



Ramsey County Regional Railroad Authority.
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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

Monday, November 9, 1987

9:00 A.M. - City Council Chambers

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meetings of: A - August 24, 1987, B- October 5, 1987.
Action Requested: Board approval.
2. Chair's Comments on Governmental Coordination
3. Discussion of letter received from Burlington Northern Railroad.
4. Minnesota Rail Abandonment Status Report - Information item.
5. Activities of the Regional Transit Board - Discussion item.
6. Hennepin County Regional Railroad Authority Comprehensive LRT System Plan. Information item.
7. Hennepin County Forum on LRT Finance/Implementation Alternatives. Information item.
8. Citizens' Advisory Committee Responsibilities - Regional Railroad Authority - Information item.
9. Work Program and Timeline for Ramsey County Regional Railroad Authority Citizens' Advisory Committee. Discussion only.
10. Regional Railroad Authority Meeting with Legislative Delegation December 3, 1987.
11. Informational Meeting of Vendors - November 23, 1987.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MEETING

August 24, 1987

The Ramsey County Regional Railroad Authority Board met for a meeting on Monday, August 24, 1987, at 11:20 A.M. in the City Council Chambers.

Members Present: Chairman John Finley
 Commissioner Ruby Hunt
 Commissioner Diane Ahrens
 Commissioner Duane McCarty
 Commissioner Donald Salverda

Members Absent: Commissioner Hal Norgard
 Commissioner Warren Schaber

Also Present: Beth Sullivan represented the County Attorney's Office
 Frances Glendenning

1. Minutes - of the Regional Railroad Authority Meeting of July 27, 1987.

Commissioner Salverda moved the adoption of the following resolution, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority Board approves the minutes of the meeting of July 27, 1987, as written.

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

2. Update - Meetings with other Counties and Metropolitan Council by Chairman Finley.

Chairman Finley had sent this memo should any of the members not be here because of the heavy schedule. This covers essentially what they have been doing at the meetings, and he is not sure whether Steve Keefe made the appointments the other day. This was simply to appoint the chairs of the Regional Railroad Authorities and the MTC, as well as the Regional Transit Board to a Committee to sit as advisers to him, which would mean that they would probably meet monthly, and not interfere with the staff work on the planning process, or the Transportation Advisory Board's work. This is to hear from the people who are really going to have to make the decisions as to how they want to proceed in the hope that everybody would be doing their own thing within their county.

Commissioner Salverda asked if the Chairman had any comment on the underground space, and Chairman Finley found this very interesting that they evidently are proceeding over at the University of Minnesota, and that those corridors, and later on, he thinks some of the information that Ms. DeSpiegelaere has given us, some of the corridors that they are talking about is very close proximity to some of the corridors we had been discussing on the East-West, North South, and the other that comes across into Minneapolis. That is what is happening here is that there are more and more things that have either taken place, or are in the process of taking place, since we have gotten into this. Had we not created the Authority, we would not have been privy to this information at all, and would have nothing to say, so it appears that it was a good idea that we have formed the Authority.

3. Hennepin County Light Rail Transit Work Program - Informational

Chairman Finley said this informational piece is an excellent piece of work again put together by Kathy DeSpiegelaere, informing us, letting us know what is going on here. This is the Hennepin County Work Program, as you can see, they have hired a consulting firm BRW in Minneapolis, for about \$548,000, and they have levied for that.

The most important thing for us at this point - Hennepin County is moving ahead, and as long as we keep our oars in there, we always have to know what they are doing because, if they proceed to build the line, all other technology in the Metropolitan area is going to have to follow that line. That is critical for us to have that type of input. It not only affects our lines to meet that line, as any type of technology will already be set, so as we go along, whether or not we have input into it is critical from Ramsey County's standpoint.

4. Summary of Activities Relevant to the University Avenue Area Alignment for Transit - Informational

Chairman Finley discussed the activities related to the University Avenue Alignment for transit. These are the alternatives, and summary of what has already been studied.

Ms. DeSpiegelaere addressed the Board, at the last meeting she was directed to find out from the Metropolitan Council why the University Avenue corridor has received more detailed study than some of the parallel routes, which were railroad corridors. She discussed the scoping report which was prepared for the study conducted in 1983 by the Metropolitan Council, and that indicates that several alignments were looked at. The two in the University corridor that received the most consideration were University Avenue itself, and the RR corridor north of University called the Northern Alignment. As the

process continued, University Avenue Alignment itself was determined to be more worthy of study because of the ridership in that corridor. There is included in the documentation a copy of a letter from Steve Keefe to Tom Osthoff which again addresses that corridor and the fact that ridership was the reason why the University Avenue Corridor received the highest rating.

In addition, Ms. DeSpiegelaere met with Steve Wilson of the Metropolitan Council Transportation Staff, and they examined some of the corridors, one of them was the Southern RR Alignment which is not as direct, and probably would not have the ridership of a University corridor. The Northern RR Alignment was also discussed, Mr. Wilson indicated that this could provide a faster connection between the two downtowns. However, she thinks it is still the feeling of the Metropolitan Council Staff that ridership on the RR corridor would probably not be as great as it would be on University Avenue itself.

Ms. DeSpiegelaere referred to her memo regarding the unresolved issues on University Avenue, that is not to say that they could not be resolved, they just have not been to date. One of those issues is station spacing.

Chairman Finley asked if it would be fair to say the Railway Corridors, whether it is the Northern or Southerly route would provide probably a faster, and less stopping as opposed to University, but University because of the population density they feel that University Avenue would just have more ridership, but, on the other hand, there would be more stops, and that is the basic plus and minuses of the two. Ms. DeSpiegelaere thinks this is true, although you can design the stops to be as far apart as you want them, the further apart, perhaps, would mean fewer riders.

In the information furnished, Chairman Finley said on University Avenue because of the pollution problem they already have, especially at University and Snelling, that is a concern because of probably further congesting the University corridor with another mode of transportation. Ms. DeSpiegelaere said this is a concern, in the original study it was considered that perhaps tunneling under Snelling would be necessary in order to not complicate the congestion problem at the intersection because of the air quality there.

Commissioner Ahrens has served on the Met Council Advisory Committee, and went to the meetings, her sense was that everything came to a screeching halt because of the lack of funding. There were two very expensive items in terms of University Avenue Corridor, one was the tunneling under at Snelling, also there was the question of whether the bridge had to be rebuilt to cross the Mississippi River at the Univesity, and those two factors really ran the cost up for that University Avenue Corridor. Ms. DeSpiegelaere commented that it would be costly. Commissioner Ahrens said we are now talking about something with a levy, this may make a difference in terms of the funding available to do something.

Chairman Finley feels what we have done is slowly gathering the information from all of this information by all of us, which is a good exercise in trying to get a handle on everything that has been done, and we then will not have to spend a lot of money redoing much of this. The Transit Board has more money to study the priorities again, which may keep us from spending a lot of money gathering materials that really affects our County.

5. 1987 Legislation Relevant to the Ramsey County Regional Railroad Authority Informational

Chairman Finley said this is interesting, as the Legislature granted \$2 Million to St. Louis and Lake County Regional Rail Authority to acquire and develop abandoned rail line between Duluth and Two Harbors, Minnesota. Commissioner Ahrens commented that this is the tourist line that they are going to run around that area up there, but the question is whether they will get the ridership.

Ms. DeSpiegelaere explained that as she read the legislation it is a grant, however if they decide not to proceed, it would be interpreted as a loan at no interest.

