chair of the Metropolitan Council, wrote to Representative Tom Osthoff on March 17 about the University Avenue LRT corridors. A copy of the letter is attached (Attachment 2). Again, ridership potential is indicated as a factor in favor of University Avenue.

RECENT MEETING

On July 30 I met with Stephen Wilson of the Metropolitan Council Transportation staff to discuss railroad alignments north and south of University Avenue (Attachment 3) for light rail transit (LRT) purposes.

His comments were:

Southern Railroad Alignment

- Since this alignment is not as direct a route between the two downtowns as University Avenue, it would be more costly to construct LRT because of the increased length of track required.
- This alignment serves a different market than the University Avenue corridor and has not been studied in detail as part of that corridor.
- The existing bus ridership (Grand Avenue, Randolph Avenue, St. Clair Avenue) may be too low to justify LRT on the alignment.
- LTR on this alignment could not replace service on Grand Avenue.
- Access to downtown St. Paul from below the bluff along the river would be difficult for LRT.

Northern Railroad Alignment

- This alignment serves downtown to downtown trips better than University Avenue because of the greater potential speed for LRT.
- The alignment does not have development adjacent to it in quantities as significant as University Avenue does.
- Tracks and land use are a barrier to potential riders from the north.
- It might be possible to eliminate express bus service on I-94 with this LRT alignment. Transit ridership on I-94 is about 6,000 passengers per day.
- Transit ridership on this alignment would be substantially less than on a University Avenue alignment. With significantly less ridership on the northern alignment than on University Avenue, LRT would be less cost effective.
- What is St. Paul's priority, development along University Avenue or at Energy Park?
- Serving the University of Minnesota is important since many riders are generated for transit there. This alignment would not serve the heart of the University. Dinkytown, unlike Washington Avenue, is on the periphery of the University and does not serve the medical complex as directly.
- This alignment could offer a link to the University Transitway to be constructed by the University of Minnesota between the Minneapolis and St. Paul campuses in 1988.
- Joint use of railroad tracks for LTR and freight is possible depending on the frequency of freight use.

University Avenue Alignment Unresolved Issues

- The length between stations has not been determined. Shorter station spacing to serve more patrons increases travel time as the number of stops increases.

- Parking elimination would be necessary at station areas on University Avenue. This is opposed by some business owners.
- Air quality at Snelling and University continues to violate federal standards. LRT at this intersection would not be permitted to exacerbate vehicular congestion and increase air pollution. Tunneling under Snelling Avenue has been proposed for LRT at this location.
- The location of LRT in the capitol area is undetermined. Its visual impact is of concern to the Capitol Area Architectural Board.

Funding

- Even if a corridor is not a regional priority for funding for LRT, it could be funded with nonregional dollars.
- The northern railroad alignment, as part of the University Avenue corridor, could be examined as a candidate for regional funding. The University Avenue corridor is in the highest priority category for transit improvements for regional expenditures.

Recommendation:

For your information.

KD:kph





Attachment 1-1

Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Telephone (612) 291-6359

June 24, 1983

TO: Interested Government Officials

On July 18 and 19, the Steering Committee of the Southwest and University Avenue Corridors Transit Study will hold public meetings to gather information from the public on proposed transit improvements on the above corridors.

The meeting for the University Ave. corridor will be held July 18, 7:00 to 9:00 P.M. at the Thomas-Dale Community Center, 911 Lafond Ave. (Victoria and Lafond), St. Paul.

The meeting for the Southwest corridor will be held July 19, 7:00 to 9:00 P.M. in the Heritage Hall, Minneapolis Public Library, 300 Nicollet Mall, Minneapolis.

The meetings will give the public a chance to discuss the scope of the detailed Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) as described in the attached Scoping Report. An Environment Assessment Worksheet (EAW) prepared to comply with State EIS requirements is also attached.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dirk deVries".

Dirk deVries
Chairman, Steering Committee

LA714A
PHTRN1

Attachments

SOUTHWEST/UNIVERSITY AVE. CORRIDORS STUDY

TRANSIT ALTERNATIVES ANALYSIS

AND

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PHASE I:

DRAFT SCOPING REPORT

for Public Meetings on:

July 18, 1983 at 7:00 p.m.
Thomas-Dale Community Center
911 Lafond Avenue, St. Paul

and

July 19, 1983 at 7:00 p.m.
Heritage Hall, Minneapolis Public Library
300 Nicollet Mall, Minneapolis

June 1983

Metropolitan Council of the Twin Cities Area
300 Metro Square Building, 7th and Robert Street
St. Paul, Minnesota 55101 Tel. (612) 291-6359

TABLE OF CONTENTS

	<u>PAGE</u>
EXECUTIVE SUMMARY	i
CHAPTER 1	
INTRODUCTION	1
- o Purpose of the Scoping Report - o Purpose of the Study - o Study Area Description - o Need for Study - o Historical Highlights of Transit Studies in the Twin Cities	
CHAPTER 2	
CURRENT SOUTHWEST/UNIVERSITY AVENUE CORRIDORS STUDY	6
- o Study Authorization - o Study Objectives - o Study Management and Coordination - o Study Task Timetable and Cost - o Community and Public Agency Involvement	
CHAPTER 3	
RELATED GOALS, POLICIES AND OBJECTIVES	11
- o Regional Goals, Policies and Objectives - o Local Goals, Policies and Objectives	
CHAPTER 4	
ISSUES AND CONCERNS IDENTIFIED THROUGH COMMUNITY AND AGENCY INPUT	16
- o Issues and Concerns Identified through Citizen Participation - o Issues and Concerns Identified through Public Agencies	
CHAPTER 5	
IDENTIFICATION, EVALUATION AND SELECTION OF ALTERNATIVES	22
- o Summary - o Rationale and Procedure for Selection of Potential Alternatives - o Description of Potential Alternatives - o Scoping Evaluation of Potential Alternatives - o Alternatives Recommended for Detailed Study	

CHAPTER 6

STUDY FRAMEWORK

39

- o Time Period of Analysis
- o Geographic Limits of Analysis
- o Analysis Data Requirements
- o Major Study Assumptions
- o Impacts to be Assessed
- o Level of Detail in Impact Assessment
- o Impact Assessment Techniques
- o Evaluation Methodology to be Used

EXECUTIVE SUMMARY

Statement of the Problem

Transportation deficiencies are expected in two Twin Cities corridors by the year 2000. One corridor, connects the two downtowns of Minneapolis and St. Paul, via the University of Minnesota and generally follows the University Avenue alignment. The other one, the Southwest corridor between downtown Minneapolis and Excelsior, generally follows the Chicago & North Western (CNW) railroad right-of-way.

In both corridors, combined highway and transit capacities as planned today, will be insufficient to satisfy future travel needs. As a result, traffic congestion is expected by the year 2000. Can additional transit capacity remove this deficiency?

A second concern is congestion at major traffic generators such as the two downtowns and the University of Minnesota due to limited parking and street capacity. Can an improved transit system alleviate these problems?

A third concern is the ability of the metropolitan area to finance a transit system with adequate service levels and service quality in light of the dramatic bus operating cost increases experienced over the past 13 years. Can a higher capacity, less labor intensive and more productive transit system help reduce operating cost increases?

A fourth concern is related to the regional development patterns observed in the metropolitan area. Development, taking place in the second and third tiers of suburbs, requires investment in new urban services whereas unused capacity exists in the inner areas. Can visible, high quality and permanent transit improvements help to guide future development and redevelopment?

Purpose of the Study

The purpose of the study, an Alternatives Analysis and draft Environmental Impact Statement (AA/DEIS), is to evaluate several potential transit improvements or alternatives in each of the two aforementioned corridors. The study will be conducted according to the procedures of the Urban Mass Transportation Administration (UMTA).

At the end of the study, a best alternative will be selected in each corridor based upon the above evaluation. If UMTA concurs with the selection, preliminary engineering and implementation will take place.

Study Authorization

In December 1982, the federal Urban Mass Transportation Administration (UMTA) approved a \$500,000 grant application [under Section 8 of the Urban Mass Transit Act], to conduct an AA/DEIS in the Southwest/University Ave. corridors.

Study Management and Coordination

Eleven state, regional and local agencies, as discussed in Chapter 2, are involved in the study: Minneapolis, St. Paul, Hopkins, Minnetonka, St. Louis Park, Hennepin County, Ramsey County, Minnesota Department of Transportation, Metropolitan Transit Commission, Metropolitan Council and University of Minnesota.

The overall policy direction is provided by a Steering Committee consisting of representatives from each of the eleven participating agencies.

Technical direction is provided by a Project Management Team (PMT) where each of the eleven agencies has a representative and by a Project Manager from the Metropolitan Council staff.

Community participation occurs through five citizens advisory committees, appointed by the Steering Committee with representation from: neighborhood groups, business organizations and other interested citizens.

Scoping Process

The scoping process, as discussed in Chapter 1, defines the scope of work to be carried out during the AA/DEIS. It identifies the following major aspects of the study:

- The transit alternatives to be considered
- The significant issues to be analyzed
- The impacts to be assessed
- The roles of appropriate agencies
- The program of public involvement

The above aspects, summarized in the Scoping Report, are presented to the public at a Scoping Meeting. If necessary, the Scoping Report is then modified to reflect the comments received at the meeting.

Transit Alternatives Recommended for AA/DEIS

A wide range of alternatives were initially considered and evaluated using criteria including technical and design factors, land-use and development factor as well as accessibility, environmental and social factors.

The following alternatives discussed in Chapter 5 are recommended for further study in the AA/DEIS:

University Ave. Corridor

No-build

Transportation System Management (TSM)

Busway on University Ave.

Light Rail Transit on University Ave.

Southwest Corridor

No-build

Transportation System Management (TSM)

Busway on CNW alignment

Light Rail Transit on CNW alignment

The no-build alternatives, a continuation of existing transit service, constitute the baseline against which all other alternatives are compared.

The (TSM) alternatives represent low-capital improvements to increase the quality of the existing transit service.

The busway alternatives represent at-grade, bus-only lanes or a roadway physically separated from other traffic except at street crossings.

The Light Rail Transit (LRT) alternatives represent electrically-powered transit vehicles running on a pair of at-grade tracks separated from other traffic except at street crossings.

The downtown approaches and penetration of the LRT and busway alternatives will be dealt in more detail as part of the AA/DEIS.

Other alternatives evaluated and found not to be appropriate for detail study and therefore eliminated from further consideration were: Heavy Rail Transit, Personal Rapid Transit, Commuter Rail, LRT and busways on the above and/or other alignments.

Major Issues

The following issues discussed in Chapter 4, have emerged during the scoping process as major concerns to be addressed in the AA/DEIS:

- What would the impact of the proposed transit improvements on existing rider's accessibility?
- What would be the impact of the proposed transit improvements on existing businesses?
- Should the improvement penetrate downtown and if so, how?
- How might improvements in several corridors connect in the downtowns?
- How can transit improvements enhance development and redevelopment opportunities?
- How cost-effective are the proposed transit improvements?
- How can the improvements be financed equitably?

Impacts to be Analyzed

The following impacts discussed in Chapter 6 will be analyzed during the AA/DEIS:

- Impacts on:
 - o Transit
 - o Highway
 - o Other transportation modes
- Impacts on land-use patterns and economic development trends
- Impacts on Neighborhoods
- Impacts on Physical Environment

Study Tasks, Timetable and Cost

The following tasks discussed in Chapter 2 will be undertaken during the AA/DEIS:

- Study Design
- Detailed Definition of Alternatives
- Land Development Plan
- Patronage Forecasts
- Transit Operations Plan
- Capital, Operating and Annual Costs
- Financial Plan
- Environmental Impacts
- Evaluation of Alternatives
- Preparation of DEIS
- Processing of DEIS
- Selection of Preferred Alternative
- UMTA Review and Decision

A consortium of consulting firms headed by Barton-Aschman and Associates will perform a majority of the above tasks. The study is expected to be completed in 18 months from the beginning of the AA/DEIS.

The budget for the AA/DEIS is approximately \$625,000, of which \$500,000 are federally funded and the balance will be provided in staff time and services by the local participating agencies.

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CHAPTER 1

INTRODUCTION

PURPOSE OF THE SCOPING REPORT

This report is the first major product of a study of potential transit improvements in two corridors in the Twin Cities Metropolitan Area. It documents its initial portion referred to as the "scoping process."

The scoping process allows all interested parties to participate in the development of the study and defines:

- o The potential transit improvements to be studied.
- o The scope of the analysis, including the geographic limits the time period to be covered, the impacts to be assessed, and the level of detail of the assessment.
- o Basic assumptions to be used in projecting future conditions.
- o The public agencies responsible for conducting the study.
- o The program of public involvement.
- o The study budget and schedule.
- o Major review points.

PURPOSE OF THE STUDY

The purpose of this study, a transit Alternative Analysis (AA) and draft Environmental Impact Statement (DEIS), is to produce the information necessary to decide if a major transit improvement is appropriate in the University Avenue and/or the Southwest corridors.

The study includes: a definition of goals and policies; the definition of a range of alternative transit improvements; the selection, through the scoping process, of a small number of alternatives which are found to be most reasonable; a detailed definition of the characteristics of those alternatives; an analysis of the effects of each in the community and the environment; and an evaluation of the alternatives to determine which is considered best.

The alternatives analysis process has been developed and defined by the federal Urban Mass Transportation Administration (UMTA). The successful completion of an alternatives analysis is a prerequisite to an application for federal financial participation in the construction of a fixed-guideway transit line. If UMTA concurs with the selected alternative in each corridor, preliminary engineering, final design and construction could take place.

STUDY AREA DESCRIPTION

The study area includes two major corridors within the Twin Cities Metropolitan Area, where transit improvements are needed, and could be cost-effective.

One corridor is the Southwest corridor, shown in Figure 1. It begins in downtown Minneapolis and proceeds in a southwest direction through Minneapolis and into St. Louis Park and Hopkins. The corridor turns westward, and extends through Minnetonka, Deephaven, Greenwood, Shorewood and terminates in Excelsior.

The corridor forms a large traffic shed focused on downtown Minneapolis, and also includes other activity nodes such as downtown Hopkins. The corridor is predominantly residential in character, with several areas of employment concentrations as well as some developable land.

Possible alignments for transit improvements include both railroad and highway rights-of-way. The portion of the Chicago Northwestern Railroad right-of-way between Hopkins and Excelsior is now publicly owned. The balance between Hopkins and downtown Minneapolis is expected to become available for acquisition. Roadways in the corridor include parts of Hennepin Avenue and Lake Street, Highway 7, Minnetonka Boulevard and Excelsior Boulevard. Bus service in the corridor is presently provided by MTC routes 1, 6, 12, 17 and 67.

The other corridor is the University Avenue corridor shown in Figure 2. It links downtown Minneapolis and downtown St. Paul, the two metropolitan centers of the region. It also includes the University of Minnesota, a large urban university which is a major activity center and traffic generator. The corridor is entirely urban, lying in the heart of the metropolitan area. It contains older, well established neighborhoods and a significant amount of employment in both clustered and strip developments. Although little undeveloped land exists in the corridor, there are substantial opportunities for redevelopment.

Potential transit alignments include University Avenue itself, which now carries bus route 16, one of the highest patronage line in the MTC system. Also included is I-94, which links the two downtowns and upon which express bus route 94-B operates. To the north of the corridor is a Burlington Northern railroad right-of-way, now in use as a freight railroad, which may offer some opportunity for transit service.