6. Resolution of July 27, 1987, passed by City of Maplewood.

Chairman Finley discussed the resolution received from Maplewood in which they request that Ramsey County appoint a corridor advisory committee to study and develop a proposal to acquire the abandoned Burlington Northern rail corridor. Chairman Finley feels that we have not only committed to the advisory committee, but to have specific task force in the areas most directly affected by the lines as we go through. In this particular instance, we would be looking to Commissioners Schaber, McCarty and Norgard for the possibility of a task force to be set up on this line as these are the three districts that are affected. When the Authority was approved, this was a commitment that we made to the residents that we would have task forces from people most affected by all the lines.

Commissioner Hunt asked about downtown, and Chairman Finley said this would be included.

Commissioner McCarty feels we may not have effectively conveyed that direction in that number one, we have the Advisory Committee who will be appointed today, and in addition to that, we also have given assurances that there will be added input from those communities that are directly involved in any given or particular project. Possibly we may need to develop a newsletter conveying that to the cities of the County so that they understand that. Commissioner McCarty believes that we have essentially done what Maplewood is requesting, so apparently they were not aware of it.

Commissioner Hunt noticed the list of people to be appointed today are here, and she feels it would be well to reiterate what our intentions were because the Board had considerable discussion as to how we should get representation from the various communities that are directly affected and we did not feel that it would be appropriate to put every community on the original advisory board as it would become quite cumbersome, but in order to address the concerns of the various communities, we determined that there would be subgroups that would center their attention around a specific line which then would tend to be incorporated into the overall Advisory Board's proceedings.

Commissioner Ahrens asked if this would be established by our total Advisory Committee, the task forces. Chairman Finley said he thought we left that up to our Board, so we will do that. Commissioner Ahrens mentioned that when there was discussion in the past on the University Avenue, there was an advisory committee of neighborhoods in that community affected, and they were very helpful in that whole process. She did not know who would be doing the appointing of this. Chairman Finley said, we will be appointing, and looking for the input.

Chairman Finley mentioned that people who he is not recommending for appointment on this Advisory Committee on Item 11, he sent them letters telling them about the task force, and that he was going to keep their names, and as we got into it, as each of them their interest may be in the northern, or East-West corridor regardless of where it would be, and he told them he would like to have them be available to serve on task forces.

Commissioner Salverda asked the size of the task force, and Chairman Finley said some had said seven, eleven or more.

Commissioner McCarty feels it would be wise in involving the City Councils on the task forces for particular areas.

Chairman Finley said regarding the East-West Corridor, he would like to have the initial Advisory Committee meet, get to know each other, know what we are looking for before we start into proceeding into breaking it down into more specific sites. He feels that every person on the Advisory Committee has a particular interest in one or another area.

11. Regional Railroad Authority Citizens' Advisory Committee, appointment of 14 citizens, for term of two years.

Chairman Finley suggested that the Board consider this matter now, as they been discussing the Committees and Task Forces.

Commissioner Salverda moved the adoption of the following resolution, seconded by Commissioner Ahrens.

The Ramsey County Regional Railroad Authority appoints the following to the Regional Railroad Authority Advisory Committee, appointees to serve a term of two years, effective this date, August 24, 1987.

Nancy Ann Tracy
Stephen Grochala
Marc J. Manderscheid
Robert J. Kren
Charles Wold
Helen Sever
Paul Gilliland

John Sheehan
Ignatius Theisen
Frank Sandberg Jr.
Robert Rossman
Robert Clarkson
Hugh Favalle
Robert Van Hoef

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

Chairman Finley suggested that Kathy DeSpiegelaere contact each of the appointees to setup the first meeting, to meet, and advise them what the policy is and why we want them to serve, and point out to them what we envision the Advisory Committee and Task Forces to be.

Commissioner McCarty pointed out that George Isaacs was in the audience, he is one of the most expert individuals on this subject that he has met, and he does a tremendous presentation on LRT, and possibly he would be willing to serve in terms of a presentation to the Committees, and ultimately to the Board itself. Mr. Isaacs said he would be willing to do this.

7. B-N Informational Update - Pat O'Malley

Chairman Finley mentioned that Mr. O'Malley just touched upon the southern route, and not the northern route.

Mr. O'Malley said he had talked to Burlington Northern about their most southerly, east route, East-West route in the Twin Cities, and he has also talked to the Soo Line Railroad as they have two southern tracks, one that parallels the river to some degree and branches off into Highland Park, and north then to along University, and along the Mississippi River.

Mr. O'Malley concentrated on the BN as at the last meeting we were more specific to the BN corridor, because it had paralleled - was closest to the University Avenue Corridor that had been mentioned. BN said that they would certainly be willing to talk to us about a joint track agreement, where the LRT would share the same track as the BN line. Specifically, before they commit to anything, they would like to know the frequency of use and possibly some sort of time table schedule before they actually sit down and actually talk to us about fees and use of the track, maintenance. BN has not said no or yes to this, but they would like more information.

In his discussion with BN Mr. O'Malley also talked about the purchase of the line running out of St. Paul, up north into Maplewood, up into Beam Avenue, and they had no idea as to what they would be willing to sell the property to the County for, or a lease. Apparently, BN feels they would like to have the property appraised, specifically ask that we pay for it. The way they would determine the lease rate is, they come up with the total appraised value of the property, and divide it by 10, and that would be the annual rent, and/or a specific fixed price.

Chairman Finley asked about the northern East-West route, Mr. O'Malley said he specifically talked about southerly route running along University Avenue. Mr. O'Malley had not talked about the northern route yet, as mainly it was distant from the main traffic corridor.

Commissioner Ahrens asked what is meant by the southerly route. BN has two lines that run east and west, according to Mr. O'Malley, one is to the north of the cities, which runs up along Arden Hills and that area, and then they have a southerly route which runs east-west which parallels to some degree University Avenue. The Soo Line has two east-west lines, the first one runs parallel with the Mississippi River, up to Highland Park, up by the Ford Plant, in Highland Park that branches out into the BN line which crosses the river into Minneapolis. Mr. O'Malley said there are actually four corridors which run east and west, BN has two, and Soo has two.

Chairman Finley would like to know about the Soo Line which runs northerly in Energy Park, and asked that Mr. O'Malley check this out by the next meeting.

8. Approval and Execution of revised Joint Powers Agreement between Ramsey County and the Ramsey County Regional Railroad Authority.

Chairman Finley said this is for the County to provide services as it pertains to the administration of the authority, fiscal, legal. This does not prevent us from contracting if we so desire.

Commissioner Hunt moved the adoption of the following resolution, seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority approves the revised Joint Powers Agreement between the Ramsey County Regional Railroad Authority and Ramsey County, which defines the relationship between and obligations of the parties in the administration and performance of the activities of the Authority. The County agrees to perform on behalf of the Authority the services and functions described in the three-page agreement, as provided in Minnesota Stateute §471.59, subd. 8.

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

9. Tax Levy Information - Legal Opinion from Beth Sullivan.

Chairman Finley discussed the legal opinion provided by Beth Sullivan. Ms. Sullivan had verbally advised the Board about the tax levy at the last meeting. Based upon the Board's actions at that time the Board approved a maximum levy of \$125,000 which has been published, of which \$25,000 will repay the loan from the County to this Authority.