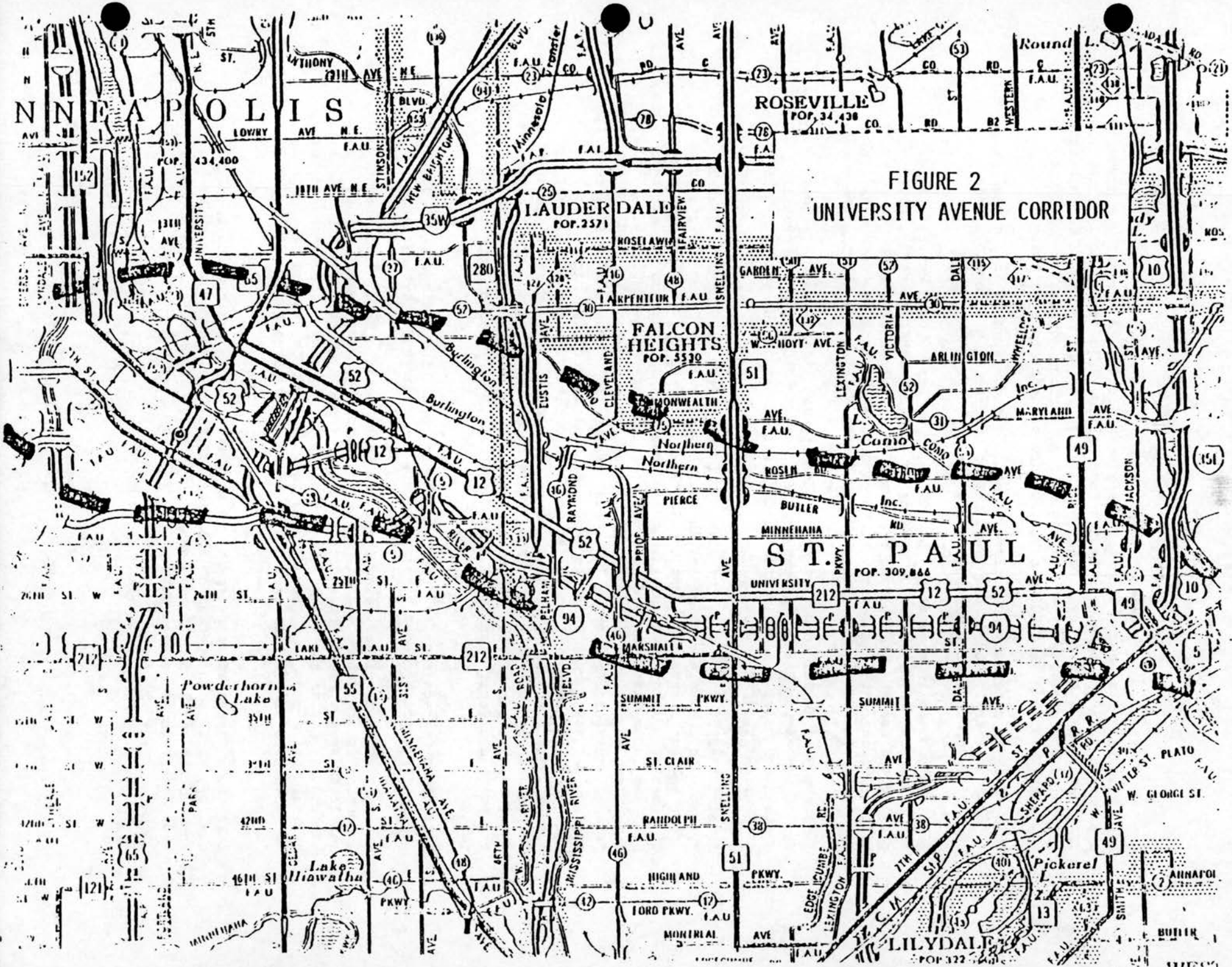
NEED FOR STUDY

This study is needed to determine whether major transit improvements in the study area could solve a number of local and regional problems. No single problem forms the basis for the study. Instead, a set of related deficiencies and concerns are addressed by the study.

One such deficiency is the capacity of the existing and planned transportation system in both corridors to meet the future travel needs.

In the Southwest corridor, 29,900 person trips in the morning peak hour are projected for the year 2000, whereas the combined transit and highway capacity would be limited to 25,800 person trips. In other words, demand would exceed capacity by 16 percent. A previously planned southwest diagonal freeway was eliminated for environmental reasons in the early '70's. Therefore, a congestion problem would exist by the year 2000 if no additional capacity is provided.

FIGURE 1
SOUTHWEST CORRIDOR



The University Avenue corridor will be also deficient in transit and highway capacity. The 2000 peak hour demand forecast is 17,900 person trips, and the combined transit and highway capacity is 12,300 -- which results in the demand exceeding the capacity by 46 percent. Thus, serious congestion conditions would exist by the year 2000 in the absence of additional capacity.

This study is necessary to explore means to expand capacity in a manner which is environmentally sound, energy-efficient, financially affordable and supportive of community and regional goals.

A second concern is congestion within the downtowns of both central cities, and the University of Minnesota. These major travel generators have limited parking and street capacity and require effective transit service to function well. Growing employment within both downtowns exacerbates the congestion problems. The University is already experiencing a severe parking shortage.

This study is needed to determine whether upgraded transit service could reduce congestion levels and parking requirements and solve the resulting problems of delay and environmental degradation within the two downtowns and the University of Minnesota.

A third area of concern is the ability of the region to finance a transit system with adequate service levels and service quality. The bus system operating costs have increased dramatically over the past few years. Expansion of the system into low-density suburban areas, inflation, and rising costs for fuel and labor have increased the cost per passenger substantially. At the same time, significant sources of funds have been reduced. In 1978, state and federal assistance supported 51 percent of the MTC's operating costs; that support has now shrunk to 20 percent. Federal support is proposed to end entirely, and state support is dependent upon the condition of the state's economy. As state and federal supports are reduced, the burden of paying for the transit system falls more upon the region's taxpayers and the farebox. One possible solution to this financial problem is to use more productive transit equipment and facilities, providing more transit service for each operating dollar.

This study is necessary to determine whether operating savings could offset the capital investment needed to put into place a more productive system.

A fourth concern relates to regional development patterns. Development, occurring in the second and third tier suburbs, requires investment in urban services (sewer, roads, fire, police, etc.) whereas unused capacity exists in the central cities and first tier suburbs. More housing is necessary in the central cities and first tier suburbs for the labor population needed in the two downtowns to maintain them as the major diversified centers in the Twin Cities.

This study is needed to determine to what extent the construction of high quality, visible and permanent transit facilities, in conjunction with appropriate development incentives and controls, could help shape development and redevelopment.

HISTORICAL HIGHLIGHTS OF TRANSIT STUDIES IN THE TWIN CITIES

Analysis of alternative technologies in the Twin Cities began as early as 1964, under the auspices of the Minnesota Highway Department in an interagency undertaking known as The Joint Program. This activity was continued by the Metropolitan Council and the Metropolitan Transit Commission after their creation in 1967. At that time, the primary emphasis was on automated technology systems using smaller vehicles than conventional rapid transit. In 1968-69, long range planning efforts culminated in a transit system concept of a "family of vehicles" rather than a single vehicle system.

The backbone element of the family of vehicles system concept was analyzed in depth during the 1970-71 period. First, the Commission examined various system options including the all-bus option. The latter was rejected on two counts: (1) rapidly increasing operating costs, and (2) failure to contribute to shaping the region's development patterns. A heavy rail transit system was also rejected to prevent overdevelopment of the two downtown areas to the detriment of the rest of the Region.

The Metropolitan Transit Commission then analyzed five types of exclusive transit systems -- four fixed-guideway systems and the bus-on-busway concept. Two small vehicle systems were also investigated -- Activity Center Transit (now called Group Rapid Transit or GRT), and Personal Rapid Transit (now called High Performance PRT or HPPRT). These were rejected primarily on the basis of cost effectiveness. As a result of this work, the Commission developed performance specifications for an intermediate capacity fixed-guideway system. It was estimated that for a first stage of construction, a 37-mile, \$550 million fixed guideway system, using 600 vehicles and 25 stations, could best serve as the backbone of the region's family of vehicles system.

The fixed-guideway system, incorporated into a Transit Development Program, was submitted by the MTC to the 1973 Minnesota Legislature in support of a request to proceed to the next step -- preliminary engineering. The Metropolitan Council also presented a plan, a bus-on-busway system, to the Minnesota Legislature.

At the Legislature, the MTC's Transit Development Program received favorable action in the House of Representatives, but was not acted upon by the Senate. In the 1974 legislative session, a bill was passed which called upon the MTC to conduct "automated small vehicle fixed guideway system planning" and report back to the Legislature.

By that time, serious questions had arisen regarding highly-automated transit technologies. The few demonstration systems which had been built had experienced severe technological problems and cost overruns. Many other projects which had been planned were abandoned as the limitations upon the current technology became apparent.

These concerns were reflected in the MTC study. It rejected high technology systems, such as PRT, and proposed that the MTC be authorized to conduct an alternatives analysis of the more straightforward types of automated systems and light rail transit (LRT).

The recommendations from that study were not acted upon by the Minnesota Legislature. Then in 1976, the Metropolitan Council revised its policy plan to

include a prohibition against fixed guideway transit, except for downtown circulation systems. This action effectively stopped planning for regional fixed guideway systems.

In early 1980, the Minnesota Legislature directed the Metropolitan Council to study the feasibility of light rail transit. The study conducted in cooperation with the Minnesota Department of Transportation and the MTC, re-examined the role of fixed guideway transit in the Twin Cities. After analyzing 15 corridors, four corridors were selected for study; in each of the four, light rail transit was compared to one non-LRT alternative. A final outcome of the study was the approval in 1982 of an amendment to the 1976 Transportation Policy Plan removing the prohibition against fixed-guideway transit, and acknowledging the potential feasibility of LRT.

During this same period, the City of Minneapolis and the Minnesota Department of Transportation analyzed major transportation improvements for the Hiawatha Avenue Corridor. Several alternative transit system improvements were analyzed, including LRT and high-occupancy vehicle lanes. The study is now complete, but a decision on the preferred alternative has not yet been made. The light rail alternative has been endorsed by the Hiawatha Avenue Task Force and the city councils of Minneapolis and Bloomington.

In 1980, the MTC studied trolley buses in response to concerns over petroleum fuel availability. The study, completed in 1981, found that purchasing and operating a trolley bus fleet would be more costly than a diesel bus fleet, but would save energy and would be environmentally beneficial. No further planning was done because of the lack of funding available for capital costs.

CHAPTER 2

CURRENT SOUTHWEST/UNIVERSITY AVENUE CORRIDORS STUDY

STUDY AUTHORIZATION

Following the change in regional policy regarding fixed-guideway transit, efforts were begun by several local agencies to organize a detailed corridor level study of light rail transit. In September 1982, an application for federal funds, under Section 8 of the Urban Mass Transportation Act, was filed with UMTA. The application was approved in December 1982, allowing the study to begin.

STUDY OBJECTIVES

The effects of a major transit improvement in a given corridor are complex and multifaceted. A large amount of information, necessary to assess those effects, will be developed in the study:

- o What would be the service characteristics of alternative transit improvements?
- o Who would be served, and in what numbers, by those potential improvements?
- o What levels and types of development and redevelopment could result from the transit improvements?
- o What development incentives and controls are appropriate to shape that development?
- o What would be the environmental effects of each alternative?
- o What would be the costs of the alternative improvements?
- o What types of financing could be used to cover those costs?
- o Based upon the various factors studied, what solution is appropriate for each corridor?
- o What are the relative merits of making an improvement in the different corridors considered, and how would an improvement in one affect the others?

A second major objective for the study is to help reach a consensus on whether a major transit improvement is appropriate, and, if so, what type of improvement should be made. This is achieved by allowing ample opportunity for citizen and affected public agencies involvement to assure that the study results will be widely accepted.

A third study objective is to provide a basis for detailed planning and engineering of any transit improvement, if determined to be appropriate. Decisions made in this study regarding transit technology, alignment, stop location, development plans, land use controls and financing will influence the nature of any project actually implemented.

A final objective is to meet the requirements of potential funding agencies. The successful completion of an alternative analysis is required by the Urban Mass Transportation Administration as a prerequisite to an application for construction funds. This includes compliance with applicable civil rights and affirmative action guidelines.

STUDY MANAGEMENT AND COORDINATION

The study is organized as a multi-agency undertaking, involving the state, regional and local agencies affected by the transit improvements under study. The management structure of the project is shown in Figure 3.

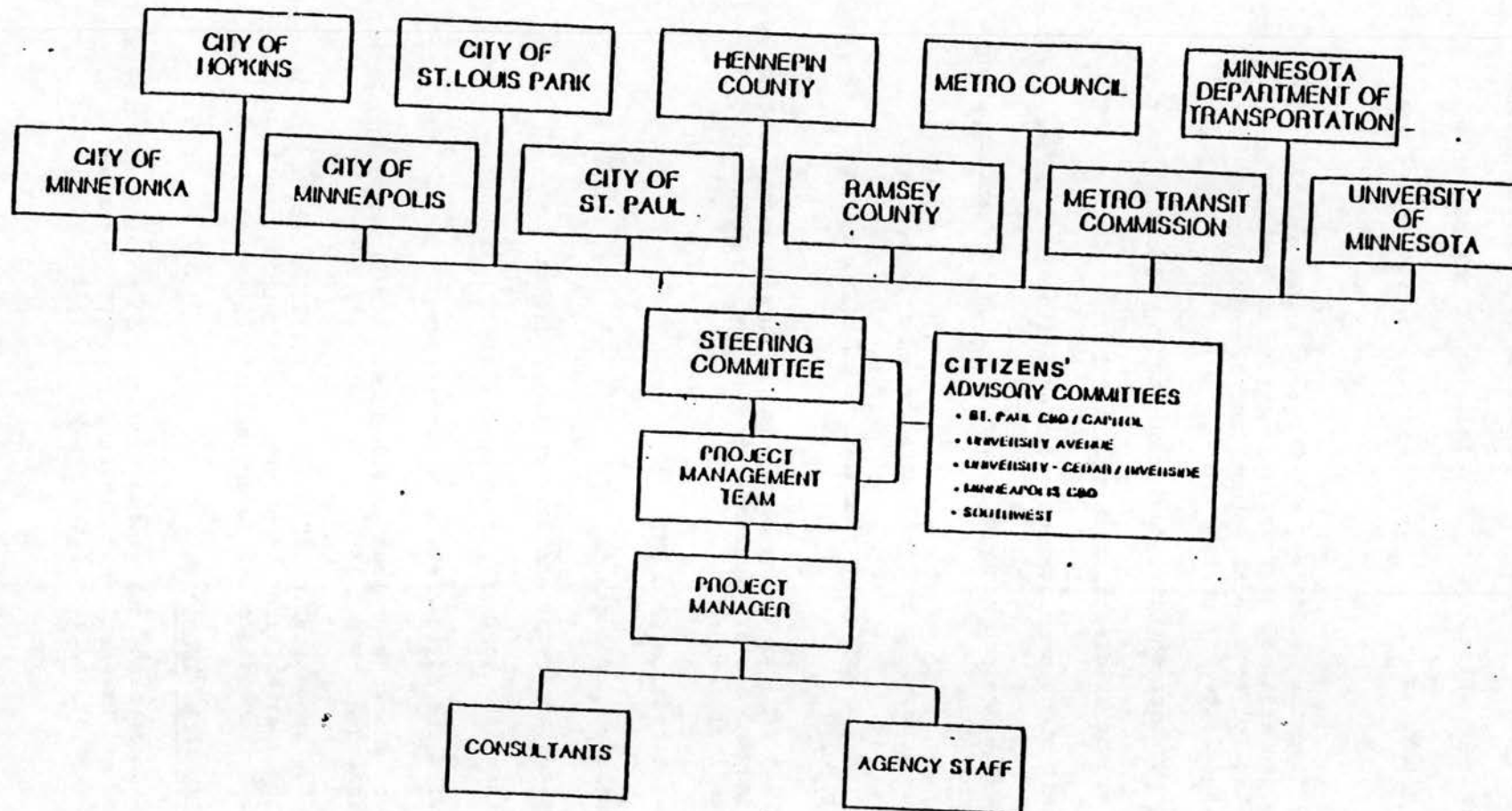
The project Steering Committee, composed of policy-level representatives of the participating agencies, is the decision-making body for the study. Its specific responsibilities are:

- o Give policy direction to the AA/DEIS.
- o Appoint citizen advisory committees.
- o Give direction to the Project Management Team and Project Manager.
- o Act on major study products.
- o Provide liaison to the individual units of government represented.
- o Receive advice from citizen advisory committees.
- o Select the preferred alternative in each corridor.

Membership on the Steering Committee is as follows:

Entity	No. of Members	Representatives
City of Hopkins	1	Mayor or Member of City Council
City of Minneapolis	2	Mayor or Members of City Council
City of Minnetonka	1	Mayor or Member of City Council
City of St. Louis Park	1	Mayor or Member of City Council
City of St. Paul	2	Mayor or Members of City Council
Hennepin County Regional Railroad Authority	2	County Commissioners or Regional Railroad Authority Members
Ramsey County	2	County Commissioners
Metropolitan Council	1	Chairman or Council Member

FIGURE 3
PROJECT ORGANIZATION



Metropolitan Transit Commission	1	Chairman or Commission Member
Minn. Dept. of Transportation	1	Assistant Commissioner
University of Minnesota	1	Asst. Vice Pres. for Physical Planning

Supporting the Steering Committee is a Project Management Team (PMT), made up of one professional staff representative of each affected agency, including the Capitol Area Architectural and Planning Board. The responsibilities of the PMT are:

- o Carry out comprehensive review of study products.
- o Give technical direction to the AA/DEIS.
- o Transmit study products and recommendations to the Steering Committee.
- o Assist the Project Manager in working with the participating agencies' staff.
- o Provide support to citizen advisory committees.
- o Recommend the preferred alternative in each corridor to the Steering Committee.

The responsibility for day-to-day management of the project has been assigned to a project manager, a staff member of the Metropolitan Council. His responsibilities include:

- o Receive direction from PMT.
- o Present study products to PMT.
- o Direct and supervise the work of the consultant.
- o Coordinate the work of public agency staff.
- o Work with the citizen advisory committees.
- o Complete the work program on schedule, within budget and with high technical quality.

In addition to the above public officials and staff, a set of five advisory committees has been established to provide for community involvement. These advisory committees are described later in this chapter.

STUDY TASKS, TIMETABLE, AND COST

The tasks to be undertaken in the study are defined not only because of federal requirements for an alternatives analysis and an EIS, but also to respond to the locally defined objectives of the study. Those tasks will be:

Technical Tasks:

Task 1.1 - Study Design. A study design will be prepared to describe in detail the work to be accomplished during the AA/DEIS.

Task 1.2 - Detailed Definition of alternatives. Technical reports will be prepared to specifically describe the alternatives to be analyzed, including subalternatives regarding alignments approaching and within the downtowns.

Task 1.3 - Land Development Plan. This plan will address the impact of various transit alternatives on land development and redevelopment. It will reflect likely land development based on forecasts of land use changes, relocations, possible development incentives, and the expected level of demand in the corridor.

Task 1.4 - Patronage Forecasts. Reliable patronage forecasts, sensitive to the differences among alternatives, will be prepared using a refined version of the regional transportation computer models.

Task 1.5 - Transit Operations Plan. A technical report will be prepared detailing the transit operating plans for each alternative considered in the analysis.

Task 1.6 - Capital, Operating and Annual Cost Analysis. The various cost components for each alternative will be estimated and documented, and presented in a total annual cost format to allow comparisons among alternatives.

Task 1.7 - Financial Plans. This task will determine the financial feasibility of each alternative, including possible means of funding.

Task 1.8 - Environmental Impacts. Technical reports will be prepared addressing specific areas of environmental concern, including air quality, noise and vibration, water quality, wetlands, energy, land use and neighborhood impact, park lands, historic features and aesthetics, and economic impacts.

Task 1.9 - Evaluation of Alternatives. The alternatives will be evaluated by examining the impacts identified in the preceding tasks.

Decision-Related Tasks:

Task 2 - Prepare Preliminary EIS.

Task 3 - Processing Draft EIS. This task will include UMTA review of DEIS and a public hearing.

Task 4 - Select and Document Preferred Alternative. The Project Management Team will recommend a preferred alternative to the Steering Committee after evaluation of the information contained in the DEIS and the testimony at the public hearing. The Steering Committee will review the PMT recommendation, solicit advice from the five advisory committees, and formally adopt a preferred alternative for each corridor in the study area. This information will be transmitted to UMTA.

Task 5 - UMTA Decision on Project. Any necessary assistance will be provided to UMTA as a decision is made regarding federal financial support for the preferred alternative.

Task 1.8 will be performed by the participating agencies. The remaining technical tasks will be the responsibility of a team of consulting firms: Barton-Aschman & Associates, Bechtel Civil and Minerals, Robert Harmon and Associates, James B. McComb and Associates, Martinez Mapping and Engineering and Professional Design Services. The schedule for completion of the study will cover about two years, starting in December 1982, and is shown in Figure 4. The budget for completion of all tasks will be approximately \$625,000, of which \$500,000 will be federally funded. The balance of the study costs will be provided in staff time and services of participating agencies.

COMMUNITY AND PUBLIC AGENCY INVOLVEMENT

To adequately reflect the interests and concerns of the communities affected, five citizen advisory committees have been established, representing five subareas of the study area. This division was done to reflect different demographic and geographic characteristics. The five advisory committees are:

- o Southwest Corridor Advisory Committee
- o Downtown Minneapolis Advisory Committee
- o University of Minnesota/Cedar-Riverside Advisory Committee
- o University Avenue Advisory Committee
- o Downtown St. Paul/Capitol Area Advisory Committee

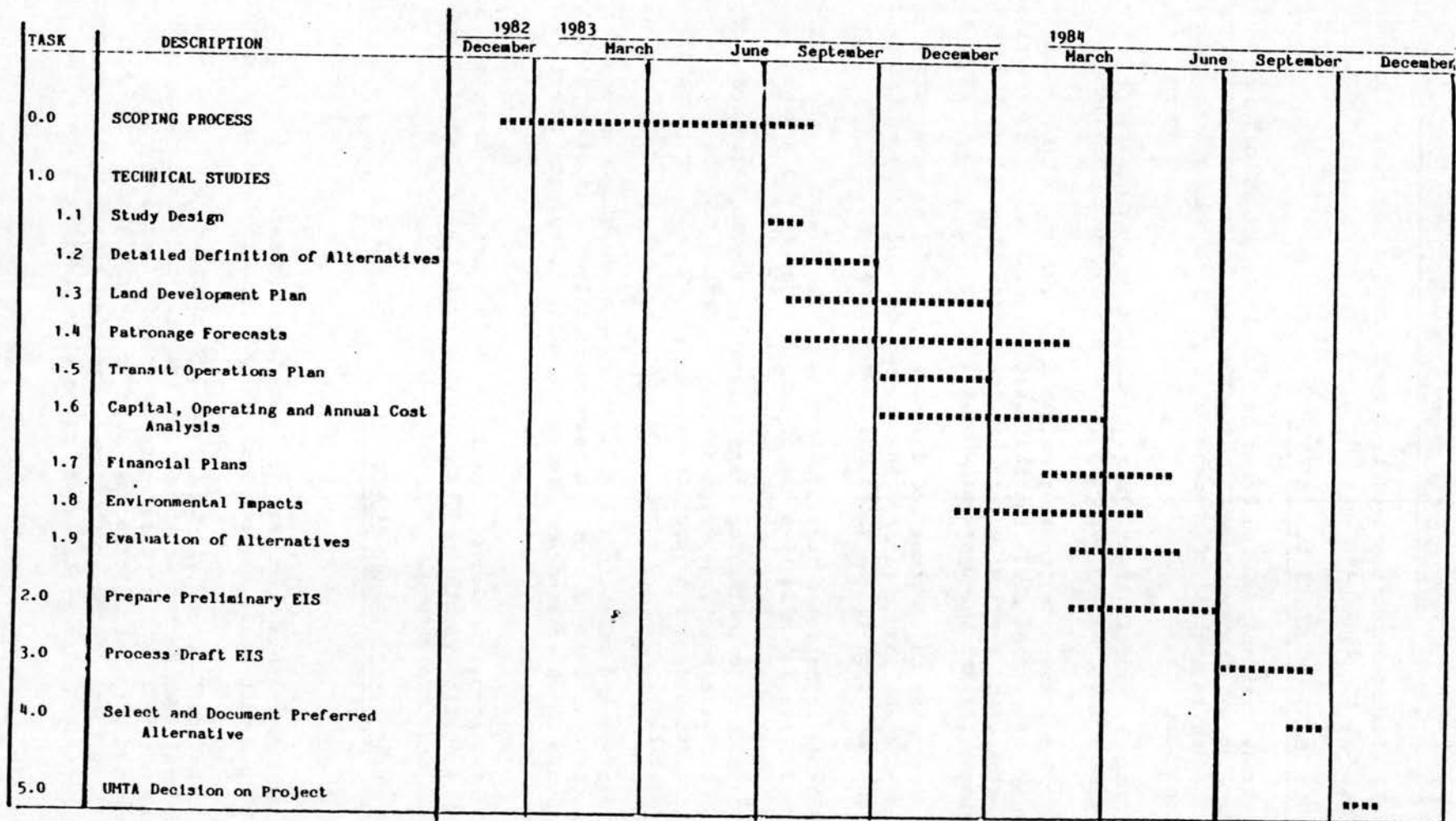
Each advisory committee includes representation from neighborhood groups, business organizations and other interested citizens. The first category of membership draws upon existing planning district organizations, community organizations and other residents. The second category provides representation for chambers of commerce and business associations. The third category includes others interested in public transit improvements, such as members of the MTC's Advisory Committee on Transit.

The responsibilities of the advisory committees are to:

- o Reflect the interest of those within the study area.
- o Service as liaison with the neighborhood groups, business organizations and other individuals in the study area.
- o Provide input to the study process.
- o Review reports generated during the study.
- o Advise the Steering Committee during the study.
- o Advise the Project Management Team during the study.

The advisory committees will meet as necessary throughout the course of the study to carry out their responsibilities.

FIGURE 4
SOUTHWEST/UNIVERSITY AVENUE CORRIDORS STUDY
TIMETABLE



1-22

CHAPTER 3

RELATED GOALS, POLICIES AND OBJECTIVES

The following statements are derived from adopted goals, policies or plans at the regional and local levels.

REGIONAL GOALS, POLICIES AND OBJECTIVES

- o Provide residents of the Urban Service Area, as defined in the Development Framework, with cost-effective, convenient and attractive alternative choices of transportation to both subregional and regional opportunities.
- o Primarily express transit service should be provided between the two metro centers and from the suburban subregions to the metro centers.
- o Utilize transportation to strengthen the two Metro Centers as the major employment, financial, institutional, retail, cultural, entertainment, medical, and service centers for the Metropolitan Area, the State of Minnesota, and the upper midwest.
- o Transportation services and investments should be made on the basis of need and the ability to finance them over time, and be coordinated with the other metropolitan services and investments.
- o Provide transit services and investments that achieve the most efficient, productive and effective use of existing public resources.
- o The highest priority for transit services should be in areas or along routes with relatively high density of demand for the service and a population dependent upon transit by age, income, or physical or mental disability.
- o Preserve and maintain the vast resource of housing and services in the fully developed part of the Metropolitan Area. Redevelopment projects should be undertaken on a selective basis to upgrade deteriorated or obsolete areas.
- o The Metropolitan Council shall use its authority to promote a pattern of urbanization within the Urban Service Area that allows efficient, orderly, and economic growth.

LOCAL GOALS, POLICIES AND OBJECTIVESMINNEAPOLIS

The Minneapolis Plan for the 1980's contains transportation, land use, and social/economic goals, objectives, policies and implementation directions.

The transportation goal is to provide efficient and effective personal and commercial transportation throughout the City: By balancing the demands made by the motorist against those made by transit users, truckers, bicyclists, pedestrians, rail and barge operators and by minimizing the negative effects of all these forms of transportation on families living in the neighborhoods -- so that Minneapolis is a stable and attractive place to raise a family.

Objectives and policies to support this goal are:

Objectives

1. Encourage more people to ride in fewer vehicles, thereby conserving fuel, reducing congestion, shortening trip times and reducing pollution.
2. Provide good transportation services and facilities to and within the City's Central Business District.

Policies

Policy 22. Improve non-peak hour transit service. This service might use smaller vehicles than the standard bus and might have more crosstown routes.

The implementation of the above policy would include endorsing the MTC goal of carrying at least 50 percent of the downtown bound trips by 1990. It would be made possible through a variety of actions such as reverse-flow lanes, bus priority features at intersections, bus access ramps, fringe municipal parking, and bus shelters. It also would require planning for special transit corridors (i.e. Southwest, Hiawatha Avenue and University Avenue), the consideration of LRT, buying or leasing abandoned railroad right-of-ways and improving transit service.

The Physical Environment section of the Plan for the 1980's recognizes the problem of stagnation and deterioration through the following objective and policies:

Objective:

3. Provide direction for change.

Policy 32. The City should encourage the improved efficiency of strip commercial areas.

Policy 33. The City should assist business groups to plan for their futures.

Policy 34. The City should work for the redevelopment of under-utilized land.

The areas of the City undergoing change, or where change is desirable, present opportunities to alter the type, intensity, and quality of the land use. These areas called opportunity areas, are defined as distinct geographic areas where:

- a. There is a significant potential for change in the type, intensity, and/or quality of land use; and where
- b. City action can be used to stimulate or otherwise guide development and affect the future physical character and land use mix of the area.

The proposed study area includes a majority of these opportunity areas. Transit improvements could have a positive effect in improving these areas.

The Economic Development Chapter of the Plan for the 1980's has as its first objective a decrease in unemployment and under-employment. The potential of transit improvements to influence development and increase accessibility would help to implement this objective.

ST. PAUL

The St. Paul Comprehensive Plan contains transit and land use goals and policies for the City.

The primary transit goal is to "...shape the St. Paul portion of the regional transit system to meet local needs and to help address local priorities."

Supportive objectives are:

1. To ensure provision of high quality transit service in St. Paul that is tailored to the character and needs of the City.
2. To facilitate the convenient, safe and energy-efficient movement of pedestrians and vehicles through major activity centers in St. Paul.
3. To ensure that the transportation needs of transit-dependent persons living in St. Paul are adequately met.
4. To promote and encourage the widespread use of transit for trips of all purposes, to reduce traffic congestion and increase energy efficiency in St. Paul

The following policies support Objective 1:

- "The City considers light rail transit a significant potential transit alternative for the Twin Cities area and supports an amendment of the Transportation Chapter of the Metropolitan Development Guide to allow further evaluation of potential applications."
- "The City urges the Metropolitan Council to seriously consider all potential light rail corridors in St. Paul (including University Avenue) for further evaluation. The City will assist in this evaluation as necessary."
- "The City will work with the MTC and the Metropolitan Council to study the relationship of bus service to potential LRT service in St. Paul."

Relative to Objective 2 the Plan includes the following questions:

- "If LRT enters the core of downtown, would it be at, above or below grade? What streets would be used? Where would the stops be? What are the implications for fringe facilities, skyways, shuttle bus service? What would the traffic impacts be?"

The Plan then concludes with a policy that:

- "The City will immediately study circulation in downtown St. Paul and develop strategies for resolving problems and creating an integrated circulation system."