Commissioner Hunt would like some clarification on Item 2 in the memo from Beth Sullivan. Does she understand by this comment, that if we want to limit the levy to what we requested for this coming year, the following year we would not have to go through the negative referendum process, as once we establish the levy, that continues on each year unless we change it? Ms. Sullivan responded said that it could continue, each year, under the Authority and the Statutes. However, what we have put in our notice was that this was a levy for October 10, 1987, so based on the representation that we have given, we would have to go through the negative referendum again. Regardless of what the amount of the levy is we would have to do it again next year, and the reason for that is because of the way this first notice was worded. It is worded very narrowly to apply just to the \$125,000 in 1988. The Statute is worded more broadly, so you would need only go through the negative referendum procedur to indicate an intent to tax, and in fact, may, thereafter, tax at an annual rate.

Chairman Finley said according to Ms. Sullivan's interpretation, that for any future levy, we will have to go through the negative referendum.

Commissioner Ahrens asked since we are an independent body, does that mean that if we do not expend the money that we have levied for, that we can roll it over until the next year, what happens to unspent funds. Chairman Finley believes it will remain with the Regional Railroad Authority, and Ms. Sullivan confirmed this.

Commissioner Hunt commented that she does not think this RRA Board can commit future boards if the membership has to do that.

Chairman Finley reiterated, if next year we levy even the \$125,000 for 1989, we would still have to go through the referendum process.

10. Budget 1988 - Information

Chairman Finley discussed the recommendation from James Van Houdt that the Board meet on October 5th, and adopt the budget at that time.

Commissioner Hunt moved adoption of the following resolution, seconded by Commissioner Salverda

The Ramsey County Regional Railroad Authority will meet on October 5, 1987, to adopt the proposed budget for 1988, and tax levy resolution if no petitions are filed pursuant to Minnesota Statutes 398A.04, Subd. 8.

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

Commissioner Salverda had a question as to future meetings, if we envision that these meetings be held once a month, or every two weeks. Chairman Finley does not feel that the meetings have to be held weekly, once a month will be sufficient at this time.

Chairman Finley informed the Board that he had discussed the matter of meetings of the Committees of the Whole, or the Regional Railroad Authority, that these meetings be held immediately after the County Board. The Executive Sessions should be held after the Committee and Board Meetings are completed. There was a problem with the Legislative Committee of the Whole, where people were at the Executive Session and could not meet the Legislative Committee because of other commitments. The Board members do not know until they get the agenda if there is going to be an Executive Session. The Executive Session should be the last thing, so we can be prepared.

Commissioner Salverda suggested that possibly the Regional Railroad Authority should meet in the afternoon on Mondays, at 1:30 or 2:00 P.M. so that everyone could adjust their schedules accordingly. Chairman Finley said this would be taken into consideration in the very near future.

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

MEETING

October 5, 1987

The Ramsey County Regional Railroad Authority held a Board Meeting on Monday, October 5, 1987, at 8:45 A.M. in the City Council Chambers.

Members Present: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

Also Present: Michele Timmons represented the County Attorney's Office
Frances Glendenning

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.

Commissioner Schaber moved the following resolution, seconded by Commissioner Ahrens.

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 Statements, as follows:

1988 Tax Levy Statement
Countywide Levy

1988 Approved Budget	\$125,000.00

FINANCING	
Current Taxes Receivable (Tax Levy)	\$127,500.00
Less: Allowance for Uncollectible	\$2,500.00

Net Tax Levy:	\$125,000.00

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 \$125,000.00.

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

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.

Commissioner Norgard moved the following resolution, seconded by Commissioner Schaber.

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.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

2

Department Summary
To be completed by Originating Department

<u>Chairman Finley</u> <u>Originating Department</u> <u>J.T. Finley (S)</u> <u>11/2/87</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> <u>Chair's Comments on Governmental Coordination</u>
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Request Justification

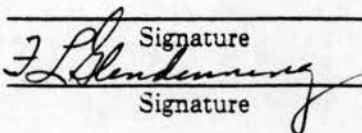
See attached letter Kathleen Vellenga, Chairperson
and members of the St. Paul Delegation. 10/20/87

See attached Transportation Advisory Board Memo of 10/23/87

<u>Budgeting and Accounting</u> <u>County Attorney</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u> <u>County Executive</u> <u>Director</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> <u>November 9, 1987</u>	<u>Signature</u> 	<u>Date</u> <u>11/3/87</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

CHAIRMAN
Board of Ramsey County Commissioners
VICE CHAIRMAN
Metropolitan Council
MEMBER
Metropolitan Council
Health, Human Services & Corrections

John T. Finley

DISTRICT 3
BOARD OF RAMSEY COUNTY COMMISSIONERS
SUITE 310 CITY HALL AND COURT HOUSE
Phone 255-4145



MEMORANDUM

TO: Kathleen Vellenga, Chairperson
St. Paul Legislative Delegation

Members of the St. Paul Delegation

FROM: John T. Finley, Chairman
Ramsey County Regional Railroad Authority

DATE: October 20, 1987

RE: Light Rail Transit

Each of the County Commissioners received a call from Mayor Latimer's office informing them that they are invited to hear the City's presentation to the Delegation regarding the City of St. Paul's position on Light Rail Transit. Each of the Commissioners that I spoke to were quite surprised that the City's position, if they had one, had not been presented to the Ramsey County Regional Railroad Authority which was the entity authorized by the Legislature to decide all issues regarding Light Rail Transit.

We are sorry we were unable to attend the meeting on such short notice, and it is unfortunate because not only is the Chairwoman of the County Board and the Chairwoman of the Legislative Committee out of the country, but I am tied up in depositions which have been scheduled for over two months and am unable to attend, and therefore, the reason for this memo.

Pursuant to the legislative authority, Ramsey County set up the Regional Railroad Authority during 1987 and because of concerns of fragmentation among local units of government, Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission and Metropolitan Transit Advisory Board, the County proceeded to set up a Citizen's Advisory Committee which, after several applicants applied for the position, was established in August of 1987 with its first meeting held two weeks ago. With the Advisory Committee and the Regional Railroad Authority now in place, it was hoped that we could have a coordinated approach to Light Rail Transit in the metropolitan area.

During the past 6 months, I have personally met with the chairpersons of each of the Metropolitan Regional Railroad Authorities, and Steve Keefe, the Chairman of the Metropolitan Council, on four occasions, and Elliott Perovich on one occasion, which has culminated in Steve Keefe appointing each of the Chairs of the Regional Railroad Authority, the Chairman of the Transit Advisory Board and the Chairman of the Metropolitan Transit Commission to sit as advisory to him so that all efforts of the Light Rail Transit in the metropolitan area are well coordinated. Our first formal meeting was held just a week ago Friday and it appears that everyone in the metropolitan area is trying to coordinate all planning so that duplication is avoided and the citizens totally understand that their respective counties are the decision makers on Light Rail Transit and can expect that the County Regional Railroad Authority will coordinate the efforts with the municipalities within its county and with the other counties in the metropolitan area.

We have spent many, many hours with the view towards coordination and gathering of information on studies which have already been done, in an effort to make sure that everyone is fully advised and so it comes as quite a surprise that any position of the City of St. Paul was not relayed to the County Regional Rail Authority, like the other cities within Ramsey County have done during the past several months.