In support of Objective 3 the Plan discusses special transit needs of the poor, young and elderly. Census data indicates that high concentrations of St. Paul's young and poor are within easy walking distance of University Avenue. The section on Objective 3 concludes with the following policy:

- "The City will continue to work with MTC in reviewing proposed transit service modifications to ensure that the needs of the low-income and young people are considered and continue to be more thoroughly met"

The Land Use portion of St. Paul's Comprehensive Plan calls for major commercial revitalization of University Avenue in conjunction with further LRT study. Objective 7 of the Land Use Chapter proposes: "To accommodate new demands for land in St. Paul while maintaining the existing city character and environmental quality." In an attempt to meet these new demands the Plan proposes creation of mixed use cluster zones. The Plan designates a variety of clusters including "regional", "major retail", "new planned development" and "neighborhood" clusters. Not coincidentally the University Avenue corridor contains one major retail cluster (Midway Center), four neighborhood clusters (at Raymond, Lexington, Dale and Rice Streets), and terminates in St. Paul's regional mixed use cluster (downtown). Improved transit service along University Avenue, therefore, would support major land use priorities of the Comprehensive Plan.

Objective 5 of the Land Use chapter encourages better "connections" between downtown and the inner neighborhood.

Policy 1. 5-1: The City will work to improve the connections between the downtown and adjacent neighborhoods by:

- 4. Providing better access to downtown through transit and pedestrian improvements.
- 7. Making entry routes to the downtown more convenient and attractive.

UNIVERSITY OF MINNESOTA

Adopted objectives are:

1. Provide the University population and in particular its students with reasonable and affordable avenues of accessibility.
2. To make the University's many resources and services more available to the general public through improved accessibility.
3. Reduce and ameliorate the current high level of congestion and modal conflict in the University area.
4. Free increasingly limited financial and land resources to assist the University in meeting its prime missions of education and research.

ST. LOUIS PARK

The basic objective of the City is as follows:

Transportation facilities in the southwest corridor are to be directed towards providing a choice in transportation mode, with one of the modes being a modern transit service between St. Louis Park and Minneapolis and surrounding areas. The facilities must serve and support existing and future development as envisioned in the City's plans during the next 20 years or more, and the transportation trips generated by such development. At the same time, these facilities should minimize adverse environmental conditions, improve the safety for persons regardless of their mode of travel and improve the aesthetic and environmental conditions in the community.

HOPKINS

1. To have public transit within 1/4 mile of each residence. This is not the case now, but can be readily accomplished with feeder service to an LRT line. Transit service is necessary in Hopkins because of income levels, age distribution, and apartment occupancy levels significantly different from those of conventional suburban areas.
2. To properly develop unused vacant industrial and commercial land. Virtually all such land in Hopkins is within one block of the main railroad line through town, tabulated in the City plan at 81.3 acres.

MINNETONKA

1. Provide an effective transit link between residential concentrations and major activity centers in the City and region.
2. Adequate mass transit service should be supported by community transit facilities.

CHAPTER 4

ISSUES AND CONCERNS IDENTIFIED THROUGH COMMUNITY AND AGENCY INPUT

The identification of major issues and concerns relevant to the study is an essential part of the scoping process.

A summary of these issues and concerns is presented in this chapter. Detailed reports and letters are available from the Metropolitan Council offices.

ISSUES AND CONCERNS IDENTIFIED BY CITIZEN PARTICIPATION

DOWNTOWN ST. PAUL/CAPITOL AREA ADVISORY COMMITTEE

- o Population segments to be served (transit dependent vs. choice rider) and characteristics of service required (local vs. express service, stop spacing) should be assessed.
- o The amount and overall quality of service to be provided from the University Ave. corridor to downtown St. Paul should be clearly defined.
- o Downtown penetration impacts such as: potential property acquisition, changes in traffic patterns, reduction in street/sidewalk/skyway capacity, disruption or removal of parking/loading areas should be analyzed.
- o Will improving downtown accessibility encourage development throughout the City and in the downtown area?
- o Will congestion negatively impact air quality, particularly at critical sites?
- o Which downtown activity centers will be served?
- o What will be the visual impacts on unique areas: Rice Park, Lowertown, State Capitol complex, Kellogg Blvd.
- o What is the potential of a new transit alternative to serve as an internal circulator and to "interface" with other regional transit corridors.
- o What will be the costs to users, cities and region? Will financing be equitable?
- o Development opportunities in general and at specific downtown sites should be identified and analyzed.

UNIVERSITY AVENUE CORRIDOR ADVISORY COMMITTEE

- o The study should focus on transit service improvement along University Ave. itself. Local service should not be sacrificed in favor of express service. Feeder service to the north and south should be improved.
- o The study should address the effects of accessibility and parking changes, new development and the location of stops on existing residents and businesses.
- o New transit options should not require wholesale redevelopment or major land acquisitions on University Avenue.
- o The environmental analysis should concentrate on air quality, noise, and aesthetic impacts. Especially, air quality at University and Snelling should be analyzed.
- o Overall costs of the proposed improvements should be evaluated relative to costs of transit services elsewhere in the Twin Cities. Each alternative's overall effectiveness, and the region's ability to pay for the improvement should be assessed.
- o User costs should be evaluated according to their relative effects on different types of users (e.g.-transit dependents, senior citizens, handicapped). The fare/price for the proposed transit services should be sensitive to the needs of these groups.

UNIVERSITY OF MINNESOTA/CEDAR-RIVERSIDE ADVISORY COMMITTEE

- o Transit improvements should not result in reduced local service along University Avenue. The needs of local residents should be accommodated.
- o The impact on businesses along the corridor due to changes in alignment, and different stop locations and spacing should be evaluated.
- o A cost-effective solution, financed in an equitable way should be pursued.
- o Loss of parking on streets, and problem of "ad-hoc park and ride" on side residential streets should be addressed.
- o Impacts on total energy use (including energy required to build as well as operate the proposed improvements) and aesthetics should be reviewed.
- o Size, location and impacts of development on neighborhoods and businesses should be evaluated.
- o Service to the University of Minnesota should maximize accessibility to existing activities.

DOWNTOWN MINNEAPOLIS ADVISORY COMMITTEE

- o Subway penetration of Downtown Minneapolis is the preferred alternative, but surface and loop alternatives should be considered.

- o These corridors should be considered for penetration of Downtown Minneapolis:
 - From the southwest
 - o CNW Railroad right-of-way
 - o The area between Hennepin and Lyndale Avenues north of W. 29th Street to the Bottleneck.
 - o Nicollet Avenue/I35W corridor
 - From the east
 - o Washington Ave./3rd St. S.
 - o University Ave./R.R. bridge #9
- o Preferred route through downtown Minneapolis should be through the center of the CBD, equidistant from fringe areas to provide equal service to all parts.
- o The public transportation system design and operation should be tailored to the needs of the various user groups; the needs of employees and shoppers for transit service differ in terms of their respective destinations, the time of day each group uses transit, and the costs each group is willing to bear, as do those seeking downtown entertainment. Handicap access to the public transportation system should be considered.
- o A compact downtown Minneapolis core must be maintained and all transit alternatives should be studied for their effect on present and future downtown core developments.
- o The public transportation system should attract new ridership, therefore all alternatives should be studied for enhancement of personal security while aboard a transit vehicle and at transit shops, vehicle safety, convenience, minimum travel time and passenger preference.
- o The alternatives study should consider impacts on air quality, noise, visual intrusion, interfaces with goods movement in the downtown, pedestrian movement, parking and other transportation modes.
- o In considering the feasibility of transit alternatives the study should examine total system costs (versus corridor cost only), and that transit improvement benefits ought to include "value captured" from development induced by each transit alternative.
- o Only available, proven implementable alternatives ought to be evaluated by the AA/DEIS. Each alternative should be evaluated for its potential to increase the proportion of trips by transit as compared to trips by auto.
- o In addition to local service, efforts should be made to provide express service between major concentrations of people. Minimum travel time from such concentrations to the central business district is essential. Transit to the CBD must offer significant reduction in travel time as compared to the auto in order to attract people out of their cars.
- o Any improvements or change to the transit system ought to improve its "all weather" operations potential.

- o The Downtown Minneapolis Advisory Committee recommends study of surface, subway and loop penetrations of the CBD, with preference for subways. It is concerned that at-grade transit reservations will diminish street capacity and block delivery trucks and parking ramp entries. It believes that transit cannot be elevated in the downtown due to conflicts with the skyways.

SOUTHWEST CORRIDOR ADVISORY COMMITTEE

- o Improve the quality of transit service in the corridor and related collector-distribution services should be the major objective.
- o The proposed transit improvements should relieve congestion, provide access to suburban job opportunities, and provide off-peak service.
- o Transit improvements should be planned to eliminate the need for any future expansion of existing roadways or construction of new roads in the corridor.
- o The selected alternative should reflect a balance between the need to expedite service for suburban riders, and to provide local service for inner city residents. It should not serve one of these needs at the expense of the other.
transit system.
- o The selected alternative should be expandable, and capable of being integrated with the systems selected to serve other corridors, in order to form a regional transit system.
- o The impacts of various downtown approaches from east of France Avenue be on: speed of service, congestion and parking, neighborhood and business, should be assessed.
- o Downtown penetration for reserved transitways along Hennepin and Lyndale Avenues, between 29th Street and the Bottleneck would be opposed by neighborhood groups.
- o The Chicago and Northwestern route used as a busway through the Kenwood neighborhood, between downtown Minneapolis and Lake Street, would be opposed by neighborhood groups.
- o Stop spacing and need for transfers affect travel time, which should be minimized.
- o Potential for development and redevelopment around stations should be analyzed.
- o Transit alternatives should be compared in terms of relative cost-effectiveness.

ISSUES AND CONCERNS IDENTIFIED BY PUBLIC AGENCIES

The following major issues and concerns have been identified by the public agencies participating in the study:

DEVELOPMENT AND REDEVELOPMENT

- o Will transit improvements help implement existing goals, policies, and plans?
- o Will transit improvements encourage development and redevelopment in corridors.
- o If development takes place because of transit improvements, what will be its impact on: existing businesses, redistribution of regional growth, potential ridership, tax base.

FINANCING OF TRANSIT SERVICE

- o Equity should be a major factor in defining financing mechanisms.
- o The potential for public/private financial participation should be explored.
- o New and practical potential sources of funding should be identified.
- o The impact of financing new transit improvements on the overall regional transit system should be analyzed.

PHYSICAL/CULTURAL ENVIRONMENT

Major areas of concern are:

- o Air quality
- o Noise
- o Visual/Aesthetic
- o Historical sites

DOWNTOWN PENETRATION

The following aspects of downtown penetration strategies should be considered:

- o Potential and cost implications of subways in the downtown and the Capitol area.
- o Potential impacts on: traffic patterns, integration with other transportation modes (transit, pedestrian, automobile, truck) and downtown circulation improvements.
- o Impacts on adjacent property owners.
- o Interconnection and cost implications of multiple rail lines in downtown Minneapolis.

USER SERVICES

Areas to be analyzed are:

- o Levels of service provided to transit dependent populations by proposed transit services.
- o Preservation of local service to accommodate local needs.
- o Potential to increase regional accessibility through new transit services.
- o Ability of proposed improvement to reduce congestion and parking shortages.
- o Potential of proposed transit improvements to enhance access to job opportunities for low and moderate income people.
- o Attractiveness of proposed services as an alternative to the automobile.
- o Ability of proposed transit improvements to serve high activity areas.
- o Changes required in present system to complement alternative solutions.

SERVICE PROVISION AND COST

- o Identification of the cost-effective length of proposed transit improvements in the Southwest Corridor alignment.
- o Total annual cost of proposed improvement (life cycle cost capital, operating and maintenance costs), as compared to projected annual cost for existing system.
- o Productivity levels of new transit services compared to projections for existing system.
- o Ability of farebox revenues to offset costs for proposed transit improvements.
- o Need for new facilities and skills as a result of a new technology.
- o Potential impact of the proposed transit improvements on the overall regional transit operations.

CHAPTER 5

IDENTIFICATION, EVALUATION AND SELECTION OF ALTERNATIVES

CHAPTER SUMMARY

After evaluation, the following alternatives are recommended for study in the AA/DEIS:

UNIVERSITY AVENUE CORRIDOR

- o The "No-build" alternative
- o The Transportation System Management (TSM) alternative
- o Light Rail Transit (LRT) on University Avenue
- o Busway on University Avenue

SOUTHWEST CORRIDOR

- o The "No-build" alternative
- o The Transportation System Management (TSM) alternative
- o Light Rail Transit (LRT) on the Chicago & North Western Railroad Alignment
- o Busway on the Chicago & North Western Railroad Alignment

The approach and penetration of the two downtowns and the University of Minnesota have not been defined at this stage but will be addressed in more detail as subalternatives or variations of the above alternatives.

Chapter 5 describes the process used to identify and evaluate alternative transit improvements, in order to select the most promising ones for further analysis.

If additional alternatives are suggested as part of the scoping process, they will also be evaluated. The final decision on which alternatives should be considered for detailed study will be made at the completion of the scoping process.

RATIONALE AND PROCEDURE FOR SELECTION OF POTENTIAL ALTERNATIVES

Potential alternatives were identified from three sources:

1. The Project Management Team initially developed a set of potential alternatives for each corridor.
2. The Citizen Advisory Committees suggested additional alternatives.
3. Other potential alternatives may be suggested at the public scoping meetings.

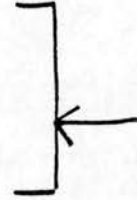
Alternatives were developed based upon:

- o Potential locations (alignments) for the transit alternatives.
- o A range of existing transit technologies.
- o A range of design and operational characteristics.
- o UMTA required alternatives, namely a "no build" and the Transportation System Management (TSM) alternative consisting of low-capital improvements.

Several alignments were considered in each corridor:

University Avenue Corridor (Figure 5)

- University Avenue (Alignment A)
- Interstate 94 (Alignment B)
- Northern Alignment (Alignment C)
- Combined University Ave./Northern Alignment (Alignment D)
- Shortline /University Ave. Alignment (Alignment E)



Southwest Corridor (Figure 6)

- Excelsior Boulevard Alignment (Alignment A)
- Highway 7 Alignment (Alignment B)
- Chicago & North Western (CNW) Railroad Alignment (Alignment C)

Several technologies have been considered and particular emphasis was placed on identifying reasonable combinations of alignment and technology, rather than all possible combinations.

Bus

A low to medium capacity system that uses standard or high-capacity coaches. Buses have either diesel engines, or electric motors which draw power from overhead wire (trolleybus) and travel either in mixed traffic or on "bus only" roads or lanes (busways), with physical barriers to separate transit from other street traffic.

Light Rail Transit (LRT)

Medium to high capacity rail transit system, operating in single vehicle or short trains, drawing its electric power from an overhead wire. LRT may operate in mixed traffic (street car) and/or on exclusive right-of-way. Capable of frequent stops.