In the past, the East-West Corridor studies have concentrated on University Avenue because the bus line on University has the highest ridership in the metropolitan area and therefore Light Rail Transit will have high ridership. Many of us believe, however, that the congestion on University Avenue is already overbearing and the introduction of another transit vehicle will only complicate matters and therefore feel very strongly that other East-West Corridors, both north and south of University on existing railway lines, should be looked at very thoroughly before implementing Light Rail Transit on University Avenue. I have personally discussed the congestion issue with Steve Keefe and Elliott Perovich as well as with the chairpersons of the other Counties Railway Authorities and all seem to agree that the studies to date have concentrated solely on University Avenue and other alternatives have not been studied in depth.

Let us not forget that Light Rail is not a replacement for the bus, but an additional transit vehicle which may best serve our citizens by being in its own right of way with few intermittent stops, thereby avoiding further congestion on I-94, University Avenue and the attendant pollution problems which are already existing along University Avenue, especially at the Snelling Avenue intersection.

We appreciate the Delegation's interest in Light Rail Transit and we urge that you let the Regional Railroad Authority proceed in a cautious, orderly and hopefully in a productive manner to the benefit of all the citizens of the metropolitan area.

Thank you.

JTF/gb

cc: County Commissioners, Terry Schutten, Tom Ryan

TRANSPORTATION ADVISORY BOARD
Suite 276 Metro Square Building, St. Paul, Minnesota 55101

MEMORANDUM

DATE: October 23, 1987
TO: TAB/LRT Task Force
FROM: Fred Corrigan
SUBJECT: Draft Report on LRT Coordination

Attached is the third draft report on LRT Coordination. Revisions have been made based on the Task Force discussion on October 14. The additions are underlined while the revisions are lined out.

I hope we can complete our work at this meeting and report to the TAB in November.

TABLRT

Draft Report on LRT Coordination

I. Introduction

The 1987 Minnesota Legislature made a number of amendments to state legislation regarding regional rail authorities and development of light rail transit in the Twin Cities Metropolitan Area. The effect of these amendments is to place primary responsibility for developing light rail transit on regional rail authorities formed by the individual counties. The Regional Transit Board is allowed to plan LRT for the corridor between the downtowns of Minneapolis and St. Paul in addition to its broader transit planning responsibilities. The Metropolitan Council and the Metropolitan Transit Commission are allowed to cooperate with regional railroad authorities in LRT planning design and operation.

Eventually the intent is to develop a metro-wide system of light rail transit from the various county systems. The 1987 law therefore contains the following provision:

"By January 15, 1988, the Metropolitan Council shall report to the legislature a recommended process to coordinate transit planning and development by regional railroad authorities and other political subdivisions."

In August, 1987 the Council's Transportation Advisory Board appointed a Task Force on Light Rail Transit to examine the coordination needed for light rail transit and recommend a process to insure this coordination occurs in a manner that facilitates development of light rail transit.

This task force report examines two stages of light rail transit planning, the broader, longer-time comprehensive planning stage and the more specific corridor preliminary/final design stage, and makes recommendations for each stage. The report also examines the coordination needed at two governmental levels, within counties (intra-county) and between counties (regional).

II. Coordination By Planning Stages

Comprehensive LRT Plans

The comprehensive planning process is a primary coordination tool. The 1987 state law requires the Hennepin County Regional Rail Authority to prepare a comprehensive plan for the development of a light rail transit system in Hennepin County. Other regional rail authorities are not required to prepare such a plan. Five metropolitan area counties have formed regional rail authorities (Anoka, Dakota, Hennepin, Ramsey and Scott) although Hennepin is the only one currently engaged in light rail development. Only requirements regarding design plans for individual proposed rail facilities are imposed on the other RRA's.

The individual county could benefit from a comprehensive look at a county-wide system prior to constructing an individual line, as well as allowing regional coordination at an early stage. Preparation of a comprehensive LRT plan could

- Economics of scale in procurement of vehicles should be pursued whenever practical. This may involve more than one agency.
- Overlapping links involving more than one implementing agency may need oversight - particularly the link between downtown Minneapolis and the U of M which is part of the Hennepin County LRT Comprehensive Plan and also is part of the Minneapolis-St. Paul route which the RTB is allowed to plan.
- Non-local funding - The intent is to eventually build a regional system. This may imply non-county funding such as MVET, gas or sales tax or other state, federal or regional source of funds.
- Coordination of more than one implementor on a single link (i.e., what if Hennepin County RRA wants to build a south line on I-35W ROW owned by Mn/DOT?)

The source of funds is key to examining many of the above problems. The utilization of non-local funding sources (i.e. federal, state, regional) would require a greater degree of regional coordination of priorities, timing and staging. Much of this coordination will occur through existing regional planning mechanisms, such as the comprehensive planning process described earlier. Other coordination could occur through the RTB if changes are made in Mn. Stat. 473.17 (Cooperation in Light Rail Transit).

Findings and Recommendations

1. The 1987 Legislature gave primary responsibility for developing light rail transit (LRT) to the regional rail authorities formed by counties.
2. The RTB is allowed to plan LRT for the corridor between the downtowns of Minneapolis and St. Paul. The RTB also continues to be responsible for broader regional transit which includes feeder buses and interface of LRT with the rest of the transit system.
3. The Metropolitan Council is required to report to the Legislature on a process to coordinate transit planning and development by January 15, 1988.
4. The Hennepin County Regional Rail Authority is required to prepare a comprehensive LRT plan, but the other counties are not.
5. The Metropolitan Council is currently revising its Transportation Policy Plan. After adoption of this revised plan, counties and cities will be notified of any system plan revisions (such as LRT) affecting their jurisdiction and under state law, must revise their own comprehensive plans to conform.
6. The comprehensive planning process serves as a primary coordination tool since the Metropolitan Council must review such plans for conformity with the metropolitan system plans, and may require modification of plans which deviate from system plans. Coordination is also furthered by the Council's procedure of seeking comments on comprehensive plans from the RTB and neighboring governments.
7. State law prescribes the coordination process required at the preliminary and final design stage, including reviews by county and municipal

Preliminary and Final Designs

The 1987 LRT legislation requires preliminary and final design plans prior to implementation of an LRT line. These plans can be prepared by a regional rail authority or, in the case of the Minneapolis to St. Paul, by the RTB. The legislation is quite specific in spelling out the coordination required between various units of government at this stage of rail planning, including hearings that must be held and various reviews and approvals required. Both preliminary and final plans must be submitted by the proposer to the affected county(ies) and municipalities for approval and to the Metropolitan Council for review and comment.

If a municipality or county does not approve preliminary or final plans, the proposer may refer the plans to the Metropolitan Council for review and mediation. This review is in addition to the Council review cited previously. The Council must either approve the plans or recommend amended plans to accommodate the objections presented by the disapproving local unit(s). In any case, the proposer may not construct a line without county approval.

Because the preliminary and final design plans could have impacts on other portions of the overall transportation system, it is recommended that the Metropolitan Council consult with the TAB and RTB as part of its review.

III. Coordination By Government Level

Intra-County Coordination

Regional rail authorities are county-wide bodies which may develop light rail transit. Many of the issues to be addressed in developing an LRT line are local in nature, such as defining a specific route alignment within a more general corridor. These local issues concern specific neighborhoods and municipalities but usually do not need discussion in a metropolitan forum.

It is recommended that the regional rail authorities serve as the focal point for such coordination within each county. The participation/communication process proposed by Hennepin County for use in developing its comprehensive LRT system plan is very thorough and should serve as a model for other counties. This process includes corridor advisory committees, public forums, a technical advisory committee with representatives from affected municipalities, the county, RTB, MTC, Metro Council, Mn/DOT, MAC and the University of Minnesota and a policy committee composed of elected and appointed officials representing areas impacted by LRT. Attachment 1 graphically depicts this process.

Regional Coordination

The second governmental level where coordination is required is the inter-county, or regional level.

Examples of potential problems that may require regional coordination are:

- Common facilities like yards and shops could be shared between rail authorities and thus may require a regional focus when making location decisions.

be done voluntarily or in response to the Council's system statements to be issued after completion of the Transportation Policy Plan revision.

A revised Transportation Policy Plan is currently being prepared by the Metropolitan Council. This plan will be adopted in mid-1988. It is anticipated that the transit system plan will include corridors where light rail transit may be the appropriate technology for regular route transit. The Land Planning Act specifies that after a system plan is revised, the Council must prepare system statements advising counties and municipalities of these revisions. The local units then have nine months to revise their own comprehensive plans accordingly. Thus, counties which are affected by the LRT element of the Council's transit system plan will be required to modify their comprehensive plans to include LRT.

Counties and municipalities are required under the Land Planning Act (Mn. Stat 473.86 and 473.862) to prepare and adopt comprehensive plans which contain a public facilities plan, including "a transportation plan describing, designating and scheduling the location, extent, function and capacity of existing and proposed public and private transportation services and facilities." These plans and any amendment thereto, must be submitted to the Metropolitan Council for review to determine conformity with the metropolitan system plans. The Council may require modification of a comprehensive plan which deviates from a metropolitan system plan before that comprehensive plan is put into effect (MN Stat. 473.175).

Since a comprehensive LRT plan for a county prepared by a regional rail authority would represent a significant modification to the transportation portion of the county's public facilities plan, this comprehensive LRT plan must be submitted to the Council for review as an amendment to the county's public facilities plan. Identification of a LRT facility in any given municipality through this comprehensive LRT plan would also have a substantial impact on the municipal transportation plan which must then be amended and submitted to the Metropolitan Council for review.

Implementation work, such as preliminary and final design and engineering of an individual rail, in the absence of a comprehensive LRT plan will also represent a significant modification to the transportation plan of a county or municipality that requires an amendment to the public facilities plan.

The timeframe for Council review of comprehensive plan amendments is shown on Attachment 2. Hennepin County's Comprehensive LRT plan may be completed prior to Council adoption of a revised Transportation Policy Plan. To avoid any delay in implementing LRT, the county (and any other rail authority completing a comprehensive LRT plan prior to mid-1988) should submit this plan to the Council for review as to its conformity with the existing policy plan.

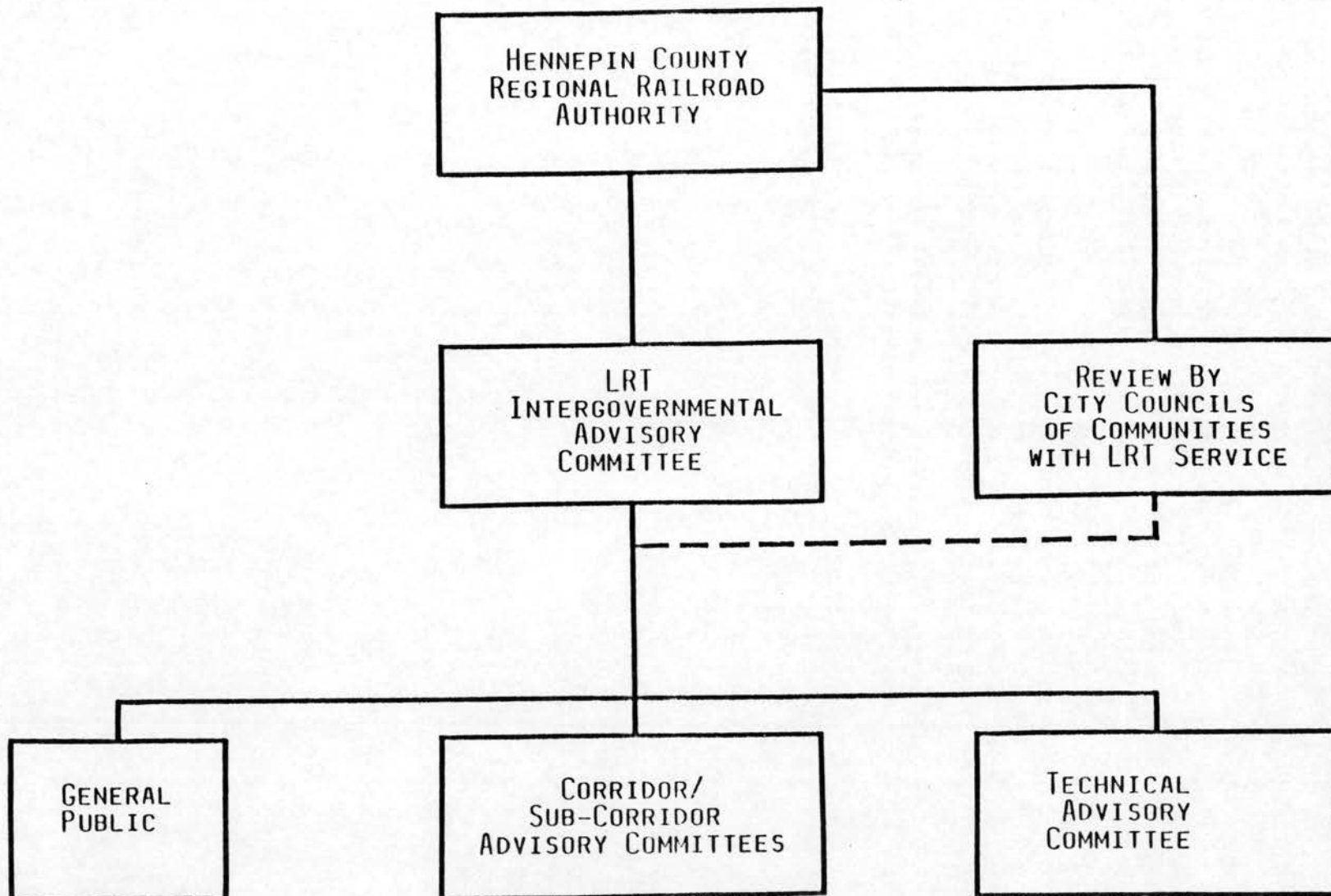
Council procedures for review of comprehensive plans specify an opportunity for comments on the plan to the Council from neighboring units of governments. The Council also seeks comments from other regional commissions, including the RTB. Thus, the comprehensive planning process can serve as a powerful coordination tool, incorporating the views of the RTB and adjacent municipalities and counties as well as requiring conformance to the metropolitan system plan for transportation.

government and the Metropolitan Council. An LRT line may not be built without county approval.

8. Light rail issues must be coordinated within counties. Hennepin County has developed a participation/coordination process that could serve as a model for other counties.
9. Light rail issues must also be coordinated between counties at a regional level. Some of this coordination can occur through existing legislation and existing mechanisms such as the comprehensive planning process. Other coordination could occur through the RTB if changes are made in Mn. Stat. 473.17.
10. Many of the issues requiring regional coordination will be related to the source of funds. Development of light rail with federal, state, or regional funds will require more regional oversight of priorities, timing and staging than development of rail using only local (county) funds.
- ~~11. It is recommended that all regional rail authorities prepare a comprehensive LRT plan within 12 months of a right-of-way purchase.~~
11. It is recommended that all regional rail authorities establish an intra-county coordinating mechanism similar to attachment 1 prior to development of a comprehensive LRT plan.