Commuter Rail

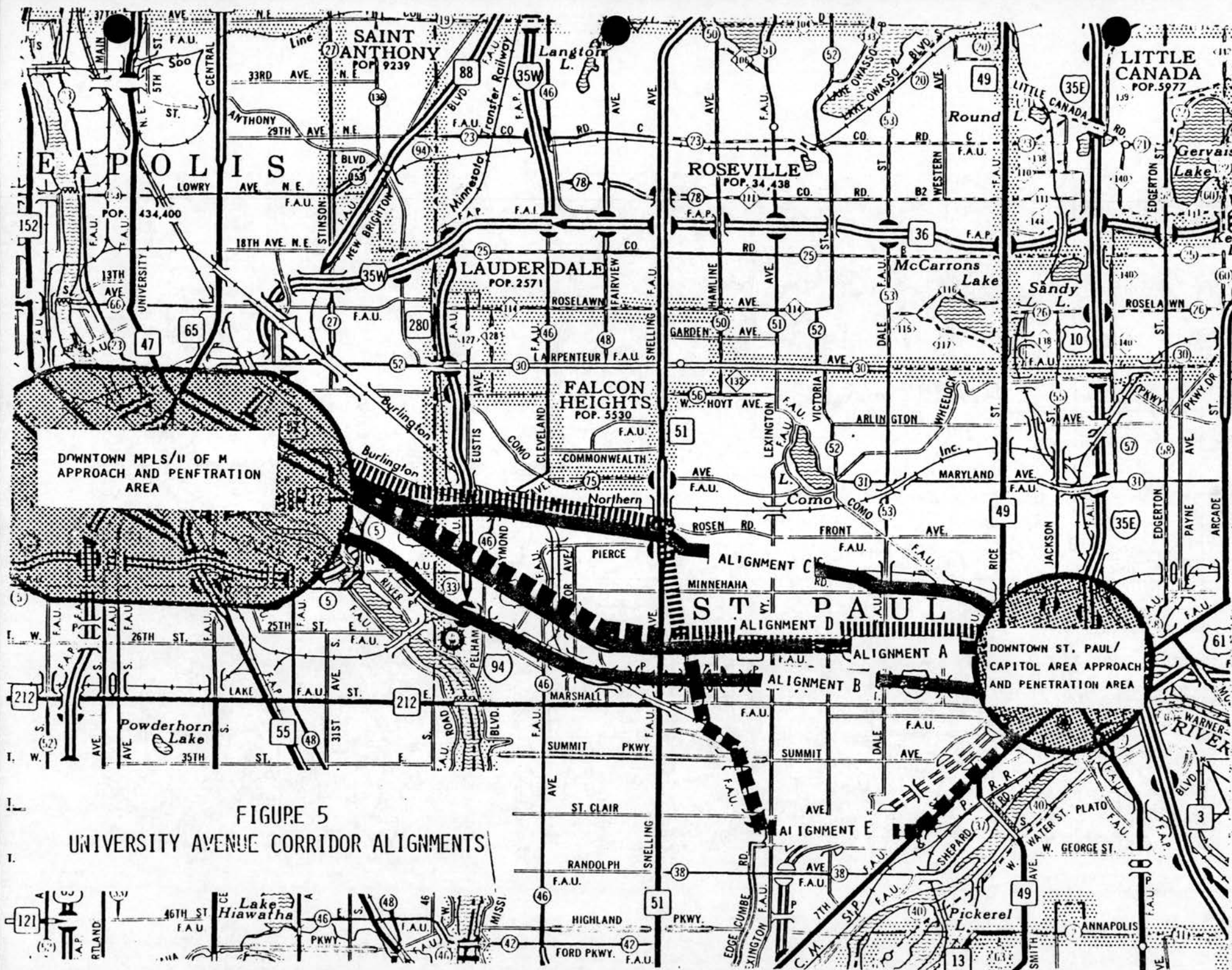
Common carrier railroad passenger cars operated on existing rail routes with high capacity service speeds, and few stops.

Heavy Rail Rapid Transit

High capacity, high speed urban rail transit system, operating on an exclusive right-of-way (usually elevated or subway), to achieve high speed and safety.

Personal Rapid Transit

Small capacity (3 passenger) vehicles, electrically propelled along an elevated guideway. Fully automated, PRT would operate with very frequent service, and provide non-stop travel for the riders.



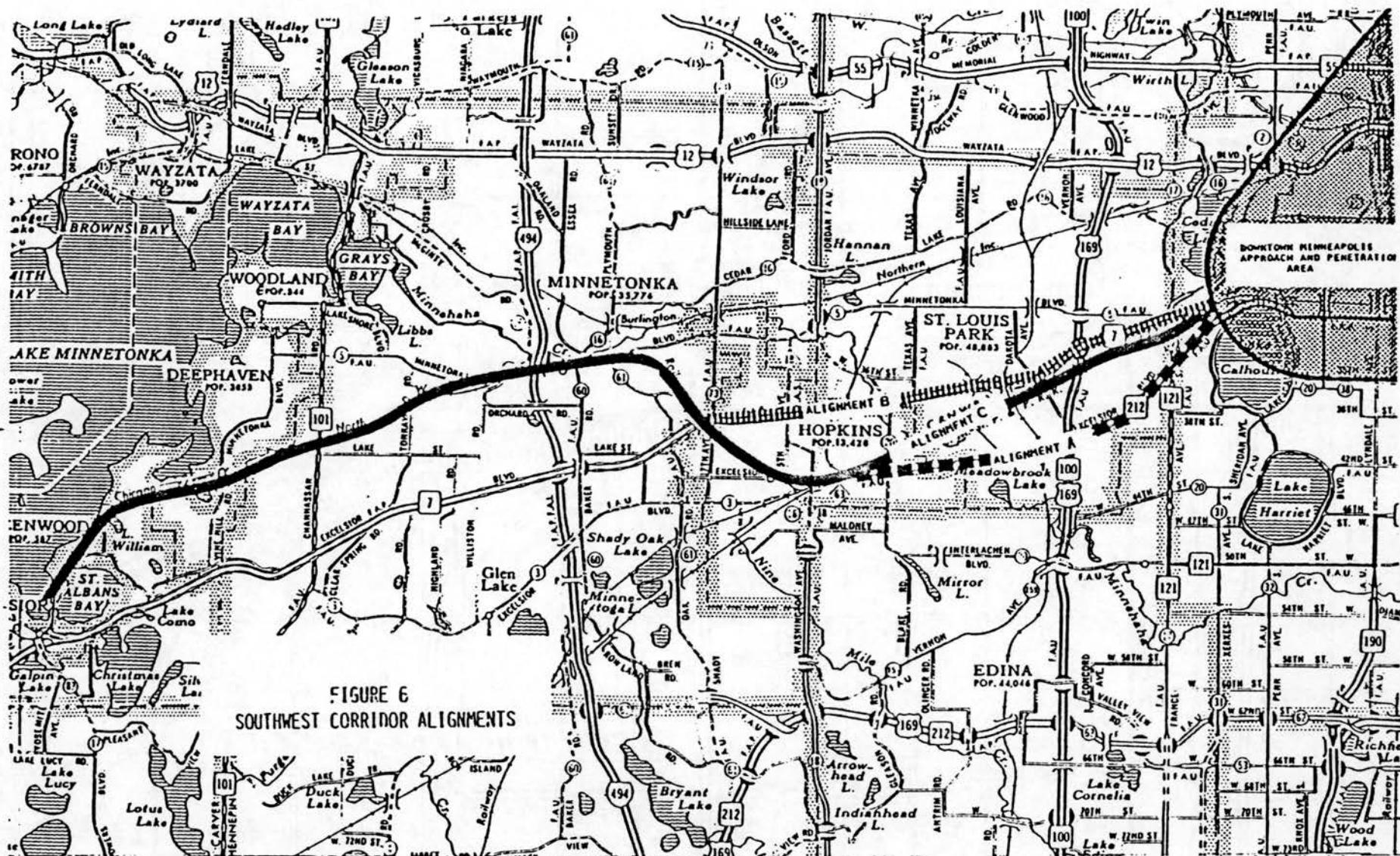


FIGURE 6
SOUTHWEST CORRIDOR ALIGNMENTS

SUBALTERNATIVES

Certain variations of the alternatives cannot be adequately addressed at the scoping level. The following are to be analyzed as subalternatives by the consultants during the AA/DEIS:

1. Diesel bus, electric trolleybus, standard bus, high capacity bus, for busway alternatives.
2. Approach and penetration in three geographic areas:
 - University Avenue Corridor: Downtown St. Paul/Capitol Area approach and penetration;
 - University Avenue Corridor: Downtown Minneapolis approach and penetration, including the University of Minnesota (Health Science Center/West Bank/Cedar-Riverside vs. Dinkytown/St. Anthony-Main area).
 - Southwest Corridor: Downtown Minneapolis approach east of France Avenue by arterial street vs. railroad alignment; downtown penetration.
3. For purpose of the study, the Southwest Corridor is considered to extend to Excelsior. The alternatives analysis will determine whether transit line should extend to Excelsior, or terminate to the east of Excelsior with feeder bus service to remainder of the corridor.

DESCRIPTION OF POTENTIAL ALTERNATIVES

"NO-BUILD" ALTERNATIVE

The "No-build" alternative, a continuation of existing transit services, constitutes the baseline for comparison purposes. Its capacity would be adjusted to meet projected demand.

Two major transit routes constitute the "no-build" alternative in the University Avenue Corridor:

- o Route 16A, Minneapolis, St. Paul, University of Minnesota via University Avenue.
- o Route 94B, between downtown Minneapolis and downtown St. Paul via I-94.

Other transit routes 4, 6 and 7 traverse only a portion of the corridor, and/or run perpendicular to the main service.

In the Southwest Corridor, the following suburban routes constitute the "no-build" alternative:

- o Route 12, Downtown Minneapolis, Excelsior Blvd., St. Louis Park, Hopkins, Minnetonka (Glen Lake Area)
- o Route 17, Downtown Minneapolis, Nicollet Ave., Hennepin Avenue, St. Louis Park, Minnetonka Blvd., Knollwood Shopping Center

- o Route 67, Downtown Minneapolis, St. Louis Park, Minnetonka Blvd., Minnetonka, Dephaven, Excelsior, Tonka Bay, Chanhassen

Depending on the approach to Downtown Minneapolis, other routes such as 1 and 6, within the eastern end of the corridor may be included in the "no-build" alternative.

TSM ALTERNATIVE

The TSM alternative includes low-capital cost improvements that would increase the quality of transit service. Standard diesel buses might be augmented by higher capacity buses where warranted by demand. Route patterns might be changed to improve transit service levels. Roadway geometric or signing changes might be made to increase bus operating speeds. Bus-bays at stops, bypass lanes in congested areas, better traffic signal operations, and additional passenger amenities, such as waiting shelters and improved forms of information might be provided.

BUILD ALTERNATIVES: UNIVERSITY AVENUE CORRIDOR

For each alternative, downtown approach/penetration and station/stop locations will be determined further into the study. Transit priority traffic signalization will be utilized as necessary at street crossings. Feeder service would consist of existing, rearranged, or new bus routes.

Light Rail Transit on I-94

The LRT line would travel between Downtown Minneapolis and Downtown St. Paul within the I-94 right of way, providing limited stop service between the two downtowns.

Busway on University Avenue

The busway would consist of at-grade, bus-only lanes within the University Avenue right-of-way. It would be physically separated from street traffic except at street crossings. The busway would provide service to activity areas along University Avenue between Downtown St. Paul and Downtown Minneapolis.

Light Rail Transit on University Avenue

The LRT line would operate on a pair of at-grade tracks within the University Avenue right-of-way, physically separated from street traffic except at street crossings. It would provide a service similar to the University Avenue Busway alternative.

Heavy Rail Rapid Transit on University Avenue

The heavy rail line would operate on a pair of grade separated (elevated or subway) tracks, providing service to selected activity centers along University Avenue.

Personal Rapid Transit (PRT) on University Avenue

A PRT system would be built along University Avenue on an elevated guideway located within the University Avenue right-of-way.

Light Rail Transit on Shortline/University Avenue

The LRT would operate on a pair of at-grade tracks, physically separated from street traffic. The route would follow West 7th St. out of downtown St. Paul, intercept and follow the Milwaukee Road rail line west to the Shortline road, and along the rail right of way to Midway Center, where it would continue down University Avenue west in the same manner as the University Avenue LRT alternative.

Light Rail on Combined University Avenue/Northern Alignment

The LRT line would be at-grade, physically separated from street traffic, except at some street crossings. It would operate on University Avenue, east of Midway Center. At some point between Transfer Road and Lexington Ave., the line would traverse in a north-south direction, connecting University Avenue and Energy Park. West of Energy Park the alignment would follow the Burlington Northern tracks, then connect with and follow the University Avenue Transitway.

Bus on Northern Alignment

This alternative would improve transit service to areas in the Northern portion of the corridor such as Energy Park. It would follow the path defined by: Downtown St. Paul, Capitol Area, Como Avenue, Minnehaha Avenue, Pierce Butler Road, Energy Park, Kasota Avenue Extension, University of Minnesota Area Transitway, University of Minnesota (Minneapolis Campus), Downtown Minneapolis.

Most of the operations would be in mixed traffic with the exception of the portion of the UATW where an exclusive busway will exist. The relatively low levels of congestion on Como Avenue and Pierce Butler Road would allow a high level of service in mixed traffic, making the acquisition of right-of-way along the Burlington Northern Railroad tracks unnecessary. The bus line would provide increased levels of transit service to areas of the corridor north of University Avenue, such as Energy Park.

Light Rail Transit on Northern Alignment

This LRT line would operate parallel to the Burlington Northern tracks on the Northern Alignment, providing express type service between downtown St. Paul and downtown Minneapolis through Energy Park. It would be at-grade, physically separated from other traffic.

BUILD ALTERNATIVES: SOUTHWEST CORRIDOR

For each alternative, the Downtown Minneapolis approach and penetration, the western terminus of the line, and the number and location of the stations/stops would be determined further into the study. All alternatives with the exception of the heavy rail and PRT would be at-grade, with the transit line physically separated from street traffic. Feeder service from the corridor to the transit line would consist of new and/or re-arranged service. Transit priority signalization would be used as necessary.

Busway on CNW Alignment

The CNW busway alternative would consist of a paved roadway along the CNW right-of-way southwest of Minneapolis.

LRT on CNW Alignment

The CNW LRT alternative would operate as a pair of rail tracks, following the CNW right-of-way southwest of Minneapolis.

Commuter Rail on CNW Alignment

The commuter rail alternative would operate along the CNW alignment, using crossing protection devices as needed. It would require using the CNW approach to Downtown Minneapolis.

Heavy Rail Rapid Transit on CNW Alignment

The heavy rail line would operate on the CNW right-of-way. The line would require total grade separation at street crossings, due to the electrified third rail.

Personal Rapid Transit (PRT) on CNW Alignment

The PRT alternative would consist of an elevated fixed guideway along the CNW alignment.

Busway on Hwy. 7

The busway would operate as bus lanes within the existing Highway 7 right-of-way. It would connect with and follow the CNW alignment west of Hopkins.

LRT on Hwy. 7

The LRT line would operate on a pair of tracks along the same route as the Highway 7 busway alternative.

Busway on Excelsior Blvd.

The busway would operate as bus lanes on Excelsior Blvd. from Minneapolis to Hopkins. In Hopkins, the busway would merge onto the CNW alignment.

LRT on Excelsior Blvd.

The LRT line would operate on a pair of tracks along the same route as the Excelsior Boulevard Busway alternative.

EVALUATION OF POTENTIAL ALTERNATIVES

All potential alternatives were evaluated. Evaluation of subalternatives, such as the approach and penetration of downtown Minneapolis, the University of Minnesota, and downtown St. Paul/Capitol Area were not made, but will be done as part of the AA/DEIS.

A two staged evaluation procedure was developed:

1. The alternatives were examined for "fatal flaws." A fatal flaw is a characteristic that makes an alternative significantly inferior to others, and eliminates that alternative from further consideration.
2. The remaining alternatives were evaluated according to five evaluation criteria.

FATAL FLAW ANALYSIS

University Avenue Corridor

The following alternatives were eliminated on an initial screening.

- LRT on I-94
- LRT on Northern Alignment
- Heavy Rail on University Ave.
- LRT on Shortline/University Ave.
- PRT on University Avenue

LRT on I-94

An LRT line on I-94 primarily would replace the route 94-B express service between the two downtowns, which carries under 5,000 passengers per day. Ridership levels of this magnitude would not justify the capital expense required by rail transit, which would be very high because of the need to rebuild the freeway to accommodate the line.

LRT on Northern Alignment

This alternative would not serve a demonstrated demand. The latent demand, based on population and employment densities along its route, would be potentially 10-15,000 passengers a day. Assuming that the line could be built for the same cost as an LRT on University Ave., the per passenger cost would be 2-3 times that of University Avenue service.