JM2127.PHTRN1@5

PARTICIPATION PROCESS FOR DEVELOPING HENNEPIN COUNTY LRT SYSTEM PLAN



Timeframe for Metro Council
Review of Major Amendments to Comprehensive Plans

Optional
Informal Review
by Metro Council prior to formal submission

Start ----- County or city submits plans amendment and "Information Submission" Form simultaneously to Metro Council and adjacent government units.

10 Working Days ----- M.C. staff determines whether information submitted is adequate for review. Review may be suspended until additional information is received.

45 Days ----- Advisory comments from adjacent governmental units due to Metro Council and unit proposing the plan amendment.

90 Days ----- Council makes determination of consistency of plan amendment with metropolitan system plan. Amendment may be put into effect.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

3

Department Summary
To be completed by Originating Department

Regional Railroad Authority
Originating Department

Authorized Signature

Date

Board Action Requested

INFORMATIONAL ITEM ONLY

Discussion of letter received from
Burlington Northern Railroad.

Request Justification

See attached letter to P. O'Malley 8/31/87 from J. R. Arndt,
Burlington Northern Railroad

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

County Executive

Director

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

NOVEMBER 9, 1987

Board Date

Signature

10/30/87

Date



BURLINGTON NORTHERN RAILROAD

Twin Cities Region
176 East Fifth Street
P.O. Box 64960
St. Paul, Minnesota 55164

August 31, 1987

Mr. Patrick T. O'Malley
Director of Property Management/Ramsey County Board Coordinator
Ramsey County Regional Rail Authority
286 Court House
15 W. Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Mr. O'Malley:

Your August 18, 1987 letter to Mr. Roger Nelson has been referred to me for handling. I will serve as coordinator of the "Claymont Line" project for Burlington Northern Railroad.

The issue of shared trackage use is questionable. Both the density and time-sensitivity of this traffic, as well as liability considerations, preclude a workable solution to a joint use arrangement.

Our recent abandonment of a portion of the Claymont line supported several City of St. Paul projects, which may be in conflict with a proposed light rail transit system. We are in the process of removing the rail and should be done around October 15.

Please feel free to call me at 298-7150 if you'd like to discuss any of the aforementioned issues, or to set up a meeting to review the project's status and direction.

Sincerely,

Jean Remus Arndt
Director Operations Services

652/bdoc0831

cc: Mr. H. D. Robinson
Mr. O. J. Norman - Glacier Park Company - Minneapolis

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

4

Department Summary
To be completed by Originating Department

<u>Ramsey County Public Works</u> Originating Department <u>Kathryn DeSpiegelaere</u> <u>9/8/87</u> Authorized Signature Date	<u>Board Action Requested</u> <u>Information Item:</u> Minnesota Rail Abandonment Status Report
---	---

Request Justification

A status report on rail lines in Minnesota is attached. Kathryn DeSpiegelaere, Transportation Planner, Ramsey County Public Works Department, prepared the report and will be available to answer questions about it.

<u>Budgeting and Accounting</u> <u>County Attorney</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u> <u>Bob Smalley</u> <u>10/27/87</u>	<u>Date / Time</u> <u>Received By</u> <u>County Executive</u> <u>Director</u>
--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> <u>November 9, 1987</u>	<u>Signature</u> <u>J. L. Henderson</u>	<u>Date</u> <u>10/30/87</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

MEMORANDUM

To: Regional Railroad Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Minnesota Rail Abandonment Status Report

Date: August 28, 1987

Ramsey County Public Works Department has received information from the Minnesota Department of Transportation about rail lines in Minnesota that are candidates for abandonment. A copy of the information is attached.

No rail lines in Ramsey County are listed as proposed for abandonment. The Burlington Northern line from St. Paul to White Bear Lake (Beam Avenue in Maplewood) is listed as abandoned on April 22, 1987. North of Ramsey County, the Burlington Northern line from Hugo to Forest Lake (7.4 miles) was abandoned on April 16, 1987. The Burlington Northern line from Forest Lake to North Branch (17.22 miles) is listed in Category 1, subject to abandonment within three years.

This information is submitted annually to the Minnesota Department of Transportation by railroad companies.

Recommendation:
For your information.

KD:kph

KD MEMO RAIL

PIC New

1



Minnesota Department of Transportation
Transportation Building, St. Paul, MN 55155

August 12, 1987

Phone (612)296-4888

24MSEP COUNTY
PUBLIC WORKS
1987/11/24

TO: Rail Users, Local Community Officials
and Other Interested Parties

Enclosed are information on Minnesota's rail line abandonment process, a copy of the current Minnesota Rail Abandonment Status Report, and a Minnesota Composite of System Diagram Maps for Class I carriers. The Minnesota Department of Transportation's (Mn/DOT) Rail Planning Unit compiled this material from the Interstate Commerce Commission's (ICC) regulations on the abandonment process, and from data submitted by Class I rail carriers operating in Minnesota. The ICC requires that the railroad companies submit information on the status of their lines annually.

Please note that there are five (5) categories of lines. Also, all lines identified on the system diagram map should not be equated with the actual filing of an abandonment application. In Category 1 are those lines that are anticipated subjects of abandonment within three (3) years. A rail line must be in Category 1 a minimum of four (4) months prior to the filing of an abandonment application. Category 2 lines are those that the railroads are studying to determine if they will eventually want to abandon them. A line must be changed from Category 2 to 1 before an abandonment application can be filed. Category 3 contains those lines that have abandonment applications pending before the ICC, and those lines that are operated under the federal subsidy program are in Category 4. All other lines that are owned or operated by the railroads are in Category 5 status. Lines that have been abandoned are no longer shown on the map.

August 12, 1987

Page 2

I hope that the enclosed information will be useful to you in planning for your future transportation and community needs. If you have any questions concerning this information, feel free to contact the Rail Planning and Program Development Section at the following address:

Rail Planning & Program Development Section
Minnesota Department of Transportation
Room 810 - Transportation Building
St. Paul, Minnesota 55155
(612) 296-1611 or 1613

Sincerely,



Cecil L. Selness
Director
Railroads and Waterways

Enclosures

MINNESOTA RAIL LINE ABANDONMENT PROCESS

The Minnesota Department of Transportation (Mn/DOT) has the responsibility of responding to the Interstate Commerce Commission (ICC) concerning rail abandonments in the State of Minnesota. When a railroad company notifies Mn/DOT that it is filing an abandonment application on a specific rail line, Mn/DOT conducts an analysis, prepares written comments and submits them to the ICC.

Interested parties are allowed 30 days from the filing date of an abandonment application with the ICC to make comments to the ICC. During that time, Mn/DOT requests information from interested persons, such as significant rail users; elected public officials from municipal, county, state and federal levels of government; regional development commissioners; Mn/DOT district engineers; and others. Mn/DOT also conducts public information meetings, at the request of the rail users, where Mn/DOT representatives explain and discuss the abandonment process and solicits comments. A Mn/DOT rail abandonment task force considers these comments in making its analysis of the rail line proposed for abandonment. Although Mn/DOT has the responsibility of responding to the ICC on an abandonment proceeding within the State, the ICC rules on the abandonment application. The ICC must inform interested parties of the status of abandonment proceedings 45 days after the application date.

Mn/DOT administers a Federal-Local Rail Service Continuation Program which is designed to help shippers and communities to continue to have service on potentially financially viable rail lines that are in the process of being abandoned or are possible subject to abandonment. For further information on this program, contact the Rail Planning and Program Development Section.