Heavy Rail Rapid Transit on University Ave.

Heavy rail transits main advantages are high speed and capacity. A major disadvantage is its high capital costs. The service on University Avenue requires stops far too close to permit its speed advantage. In addition, the transit demand on University Avenue is not large enough to justify a high capacity system. Thus, a heavy rail system could not be used to its advantage, while having costs per passenger of 2-3 times that of LRT.

LRT on Short Line/University Ave.

This alternative would not serve much of the current market in the eastern portion of the corridor, and would not generate a significant amount of riders on its own. The longer route would necessitate higher capital and operating costs than a comparable line on University Avenue. Thus, it would have substantially higher cost per passenger than the LRT on University Avenue.

Personal Rapid Transit on University Avenue

Personal Rapid Transit has been eliminated at this time from this analysis for several reasons. The most significant reason is a lack of verifiable data describing PRT systems. Although the concept of PRT has existed for some time, and has undergone theoretical refinement during that period, no PRT system is currently in transit service. Without real-world experience, valid data on such critical characteristics as system reliability, safety, capital and operating costs cannot be obtained. In the absence of such data, comparison of a PRT alternative with other alternatives is not realistic.

This lack of data reflects a basic difference between PRT and the other potential alternatives addressed here: PRT is an as-yet-unproven technology. That technology requires further research and development efforts before it can be considered to be ready for implementation. Previous studies have indicated that the amount of R & D effort required may be substantial, and, in any event, should not be the responsibility of public agencies and municipalities performing this analysis. The current study is not an R & D activity, but rather, a study of transit implementation in the Twin Cities area, and so should not address any technology which is not clearly ready for implementation.

Southwest Corridor

The following alternatives were eliminated from the Southwest Corridor:

- Commuter Rail on CNW Alignment
- Heavy Rail on CNW Alignment
- PRT on CNW Alignment

Commuter Rail on CNW Alignment

Commuter rail lines typically operate at high speeds over long distances with few stops and a single major destination in the CBD. This type of service would serve only a portion of the corridor's transit demand, and incur an investment cost approximately twice that of an LRT line.

Heavy Rail Rapid Transit on CNW Alignment

A heavy rail line in the Southwest Corridor would require an investment that would not be justified by a demand estimated between 25-40,000 passengers per day. Heavy rail requires total grade separation, has high capital costs, and would not serve enough passengers to be cost-effective. On the other hand, an LRT line can amply serve the expected 25-40,000 passengers per day at a much lower investment.

PRT on CNW Alignment

PRT on the CNW alignment was eliminated for the same reasons discussed under PRT on University Avenue.

EVALUATION CRITERIA

The remaining alternatives were subjected to evaluation criteria.

Five criteria, simple to apply and non-quantitative were used:

Technical and Design Criterion:

- o Right-of-way availability
- o Right-of-way segregation opportunities
- o Right-of-way accessibility
- o Safety
- o Reliability
- o All-weather operation

Land-Use and Development Criterion:

- o Concentration of existing population within a one-half mile at either side of the transit line
- o Concentration of existing employment within a one-half mile at either side of the transit line
- o Potential to stimulate future development and re-development

Accessibility Criterion:

- o Ridership potential, including impact of future development
- o Major trip generators/attractors served
- o Adequacy in replacing existing service
- o Travel time
- o Potential integration with access modes

Environmental Criterion:

- o Major environmental impacts

Social Criterion:

- o Social impacts on existing communities

An additional criterion/factor of "total annual cost per passenger" was originally considered. It was determined, however, that an accurate application of the criterion could only be made with the detailed analysis.

APPLICATION OF EVALUATION CRITERIA

The criteria was applied using the "no-build" as the baseline condition for comparative purposes. Five possible degrees of impact were identified for an alternative:

- ++ Significant improvement over no-build
- + Some improvement over no-build
- 0 About the same as no-build
- Somewhat worse than no-build
- Significantly worse than no-build

The following describes the reasons why some alternatives were judged to have a different impact than the no-build alternative.

The application of the evaluation criteria is shown in Tables 1 and 2.

Table 1

SCREENING SHEET - UNIVERSITY AVENUE CORRIDOR ALTERNATIVES

Technical and Design Criterion		No Build	TSM	LRT on Univ. Avenue	Busway on Univ. Avenue	LRT on Combined University Ave./ Northern Alignments	Bus Alternative on Northern Alignment
Factors:	o Right-of-way availability	0	0	0	0	-	0
	o Right-of-way segregation opportunities	0	0	+	+	+	+
	o Right-of-way accessibility	0	0	0	0	-	-
	o Safety	0	0	0	0	0	0
	o Reliability	0	0	+	0	+	0
	o All-weather operation	0	0	+	-	+	0
Land-Use and Development Criterion							
Factors:	o Concentration of existing population within a one-half mile band at either side of the transit line	0	0	0	0	-	--
	o Concentration of existing employment within a one-half mile band at either side of the transit line	0	0	0	0	0	-
	o Potential to stimulate future development and redevelopment	0	0	+	+	+	0
Accessibility Criterion							
Factors:	o Potential ridership levels	0	+	++	++	+	0
	o Major trip generators/attractors served	0	0	0	0	0	0
	o Adequacy in replacing existing service	0	0	0	0	-	--
	o Travel time	0	+	+	+	+	0
	o Potential integration with access modes	0	0	0	0	0	0
Environmental Criterion							
Factor:	o Major environmental impacts	0	0	0	-	0	0
Social Criterion							
Factor:	o Social impacts on existing communities	0	0	+	0	-	0

Table 2

SCREENING SHEET - SOUTHWEST CORRIDOR ALTERNATIVES

Technical and Design Criterion		No Build	TSM	LRT on Excel. Blvd.	Busway on Excel. Blvd.	LRT on Hwy. 7	Busway on Hwy. 7	LRT on CNW Align.	Busway on CNW Align.
Factors:	o Right-of-way availability	0	0	--	--	0	0	++	++
	o Right-of-way segregation opportunities	0	0	+	+	+	+	++	++
	o Right-of-way accessibility	0	0	0	0	0	0	-	-
	o Safety	0	0	0	0	0	0	0	0
	o Reliability	0	0	+	0	+	0	+	0
	o All-weather operation	0	0	+	-	+	-	+	0
Land-Use and Development Criterion									
Factors:	o Concentration of existing population within a one-half mile band at either side of the transit line	0	0	0	0	0	0	0	0
	o Concentration of existing employment within a one-half mile band at either side of the transit line	0	0	0	0	0	0	0	0
	o Potential to stimulate future development and redevelopment	0	0	+	+	+	+	+	+
Accessibility Criterion									
Factors:	o Potential ridership levels	0	+	+	+	+	+	+	+
	o Major trip generators/attractors served	0	0	0	0	0	0	0	0
	o Adequacy in replacing existing service	0	0	0	0	0	0	0	0
	o Travel time	0	+	+	+	+	+	+	+
	o Potential integration with access modes	0	0	0	0	0	0	0	0
Environmental Criterion									
Factor:	o Major environmental impacts	0	0	-	-	0	0	0	-
Social Criterion									
Factor:	o Social impacts on existing communities	0	0	0	0	0	0	0	0

University Avenue Corridor

Technical and Design Criterion

o Right-of-Way Availability

The combined Northern/University Avenue LRT alignment would have serious right-of-way availability problems between University Avenue and Energy Park. In addition, it is not known whether any right-of-way could be acquired from BN Railroad if it were needed.

o Right-of-Way Segregation Opportunities

Each of the fixed-guideway alternatives could operate on a semi-exclusive right-of-way, with limited cross traffic interference. The bus alternative on the Northern Alignment could experience some traffic interference along portions of its route, but this would be compensated by operation on the University Area Transitway (UATW) during other portions.

o Right-of-Way Accessibility

The accessibility from the north side of the Northern Alignment was found to be low, due to the existence of the large railroad property adjacent to it.

o Reliability

The LRT technology was evaluated as somewhat more reliable than diesel buses.

o All Weather Operation

The University Avenue busway was rated low because of problems associated with snow clearing. A busway would be separated from street traffic by a physical barrier. Snow would have to be thrown over the barrier onto other general traffic lanes and then cleared to the side of the street.

The LRT alternatives need only cleared rails to maintain their operation. The weight of the light rail vehicle would be sufficient to eliminate ice build-up on the rails. Therefore, the LRT alternatives were judged better than buses for all-weather operations.

Land Use and Development Criterion

o Existing Population within One-half Mile at Either Side of the Transit Line.

The Northern Alignment has significantly fewer people residing within one-half mile than does University Ave. The combined University Ave./Northern Alignment captures some of the University Ave. population, but a portion of its route is through a less populated area of the corridor.

- o Existing Employment within One-half Mile at Either Side of the Transit Line.

The Northern alignment bus alternative has a lower employment concentration than University Ave., even with the existence of Energy Park.

- o Potential to Stimulate Future Development and Redevelopment

The LRT and busway alternatives were determined to have more potential than regular bus (i.e., "no-build" and Northern bus) alternatives. Both have physical structures that create visibility and a perception of permanence of the transit line.

Accessibility Criterion

- o Potential Ridership Levels

The LRT on a combined alignment would substantially improve transit but would serve a less intensely developed transit market. The University Ave. busway and LRT alternatives would create substantial improvements along an intensively developed corridor. This would be expected to improve ridership levels to a greater degree.

- o Major Trip Generators/Attractors Served

All major trip generators in the corridor would receive transit service by new or existing routes.

- o Adequacy in Replacing Existing Service

The Northern Alignment bus alternative probably would not replace either the 16A or 94B service, but would serve a different transit market. The combined alignment LRT would replace part of the 16A, but some type of transit service along University Ave. between the University of Minnesota and Midway areas would have to be maintained.

- o Travel Time

All fixed-guideway alternatives would improve travel time. The Northern Alignment bus alternative may improve travel time, but this would be offset by its more circuitous route and operation in mixed traffic.

- o Potential Integration with Access Modes

All alternatives were determined to be as adequate in accommodating access modes as is the "no-build" alternative.

Environmental Criterion

- o Major Environmental Impacts

The University Avenue busway would create negative environmental impacts by decreasing street capacity and increasing traffic congestion. The University Avenue LRT would encounter the same problem, but would add less pollutants than a diesel bus.

Social Criterion

- o Social Impacts on Existing Communities

The LRT on the combined alignments would cause disruption and/or relocations in the portion of the route between University Avenue and Energy Park. The LRT on University Ave. is perceived as providing a "shot in the arm" to the redeveloping area of St. Paul along eastern University Ave.

Southwest Corridor

Technical and Design Criterion

- o Right-of-Way Availability

For the purpose of this analysis, public ownership of the CNW right-of-way is assumed, making it fully available for transit use. Alternatives on Excelsior Blvd. could require acquisition of additional right-of-way.

- o Right-of-Way Segregation Opportunities

All fixed guideway (busway and LRT) alternatives would operate without street traffic interference, except at some major intersections. The CNW alignment has fewer street crossings and therefore, has greater segregation opportunities.

- o Right-of-Way Accessibility

The CNW alignment was rated less accessible because portions are more separated from surrounding development in terms of distance and grade.

- o Safety

- o All alternatives were judged to be as safe as the "no-build" alternatives. Nearly exclusive right-of-way was to be somewhat safer than the "no-build."

- o Reliability

- o The LRT technology was evaluated as somewhat more reliable than the diesel buses.

- o All-Weather Operation

The Excelsior Boulevard and Highway 7 busways would have problems clearing snow over the median barriers.

LRT alternatives need only to have cleared rails in order to maintain operation. The weight of the light rail vehicle on its steel wheels would be sufficient to eliminate ice build-up on the rails. Therefore, the LRT alternatives were assessed as being better than bus technology.

Land Use and Development Criterion

- o Existing Population Within One-half Mile at Either Side of the Transit Line.

Each alignment contains approximately the same amount of population within one-half mile.

- o Existing Employment Within One-half Mile at Either Side of the Transit Line.

Each alignment contains approximately the same amount of employment within one-half mile.

- o Potential to Stimulate Future Development and Redevelopment.

Each alignment has opportunities to stimulate development and redevelopment. The fixed guideways of the Busway and LRT alternatives provide a visible, permanent structure.

Accessibility Criterion

- o Potential Ridership Levels

All fixed guideway alternatives would be expected to increase transit ridership in the corridor.

- o Major Trip Generators/Attractors Served

All alternatives would serve the major trip generators in the corridor, either by direct (walking) access or feeder buses.

- o Adequacy in Replacing Existing Service

Each alternative could adequately replace existing service.

- o Travel Time

The fixed-guideway alternatives (busway and LRT), would improve travel time.

- o Potential Integration with Access Modes

All alternatives were determined to be adequate in accommodating access modes.

Environmental Criterion

- o Major Environmental Impacts

- o The CNW busway, would increase noise and air pollution into the area. It would have an impervious asphalt surface resulting in a potential surface run-off problems. The Excelsior Blvd. alignments would cause congestion. These were judged as negative impacts.

Social Criterion

o Social Impacts on Existing Communities

At the general level of analysis in the scoping process, none of the alternatives were assessed as having any major impacts on the communities. However, a more detailed analysis of these impacts will be done in the AA/DEIS.

ALTERNATIVES RECOMMENDED FOR DETAILED STUDY

Four alternatives in each corridor are recommended for detailed study in the AA/DEIS. Two of the alternatives in each corridor, the "no-build" and TSM alternatives, offer solutions to transit problems without major capital investments. The LRT and busway alternatives were judged to be the most reasonable capital intensive improvements that might be made.

The LRT and busway alternatives on University Avenue corridor were primarily selected because of:

- o Both alternatives utilize an existing public right-of-way, accessible to transit riders in the corridor. The LRT on combined University Avenue/Northern Alignment would probably require acquisition of additional right-of-way; and neither this, nor the Bus on Northern Alignment alternative are very accessible in major portions of their routes.
- o The two recommended alternatives traverse the most dense activity areas in the corridor, and could be used to stimulate development and redevelopment.
- o The University Avenue alternatives have the potential to generate the highest ridership levels. This could be important in its ability to support cost-effective capital investment in a transit line. The other alternatives would not generate as much ridership, and rather than being able to more efficiently replace existing transit service, would require additional service.

The LRT and busway alternatives on the Southwest Corridor were primarily selected because of:

- o The CNW right-of-way will be a publicly owned, under-utilized and readily usable alignment. The Highway 7 alignment would require highway reconstruction to accommodate a transitway, and the Excelsior Boulevard would require the acquisition of additional right-of-way.
- o Although the three alignments (CNW, Excelsior Blvd, Highway 7) serve essentially the same population and employment areas, the CNW alignment is more advantageous. Highway 7 has a comparatively low level of development adjacent to it, and is in the northern portion of the alignment east of Hopkins. Excelsior Boulevard serves a greater amount of development, but is at the southern edge of the corridor. The CNW alignment essentially bisects the corridor, with good access to most major developments.

CHAPTER 6

STUDY FRAMEWORKTIME PERIOD OF ANALYSIS

The three proposed time points for analysis are:

EXISTING CONDITIONS (1983)

The study will define the current state of those elements that would be affected by the alternatives. General categories include: geographic setting, transportation system, travel characteristics, community, and natural environment.

SHORT TERM (1983 - 1990)

Several impacts will result immediately from the implementation of the preferred alternative: construction impacts, impacts associated with the beginning of revenue service, and visual impacts.

LONG TERM (1990 - 2000)

Many of the impacts will change over time, as a result of changes in the urban area. These might include development, transportation impacts, some environmental impacts such as air quality, noise, and energy, and the impacts of financing an alternative.

GEOGRAPHIC LIMITS OF ANALYSIS

Three geographic levels of impact have been identified, and are shown in Figure 7.

PRIMARY IMPACT AREA

The primary impact area includes a narrow band adjacent to or in the vicinity of the proposed alignments where direct environmental impacts and impacts on neighborhoods would be analyzed.

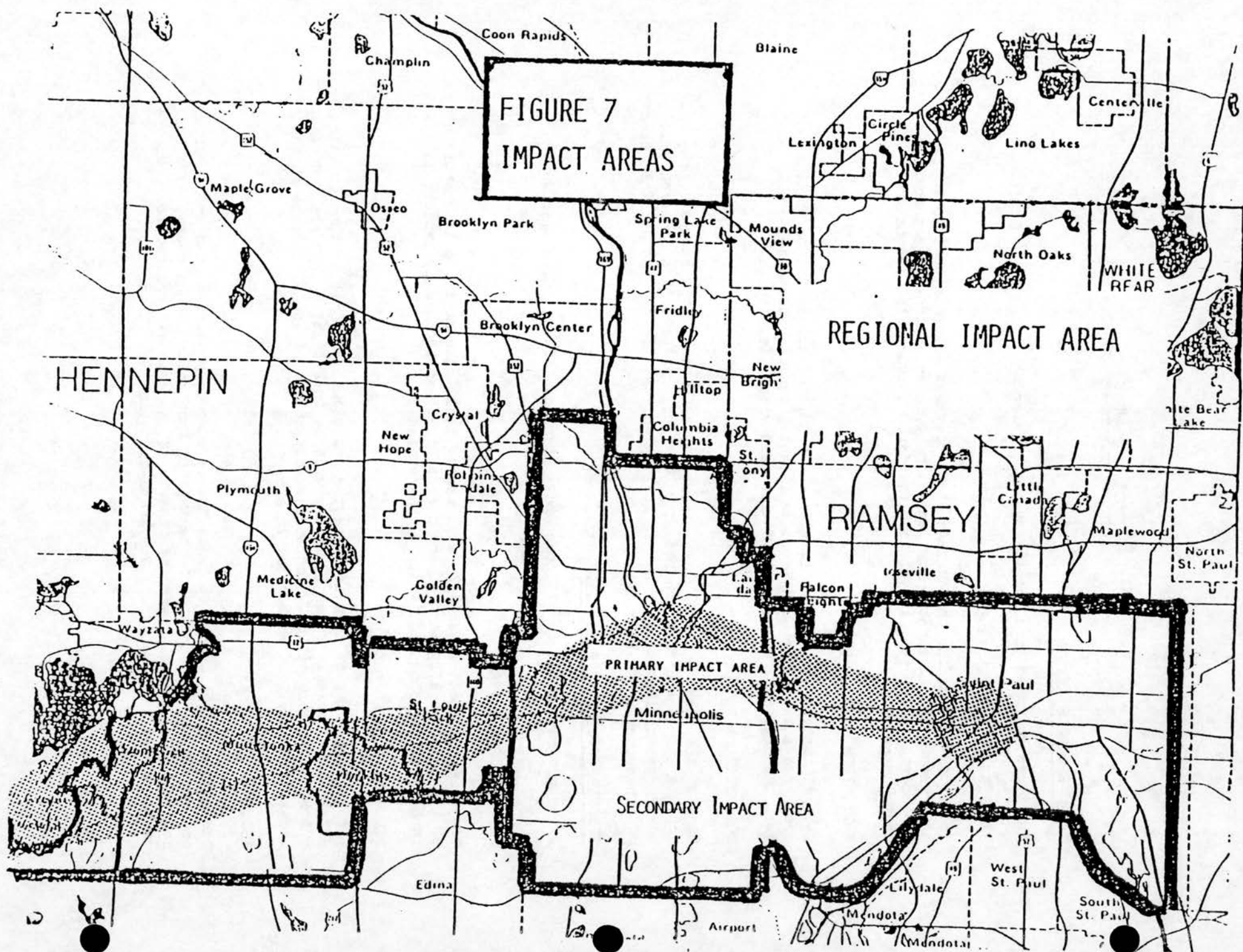
SECONDARY IMPACT AREA

The secondary impact area includes the individual communities through which the alternative passes. Several impacts will be investigated that are important to the affected communities, such as development and financial impacts on tax bases, revenues, and employment levels.

REGIONAL IMPACT AREA

The regional impact area includes the seven-county metropolitan area. It will be used in the assessments of the impacts that occur at the county or multi-county level. Examples are the impacts of the proposed transit improvements could have on regional transit systems operations or financing.

FIGURE 7
IMPACT AREAS



ANALYSIS DATA REQUIREMENTS

The thoroughness of the alternatives analysis/DEIS depends largely on the quality of the data used in the study. A wealth of data exists locally, and satisfy most of the study's needs. These resources are updated often. The most recent and most compatible set of data will be used in the study.

The necessary data include:

- o Base maps depicting various geographic, social and environmental information.
- o Land use and development plans and inventories of the affected areas.
- o The Metropolitan Council's travel forecasting models, including socio-economic and travel characteristics forecasts.
- o Data on existing social and environmental conditions in the primary, secondary, and regional impact areas.

More explicit information on the types and sources of data will be defined in the detailed study design that is to be prepared with the consultants.

STUDY ASSUMPTIONS

Several assumptions must be made and agreed upon for analysis purposes:

- o The University of Minnesota Area Transitway, (UATW) between the Minneapolis and St. Paul campuses, will be built.
- o Hennepin County Regional Railroad Authority will complete the purchase of the entire CNW alignment in the Southwest corridor.
- o The Metropolitan Council growth projections will be used for travel forecasting, except in cases where more recent analysis indicates significant differences.

These assumptions will be subject to modification, if necessary, during the course of the study. Others, such as economic and financial assumptions, will be defined at points further into the study.

MAJOR STUDY PRODUCTS

Several major reports will be produced throughout the study:

- o Technical Report on Definition of Alternatives
- o Land Development Plan
- o Technical Report on Patronage Forecasting
- o Technical Report on Transit Operations
- o Technical Report on Capital and Operating and Maintenance Costs
- o Financial Plan
- o Technical Report on Evaluation of Alternatives
- o Preliminary Draft Environmental Impact Statement (EIS) Report
- o Revised Preliminary Draft EIS Report
- o Draft EIS Report
- o Memorandum Documenting Selection of Preferred Alternatives

IMPACTS TO BE ASSESSED

The study will evaluate the positive and negative effects of each alternative over a wide range of man-made and natural environments. Several of the impacts will be assessed as a direct result of the issues identified in the scoping process. Others are always part of a thorough environmental impact statement.

The following list of impacts to be assessed is intended as an example, rather than a comprehensive listing:

TRANSPORTATION IMPACTSTransit

- o Levels of Service
- o Patronage
- o Costs

Highway

- o Congestion
- o Access to Stations
- o Parking

Other Transportation ModesLAND USE AND ECONOMIC DEVELOPMENT IMPACTS

- o Corridor Level impacts
- o Site-by-site impacts
- o Impacts on services and tax base
- o Employment impacts of construction and operation
- o Displacements and relocation of existing uses

IMPACTS ON NEIGHBORHOODS

- o Barriers to social interaction
- o Safety and security
- o Impacts of new development
- o Impacts during construction

IMPACTS ON THE PHYSICAL ENVIRONMENT

- o Visual and aesthetic
- o Air quality
- o Noise and vibration
- o Land-related impacts

- o Water-related impacts
- o Energy Impacts
- o Historical, archeological, and cultural impacts
- o Parklands

LEVEL OF DETAIL IN IMPACT ASSESSMENT

The most appropriate level of detail to analyze each impact will be specified in the study design. Consideration will be given to:

- o Point in time that impact occurs
- o Geographic level that impact occurs
- o Direct (e.g. -- improved travel time) or indirect (e.g. -- increased development) nature of impact
- o Site-specific or impact specific issues raised during scoping process

IMPACT ASSESSMENT TECHNIQUES

The specific techniques used to assess impacts will be determined as part of the study design. All techniques will be agreed upon by UMTA, the participating agencies, and the consultant.

EVALUATION METHODOLOGY TO BE USED

The methodology to evaluate, compare and select a preferred alternative in each corridor will be explicitly agreed upon as part of the study design.

The evaluation methodology will include the following components:

- o Measures of effectiveness in meeting study objectives, and a comparative discussion of the alternatives
- o Measures of efficiency, and a comparative discussion of the alternatives
- o Measures of equity, and a comparative discussion of the alternatives
- o A discussion of trade-offs
- o A financial feasibility report

JM520A
PHTRN2

Environmental Assessment Worksheet (EAW)

NOTE TO REVIEWERS: Written comments should address the accuracy and completeness of the EAW information, potential impacts that may warrant investigation and/or the need for an EIS. Such comments must be submitted to the Responsible Government Unit (RGU) during the 30 day period following notice of the EAW's availability in the EQB Monitor. Contact the EQB (612/296-3985) or the RGU to find out when the 30 day comment period ends.

INSTRUCTIONS: Guidelines for assisting in completion of this worksheet may be obtained from EQB. Provide all information which is reasonably accessible. Attach additional sheets if necessary. EXPLAIN ALL ANSWERS.

1 Project Name Southwest/University Avenue Corridors Transit Study

2 Proposer See Note #2 3 RGU Metropolitan Council

Contact Person _____ Contact Person Natalio Diaz

Address _____ Address 300 Metro Square Building

St. Paul, MN 55101

Phone _____ Phone (612) 291-6341

4 Project Location: 1/4 1/4 Section _____ Township _____ Range _____

a. County Name _____ City/Township Name See Note #4

b. Attach each of the following to the EAW:

1. a county map showing the general area of the project.
2. a copy(ies) of USGS 7 1/2 minute, 1:24,000 scale map or other maps and diagrams or aerial photos which clearly indicate the specific boundaries and topography of the project site.
3. a site plan showing the location of significant features such as proposed structures, roads, extent of flood plain, wetlands, wells, etc.
4. an existing land use map, and if available, a zoning map of the immediate area.

5 Describe the proposed project (what will be done and how long it will take).

See Note #5

- 6 Reason for EAW preparation: Scoping MEQB Rule # 3.029C
- 7 Estimated construction cost See Note #7
- 8 Total project area (acres) _____ or length (miles) See Note #8
- 9 Number of residential units _____ or commercial, industrial, or institutional square footage To be addressed by EIS
- 10 Number of proposed parking spaces To be addressed by EIS
- 11 List all known local, state and federal permits/approvals/funding required:

Level of Government	Type of Application	Status
Federal:		
State:		
Local:		

- 12 Is the proposed project inconsistent with any:
- adopted land use ordinances?
 - adopted comprehensive land use plans?
 - local, state or federal resource management plans?
- If yes, explain: Unknown, to be addressed by EIS

* ☐ No ☐ Yes
 * ☐ No ☐ Yes
 * ☐ No ☐ Yes

- 13 Describe current and recent past land use and development on and near the site.
- See Note #13

- 14 Approximately what percent of the site is in each of the following categories? (Percentages should total 100% before and after construction) See Note #14

	Before	After		Before	After
Forest/Wooded	____%	____%	Urban vacant	____%	____%
Brush	____%	____%	Wetland (types 3-8)	____%	____%
Grassland	____%	____%	Impervious Surface	____%	____%
Cropland	____%	____%	Other(Specify)	____%	____%

- 15 Show the type and location of soils on the site map. Give the SCS soil classification types, if known. See Note #14.

- 16 Does the site contain peat soils, steep slopes, sinkholes, shallow limestone formations, abandoned wells, or any geologic hazards?
- Explain: _____

☒ No ☐ Yes

- 17 What is the approximate depth (in feet) to: See Note #17

a. groundwater _____ min. _____ avg. b. bedrock _____ min. _____ avg.

- 18 Does any part of the project area involve: See Note #18

- Shoreland zoning district?
 - Delineated 100-year flood plain?
 - State or federally designated river land use district?
- Identify water body and applicable state classification(s): _____

☐ No ☒ Yes
☐ No ☒ Yes
☒ No ☐ Yes

- 19 Describe any physical alteration (e.g. dikes, excavation, fill, stream diversion) of any drainage system, lake, stream, and/or wetland. Estimate quantity of material to be dredged and indicate where spoils will be deposited.

1-59

No alterations anticipated

- 20 Will the project require an appropriation of ground or surface water? Explain (indicate quantity and source):

☒ No ☐ Yes

- 21 Will the project affect:

- a. surface water quality (on or off the site)?
b. groundwater quality (on or off the site)?
c. groundwater levels in any wells (on or off the site)?

☐ No ☒ Yes

☒ No ☐ Yes

☒ No ☐ Yes

Explain both during and after construction including any discharges expected.

Potential minor sedimentation during construction, depending on final alignment. Affected water bodies could include Mississippi River, Minnehaha Creek, Lake Minnetonka.

- 22 What type of waste water treatment will be used?
_____ municipal _____ individual (on-site) _____ other

Describe type of treatment system and amount treated in gallons/day. Show location of non-municipal systems on a site map and the results of percolation test if warranted. Indicate if pre-treatment measures will be used.

None required

- 23 Describe and indicate on a site map the provisions to control erosion and storm-water run-off. Include size and location of any retention basins, and discharge point(s).

See Note #23

- 24 Will the project generate:

- a. air pollution?
b. dust?
c. noise?
d. odors?

* ☐ No ☐ Yes

* ☐ No ☐ Yes

* ☐ No ☐ Yes

* ☐ No ☐ Yes

Explain both during and after construction, identify distances to noise sensitive land uses, and quantity and type of air pollutants.

*Type and level of pollutant generated will vary with alternative. These impacts will be addressed by the EIS.

- 25 Describe the type and amount of solid waste and/or hazardous waste that will be generated and the method and location of disposal:

None

- 26 Will the project involve:
- fish or wildlife habitat?
 - a rare, endangered, threatened or special concern species? (animals and/or plants)
 - movement of any resident or migratory animals?
- Explain (Identify species and describe impact):

* ☐ No ☐ Yes
 * ☐ No ☐ Yes
 * ☐ No ☐ Yes

None anticipated, will be addressed by the EIS

- 27 Do any historical, archaeological or architectural resources exist on or near the project site?
- Explain (show resources on a site map and describe impact):

☐ No ☒ Yes

Potential visual impacts at historical and architectural sites, such as the Capitol Complex. The EIS will discuss these in detail.

- 28 Will the project cause the impairment or destruction of:
- designated park or recreation areas?
 - prime or unique farmlands?
 - ecologically sensitive areas?
 - scenic views and vistas?
 - other unique resources (specify)?
- Explain:

* ☐ No ☐ Yes
 * ☐ No ☐ Yes
 * ☐ No ☐ Yes
 * ☐ No ☐ Yes
 * ☐ No ☐ Yes

The EIS will address each of these topics in detail

- 29 What roads will receive increased traffic? (For each road indicate the current average daily traffic (ADT) and increase in ADT contributed by the project.)

Traffic impacts will be addressed by the EIS

- 30 Are adequate energy sources and utilities now available to service the project? If not, what additional utilities will be required?

* ☐ No ☐ Yes

Presently unknown, but will be addressed by the EIS

Summary of Issues

List the issues as identified by "yes" answers above. Discuss alternatives and mitigative measures for these issues.

An Environmental Impact Statement will be prepared that addresses the affected socio-economic, physical and transportation environments. The EIS will discuss the potential impacts on the issues covered in this EAW, including alternatives and mitigative measures as needed. The Scoping Report for the study discusses several identified issues and concerns.

CERTIFICATION BY RESPONSIBLE GOVERNMENTAL UNIT

I hereby certify that the information contained in this document is true and correct to the best of my knowledge and that copies of the completed EAW have been made available to all points on the official EQB distribution list.