MINNESOTA RAIL ABANDONMENT STATUS REPORT

Minnesota has about 5091 miles of rail line. As of July 30, 1987, according to ICC reports filed by Class I rail carriers in Minnesota, the miles of rail line that may be potentially abandoned are as follows:

- Category 1 -- Anticipated subject to abandonment within 3 years -- 141.30 miles, 6 lines.
- Category 2 -- Other lines potentially subject to abandonment -- No lines.
- Category 3 -- Abandonment application pending before the ICC -- No lines.

Following are (1) the lines abandoned since July 15, 1986 and (2) the lines currently in the abandonment categories.

LINES ABANDONED SINCE JULY 15, 1986

<u>LINE</u>	<u>R.R.</u>	<u>MILES</u>	<u>DATE</u>
Dansbury-Boylston Jct.	Soo	30.41	Dec. 17, 1986
Moose Lake-Schley	Soo	103.91	Jan. 12, 1987
Deerwood-Trommald	BN & Soo	9.83	Feb. 28, 1987
Huntington Jct.-Riverton	BN & Soo	2.31	Feb. 28, 1987
Iron-ton-Cuyuna	BN & Soo	4.77	Feb. 28, 1987
Crosby-Crosby Jct.	Soo	0.98	Feb. 28, 1987
Forest Lake-Hugo	BN	7.4	Apr. 16, 1987
St. Paul-White Bear Lake	BN	6.52	Apr. 22, 1987
TOTAL		166.13	

LINES IN ABANDONMENT CATEGORIES AS OF JULY 30, 1987

Category 1 Lines:*

<u>LINE</u>	<u>R.R.</u>	<u>MILES</u>
(1) Agate-So. Dakota Border	C&NW	42.5
(2) Bemidji-Oklee	Soo	50.01
(3) Butterfield-Comfrey	C&NW	11.2
(4) Chisholm Branch	DM&IR	3.37
(5) Merriam-Hopkins**	C&NW	17.0
(6) North Branch-Forest Lake	BN	17.22

Category 2 Lines:

None

Category 3 Lines:

None

* Number refers to line designation on attached system diagram map.

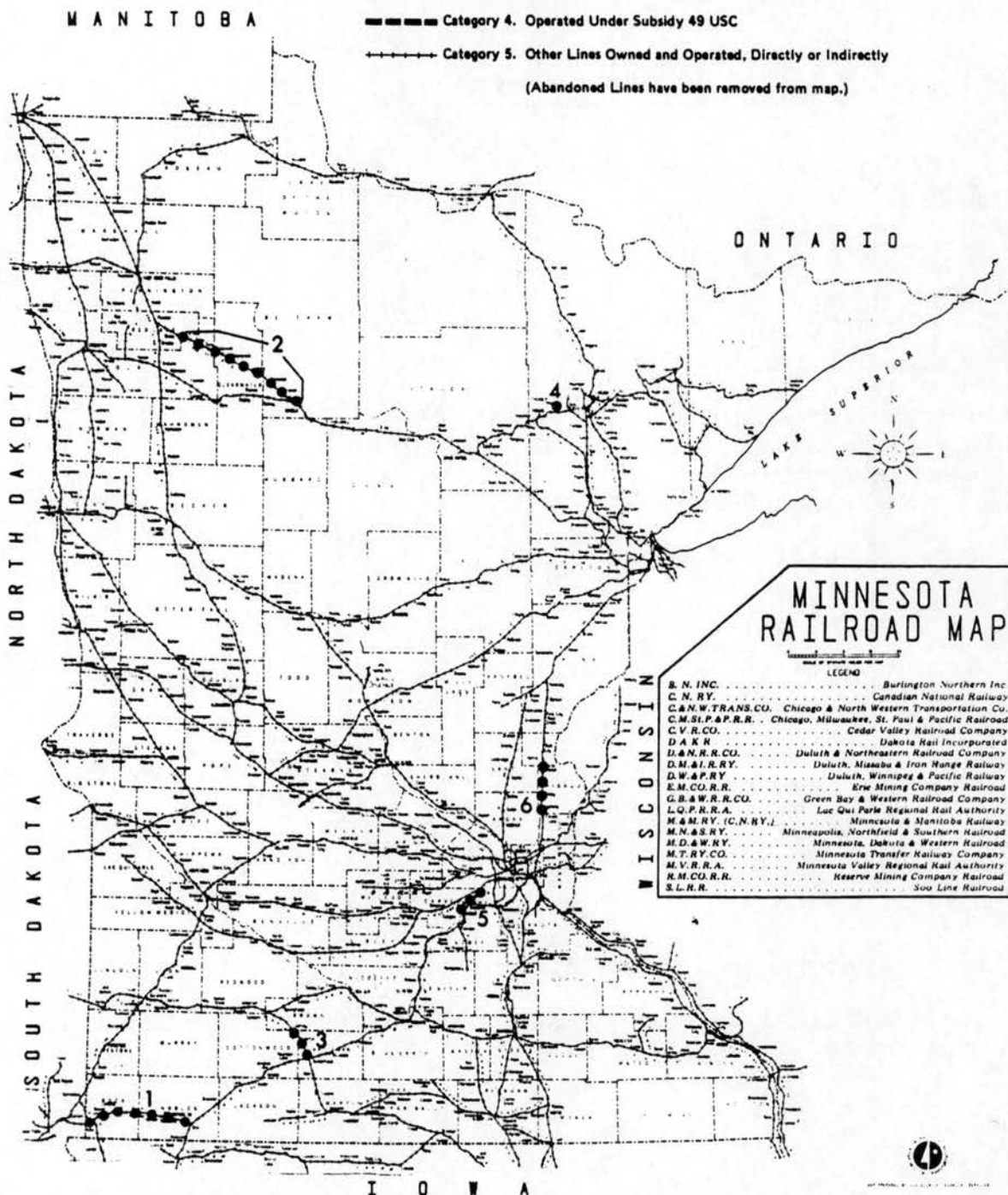
** The C&NW has issued a Notice of Intent to abandon this line, with an expected filing date of August 18, 1987.

MINNESOTA COMPOSITE OF SYSTEM DIAGRAM MAPS FOR CLASS I CARRIERS

(pursuant to ICC Reg. 1121)

July 31, 1987

- ● ● ● ● Category 1. Anticipated Subject of Abandonment Application Within 3 Years
 - Category 2. Potentially Subject to Abandonment
 - ||||||| Category 3. Application Presently Pending before Commission
 - Category 4. Operated Under Subsidy 49 USC
 - +—— Category 5. Other Lines Owned and Operated, Directly or Indirectly
- (Abandoned Lines have been removed from map.)



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

5

Department Summary
To be completed by Originating Department

<u>Ramsey County Public Works</u> Originating Department <u>Kathryn DeSpiegelaere</u> <u>9/18/87</u> Authorized Signature Date	<u>Board Action Requested</u> Discussion Item: Activities of the Regional Transit Board
--	--

Request Justification

The Regional Transit Board has adopted a work program which includes light rail planning studies in Ramsey County. Kathryn DeSpiegelaere of the Public Works Department will be available to answer questions on the work program.