Signature Natalie Diaz

Date 6/21/87

4

Title PROJECT MANAGER

FOOTNOTES TO THE ENVIRONMENTAL ASSESSMENT WORKSHEET

- | <u>Note #</u> | <u>Discussion:</u> | | | | | | | | | | |
|---|---|-----------------------------------|---------------------------|----------|----------|--|--|-----------------------------|-------------------------|---|-------------------------------------|
| 2. | <p>The study is being conducted by the [Urban Mass Transportation Administration (UMTA)] and a consortium of local public agencies: the Cities of Minneapolis, St. Paul, St. Louis Park, Hopkins, and Minnetonka; Hennepin and Ramsey Counties; the Metropolitan Transit Commission; the Minnesota Department of Transportation; the Metropolitan Council; and the University of Minnesota. The Metropolitan Council is the local recipient of the funding for the EIS.</p> | | | | | | | | | | |
| 4. | <p>Two transportation corridors will be studied:</p> <p>The University Avenue Corridor links downtown Minneapolis and downtown St. Paul. It also includes the University of Minnesota, a large urban university which is a major activity center. The corridor is entirely urban, and generally follows University Avenue itself. It contains older, well-established neighborhoods between the Burlington-Northern Railroad tracks on the north and I-94 on the south.</p> <p>The Southwest Corridor begins in downtown Minneapolis and proceeds in a southwest direction through Minneapolis and into St. Louis Park and Hopkins. The corridor turns westward, and extends through Minnetonka, Deephaven, Greenwood, Shorewood, and terminates in Excelsior. The corridor generally follows the Chicago and Northwestern (CNW) Railroad tracks. Its boundaries are downtown Minneapolis on the east, downtown Excelsior on the west, Minnetonka Boulevard and Lake Minnetonka on the north and Excelsior Boulevard on the south.</p> <p>The <u>Scoping Report</u> contains maps showing the locations of the study area (following page 3) and proposed alignments (following page 23).</p> | | | | | | | | | | |
| 5. | <p>Major transit improvements are proposed in each of the two corridors. The alternatives to be addressed by the EIS are:</p> <table border="0"><thead><tr><th><u>University Avenue Corridor</u></th><th><u>Southwest Corridor</u></th></tr></thead><tbody><tr><td>No-build</td><td>No-build</td></tr><tr><td>Transportation System Management (TSM)</td><td>Transportation System Management (TSM)</td></tr><tr><td>Busway on University Avenue</td><td>Busway on CNW alignment</td></tr><tr><td>Light Rail Transit on University Avenue</td><td>Light Rail Transit on CNW alignment</td></tr></tbody></table> | <u>University Avenue Corridor</u> | <u>Southwest Corridor</u> | No-build | No-build | Transportation System Management (TSM) | Transportation System Management (TSM) | Busway on University Avenue | Busway on CNW alignment | Light Rail Transit on University Avenue | Light Rail Transit on CNW alignment |
| <u>University Avenue Corridor</u> | <u>Southwest Corridor</u> | | | | | | | | | | |
| No-build | No-build | | | | | | | | | | |
| Transportation System Management (TSM) | Transportation System Management (TSM) | | | | | | | | | | |
| Busway on University Avenue | Busway on CNW alignment | | | | | | | | | | |
| Light Rail Transit on University Avenue | Light Rail Transit on CNW alignment | | | | | | | | | | |

The no-build alternatives, a continuation of existing transit service, constitute the baseline against which all other alternatives are compared.

The TSM alternatives represent low-capital improvements to increase the quality of the existing transit service.

The busway alternatives represent at-grade, bus-only lanes or a roadway physically separated from other traffic except at street crossings.

The light rail transit (LRT) alternatives represent electrically-powered transit vehicles running on a pair of at-grade tracks separated from other traffic except at street crossings.

Feeder service from the corridor to the new transit line would be provided by new, rearranged and/or existing bus routes.

The downtown approaches and penetration of the LRT and busway alternatives will be dealt in more detail as part of the DEIS.

Completion of the Draft EIS is expected to take 15 months. Construction/implementation time will depend on the alternative selected, but could be expected by 1990.

7. Construction cost will depend on the selected alternative. Previous studies have suggested that the most capital-intensive alternative (LRT) would cost approximately \$135 million in the Southwest Corridor and \$100 million in the University Avenue Corridor (1980 dollars).
8. The Southwest Corridor alignment is approximately 18.2 miles long. The University Avenue Corridor alignment is approximately 9.8 miles long. The exact length of each improvement will depend on several factors which will be determined in the EIS.
13. The proposed alignment currently have transportation land uses. Adjacent land uses can be generally classified as: commercial (retail and office) in the downtowns of Minneapolis, St. Paul and Hopkins, and along University Avenue; public and semi-public institutional at the University of Minnesota; commercial/industrial along the CNW alignment east of Hopkins and west of France Avenue; mixed single and multi-family, residential and commercial between downtown Minneapolis and France Avenue; and developing single-family residential west of Hopkins.
14. Proposed alignments primarily consist of compacted gravel-sand-silt soils along the CNW right-of-way and impervious asphalt surface along the remainder of the alignments. The EIS will address changes to vegetation and soil that occur.

17. The proposed alignments vary greatly in terms of depth to bedrock and groundwater. Potential groundwater disturbance problems may occur along the westernmost portions of the CNW alignment, due to its proximity to Lake Minnetonka and its drainage areas.
- Potential groundwater and bedrock problems will be addressed in the EIS.
18. Potential affected shoreland zoning districts in the vicinity of the proposed alignments are: Mississippi River, Lake of the Isles, Cedar Lake, Lake Calhoun, Bass Lake, Galpin Lake, Lake William, Minnehaha Creek, and Lake Minnetonka.
- The 100 year floodplains of Minnehaha Creek and the Mississippi River will be crossed.
23. The alignments use existing transportation right-of-ways, no change in method of stormwater runoff should be needed. Erosion will be abated by using appropriate ground cover. Construction - related erosion control measures will be used as needed.

6.22.83
DE062A
PHTRN2



Ramsey County Board of Commissioners

316 Court House 15 W. Kellogg Blvd.
Saint Paul, Minnesota 55102
(612) 298-4145

Diane Ahrens, Chairperson

District 4

John T. Finley

District 3

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

Terry Schutten

Executive Director

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BOARD MEETING

Monday, October 5, 1987

City Council Chambers

*Immediately following the 8:00 A.M.
County Board Meeting

1. Budgeting & Accounting - Adoption of Ramsey County Regional Railroad Authority 1988 budget, and levy a tax necessary to raise a Net Tax Levy of \$125,000.
2. Budgeting & Accounting - Delegate authorization for payment of Ramsey County Regional Railroad Authority bills to the Budget and Accounting Office with a limit of \$2,000 for any single invoice and to report these disbursements on a quarterly basis.

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Department Summary
To be completed by Originating Department

BUDGETING & ACCOUNTING

Originating Department

Authorized Signature

Date

Board Action Requested

Adoption of Ramsey County Regional Railroad Authority 1988 Budget, and levy a tax necessary to raise a Net Tax Levy of \$125,000.

Request Justification

Ramsey County Regional Railroad Authority Proposed Budget for 1988 attached.

See attached proposed resolution.

Budgeting and Accounting

Ed Blawie 9/30/87

County Attorney

Michael L. Simon 9/30/87

Risk Manager

N/A

Data Processing

N/A

Previous Action taken on Request

RECEIVED
SEP 31 AM 8:38
COUNTY COMMISSIONERS

1987 SEP 31 AM 8:38

RECEIVED

Executive Director Summary
To be completed by County Executive Director's Office

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

Ramsey County Regional Railroad Authority

Board Date

Signature

Date

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY
DEPARTMENT HEAD: John T. Finley, Chairman, Ramsey County Regional Railroad Authority
LOCATION: 316 Court House PHONE: 298-5792

MISSION

To provide for preservation of railway corridors for future public transit use and to provide for the preservation and improvement of local rail service for agriculture, industry, or passenger traffic when determined to be practicable and necessary for the public welfare, particularly in the case of abandonment of local rail lines.

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET SUMMARY

CODE	TITLE	1986 EXPENDED	1987 BUDGET	1988			
				REQUEST	LEVY GOAL	PROPOSED	APPROVED
020000	Other Services & Charges	-	-	50,000	50,000	50,000	
060000	Contingent	-	-	50,000	50,000	50,000	
070000	Transfers	-	-	25,000	25,000	25,000	
		-	-	125,000	125,000	125,000	

TAX LEVY	1986	1987	1988			
			REQUEST	LEVY GOAL	PROPOSED	APPROVED
Appropriation	-	-	125,000	125,000	125,000	
Revenue	-	-	-	-	-	
Tax Levy	-	-	125,000	125,000	125,000	
Allowance for Uncollectible Tax - 2%			2,500	2,500	2,500	
Net Tax Levy			127,500	127,500	127,500	

59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET DETAIL - COMMENTS AND DATA

020000 - OTHER SERVICES & CHARGES

CODE	TITLE	1986 EXPENDED	1987 BUDGET	1988			
				REQUEST	LEVY GOAL	PROPOSED	APPR
(A) 020100	RAMSEY COUNTY STAFF SERVICES	-	-	43,580	43,580	43,580	
(B) 020401	PUBLISHING MINUTES & NOTICES			1,500	1,500	1,500	
(C) 020501	PRINTING & STATIONERY			2,500	2,500	2,500	
(D) 021192	INTEREST-DUE RAMSEY COUNTY	-	-	2,420	2,420	2,420	
				50,000	50,000	50,000	

(A) EXPLANATION: The Joint Powers Agreement, in process of being approved by Ramsey County Board, stipulates that Ramsey County will provide administrative and other services necessary or convenient for the performance of the Authority's duties and purposes. These services include Budgeting and Accounting, Data Processing, Risk Management, Property Tax and Collection, Legal Services, Executive Director's services, Chief Clerk, and Purchasing services. Due to no prior experience, this amount is estimated for 1988.

(B) EXPLANATION: Printing Tax Levy Notice and Annual Financial Report in newspapers.

(C) EXPLANATION: Duplicating services for printing agenda and minutes.

(B) EXPLANATION: To provide for repayment to Ramsey County of a \$25,000 loan received in 1987. Estimated interest is 8% \$25,000 for 12 months; 8% X \$12,500 for 5 months. Repayment to Ramsey County to be one-half of principal plus interest June 1, and November 1, 1988. Executive Director is authorized to make loan repayment on due dates.

061000 - CONTINGENT

CODE	TITLE	1986 EXPENDED	1987 BUDGET	1988			
				REQUEST	LEVY GOAL	PROPOSED	APPR
061001	CONTINGENT-APPROPRIATION	-	-	50,000	50,000	50,000	

EXPLANATION: To provide for appropriation for services of independent consultants; transportation studies; payment for legislative services; outside attorney's fees and other expenses not known at this time. The Ramsey County Regional Railroad Authority will transfer appropriations as necessary from contingent to line accounts during the year.

070000 - REPAY LOAN FROM RAMSEY COUNTY

CODE	TITLE	1986 EXPENDED	1987 BUDGET	1988			
				REQUEST	LEVY GOAL	PROPOSED	APPR
070201	DUE TO RAMSEY COUNTY	-	-	25,000	25,000	25,000	

EXPLANATION: To provide for repayment to Ramsey County of \$25,000 loan received in 1987. Estimated interest is 8% X \$25,000 for 12 months; 8% X \$12,500 for 5 months. Repayment to Ramsey County to be one-half of principal plus interest June 1, and November 1, 1988. Executive Director is authorized to make loan repayment on due dates.

TOTAL BUDGET

-	-	125,000	125,000	125,000	3
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Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

ADOPTION OF 1988 BUDGET & TAX LEVIES

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

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not more than \$125,000 to study acquisition of rail lines in Ramsey County for public purposes and to repay a \$25,000 loan to Ramsey County; and

WHEREAS, The Executive Director of Ramsey County proposed a budget which is within the \$125,000 tax levy, and reflects a mill rate of .042; Now Therefore, Be It

RESOLVED, That the Board of Ramsey County Regional Railroad Authority hereby adopts the 1988 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1988 TAX LEVY STATEMENT COUNTYWIDE LEVY

1988 Approved Budget	\$125,000

FINANCING	
Current Taxes Receivable (Tax Levy)	\$127,500
Less: Allowance for Uncollectible	\$2,500

Net Tax Levy:	\$125,000

WHEREAS, Minnesota Statutes, Section 398.04, Subdivision 8, permit a tax levy for a Regional Rail Authority; Now Therefore Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1987 a tax rate percentum necessary to raise a Net Tax Levy of \$125,000.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

2

Department Summary
To be completed by Originating Department

BUDGETING & ACCOUNTING

Originating Department

Authorized Signature

Date

Board Action Requested

Delegate authorization for payment of Ramsey County Regional Railroad Authority bills to the Budget and Accounting Office with a limit of \$2,000 for any single invoice, and to report these disbursements on a quarterly basis.

Request Justification

See attached memo to Terry Schutten, Executive Director from James Van Houdt, Director, Budgeting & Accounting, 9-29-87.

See attached proposed resolution.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

RECEIVED
SEP 31 AM 8:38
1988
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
DIRECTOR

Executive Director Summary
To be completed by County Executive Director's Office

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
Ramsey County Regional Railroad Authority 10/5/87

Signature

Date

Board Date

Signature

Date

10/1/87



Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN

Executive Director

JAMES H. VAN HOUDT

Director - Budgeting & Accounting

MARLEN D. JOHNSON

Accounting Manager

VERNON H. WEHLAGE

Budget Manager

MEMORANDUM

DATE: September 29, 1987

TO: Terry Schutten, Executive Director

FROM: *JVH* James Van Houdt, Director, Budgeting and Accounting

SUBJECT: Delegation of Authority to Pay Bills of Regional Rail Authority

Resolution 87-399, July 6, 1987, Board of Ramsey County Commissioners, authorized a loan of \$25,000 to the Regional Rail Authority and further directed the Executive Director to establish the appropriate account for depositing and expending funds for the Regional Rail Authority.

This Resolution also stated that all claims for payment will be approved by the Regional Railroad Authority before disbursement. Claims are now coming in for publishing the notice of intent to lev taxes in 1988. The bills are being held by John Velin, Chief Clerk to the Board, and now total about \$1,470. These bills are being submitted for disbursement approval.

Public Law 136, 1985 Regular Session, requires all municipalities (city, county, town, school district, political subdivision or agency of local government) to pay vendors within 35 days of receipt of goods, services or invoices. Failure to pay within the standard payment period requires payment of an interest penalty of 1 1/2 percent per month or any part thereof.

Because the Regional Railroad Authority has been meeting only on a monthly basis and in order that the bills against the Regional Railroad Authority may be paid in a timely manner, I recommend that the Regional Railroad Authority delegate to the B and A Office the authority to approve claims for payment not to exceed \$2,000 for any one invoice. I further recommend the B and A Director be required to submit a report of all claims paid during the interim on a quarterly basis to the Regional Railroad Authority.

TS:dks/xfq

Attachment: Draft Resulotion



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

Page 1 of 1

WHEREAS, Ramsey County established a Regional Railroad Authority and through a Joint Powers Agreement has been designated to be the fiscal office, and

WHEREAS, the Regional Railroad Authority currently is meeting monthly, and

WHEREAS, the Regional Railroad Authority is required to pay vendors promptly within thirty-five days of receipt of goods or services or invoices and failure to pay within the standard payment period requires payment of an interest penalty of one and one-half percent per month on any unpaid balance, Now Therefore Be It

RESOLVED, that the Ramsey County Property Manager is hereby authorized to process payments for the Budget and Accounting Director's approval to pay bills for the Regional Railroad Authority with a limit for any single invoice not to exceed \$2,000 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

John T. Finley, Chairman

By Warren W. Schaber, Secretary



Ramsey County Board of Commissioners

316 Court House 15 W. Kellogg Blvd.
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Terry Schutten

Executive Director

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BOARD MEETING

Monday, October 5, 1987

City Council Chambers

*Immediately following the 8:00 A.M.
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