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

_____ W. J. Mulligan 10/27/87

Previous Action taken on Request _____

RAMSEY COUNTY CLERK SIGNERS

RECEIVED

1987 SEP 25 AM 8:43

Date _____

Received By _____

County Executive _____

Director _____

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
NOVEMBER 9, 1987	<u>J. L. Glendenning</u>	10/30/87
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

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

From: Kathryn DeSpiegelaere *KD*

Subject: Regional Transit Board Light Rail Transit Work Program Outline

Date: September 18, 1987

The Regional Transit Board (RTB) approved at its September 8 meeting a light rail transit (LRT) work program. It is clear that one of the major tasks confronting the RTB is its relationship to regional rail authorities, particularly those of Ramsey and Hennepin counties.

The RTB received \$400,000 from the legislature to conduct light rail planning studies in 1987-89. The RTB has previously adopted a position statement that its highest priority corridor for LRT is University Avenue. As indicated on pages 3 and 4, the RTB is considering

- Meeting with Ramsey County to discuss roles, responsibilities and corridors in the "St. Paul-Minneapolis" corridor.
- Working with the Metropolitan Council to complete work on a previous study of the University Avenue corridor.
- Reviewing the University Avenue corridor and the northern alignment (along Burlington Northern tracks) for ridership, development potential and system coordination.
- Other steps such as seeking funding for preliminary engineering may be taken depending on which agency assumes the lead.

Recommendation:

For your information.

KD:m

RECEIVED
AUG 17 1987

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 11, 1987
TO: Policy Committee
FROM: Judith G. Hollander
Director of Planning and Programs
SUBJECT: Draft RTB Light Rail Transit Work Program Outline

SUMMARY

This memorandum presents a general work program outline for carrying out Regional Transit Board (RTB) activities associated with light rail transit (LRT). The work program identifies both the general and more specific immediate activities to be accomplished by the RTB and coordination tasks to be taken in conjunction with other LRT planning activities. Board endorsement of the work program outline is requested.

Background

The Regional Transit Board has been involved in the discussion of light rail transit issues since its inception, although it has not undertaken any specific planning or preliminary engineering activities. After adopting a position statement on transit improvements in the University Avenue, Hiawatha and Southwest Corridor in early 1985, a request for proposal (RFP) to conduct preliminary engineering in the University Avenue corridor was prepared. This RFP, however, was never issued because of legislative restrictions preventing any additional LRT planning or preliminary engineering until such time that the Transit Service Needs Assessment and the Implementation Plan were completed and approved.

Now that the Transit Service Needs Assessment and the Implementation Plan have been approved and the legislative mandates are satisfied, the board has expressed an interest in proceeding with light rail transit activities. In June 1987, the RTB adopted a new position statement on light rail transit and began to discuss the appropriate role and approach for RTB involvement in light rail transit planning activities. The identification of RTB activities in this area is particularly important given a number of recent events/activities related to light rail transit: (1) four counties--Hennepin, Ramsey, Anoka and Dakota--have formed regional rail authorities and are looking very seriously at light rail transit opportunities; (2) the Metropolitan Council has been directed by the 1987 legislature to set up a regional process for coordinating transit planning and development by regional rail authorities and other political subdivisions and for reviewing light rail transit proposals; (3) the Transportation Advisory Board (TAB) has established an LRT task force to advise the Council in setting up this process; (4) the Metropolitan Transit Commission (MTC) and the Metropolitan Council were given the legislative authority to

cooperate with regional rail authorities in their respective roles; and (5) the Regional Transit Board was appropriated \$400,000 to conduct light rail planning studies during the 1987-89 biennium.

This memorandum presents a general work program outline which provides an overall approach to the type and magnitude of RTB involvement in certain LRT activities. It is organized by four basic areas of involvement: (1) coordination with Hennepin County in its planning study and subsequent preliminary engineering work for the four corridors under their consideration; (2) direct involvement and/or coordination with Ramsey County for a planning study and/or preliminary engineering for light rail along University Avenue and/or a planning study on the feasibility of a northern alignment; (3) the role of the RTB in assisting the Metropolitan Council in establishing a process for the coordination of light rail transit planning and development; and (4) evaluation of regional management, coordination, and financing of light rail transit. Each of these areas is discussed below. A summary of the current status of activities in each area is presented along with the RTB's role and specific work tasks.

Coordination with Hennepin County Regional Railroad Authority

SUMMARY OF ACTIVITIES

Hennepin County Regional Railroad Authority has hired BRW, Inc., to conduct the planning activities required by the 1987 legislation. The preliminary work program includes a number of tasks which the county hopes to complete between February and June, 1988. Four corridors--southwest, south, southeast and north--will be examined along with the University of Minnesota connection and downtown Minneapolis LRT service. A set of system standards and policies on such issues as fare collection methods, safety, security, handicapped accessibility and operating standards will be developed. An implementation plan will be developed which will include recommendations on staging, procurement and funding approaches. A public participation process will be used throughout the process, as will the use of policy committees, corridor advisory committees and a technical advisory committee.

RTB TASKS

The RTB's role in Hennepin County activities needs to be established. It is anticipated that the RTB will be asked to serve on some of the Hennepin County policy and/or technical advisory committees and, thus, will be able to provide input on key light rail issues. Also important to the RTB will be the effort required to assess the impact on the existing transit system and determine, with the MTC, if and how transit services should be reconfigured and/or supplemented to support any light rail corridor implementation. Specific work tasks that can be identified at this point are:

- a. Participate on policy and technical committees set up by Hennepin County Regional Railroad Authority (HCRRA).

- b. Set up meeting with HCRRA to determine technical assistance that both RTB and MTC could offer to them, especially in the area of bus transit planning.
- c. Other tasks determined from discussions between RTB and HCRRA.

Planning/Preliminary Engineering for the St. Paul-Minneapolis Corridor

SUMMARY OF ACTIVITIES

Considerable analysis and planning have been completed in the University Avenue corridor connecting St. Paul and Minneapolis. A Draft Alternative Analysis/ Environmental Impact Statement (AA/DEIS) has been completed for the corridor by the Metropolitan Council and is awaiting Urban Mass Transportation Administration approval. The RTB has prepared a Request for Proposal for Preliminary Engineering on the corridor which could be updated as appropriate. The Metropolitan Council and the RTB staffs are working closely to respond to concerns raised by UMTA on the AA/DEIS. The RTB and Metro Council have previously adopted positions identifying this corridor as the priority corridor for major transit improvements.

The Ramsey County Railroad Authority recently allocated \$100,000 to conduct LRT planning studies in the county. They have discussed the University Avenue corridor as a possibility for LRT development as well as an alignment north of University Avenue that would utilize existing railroad right-of-way in addition to a northeastern corridor that connects St. Paul and White Bear Lake.

RTB TASKS

The RTB must determine how to proceed with its original plans to conduct preliminary engineering for University Avenue. The RTB must jointly determine with Ramsey County, cities of St. Paul and Minneapolis, and Hennepin County, the appropriate roles and responsibilities of each agency in conducting light rail transit planning or preliminary engineering studies

Additionally, the northern alignment, mentioned above, needs to be reviewed to determine how it compares to the University Avenue corridor in terms of ridership, development potential and system coordination.

Specific work tasks that can be identified at this time are:

- a. Set up a meeting with appropriate agencies to determine how the RTB can best support them in developing light rail transit within the St. Paul-Minneapolis corridor, including a discussion of the appropriate corridors and roles and responsibilities of each agency.
 - b. Work with Metro Council to respond to UMTA's concerns and complete the Alternative Analysis/ Draft Environmental Impact Statement for the University Avenue and Southwest corridors.
- 4

- c. Review University Avenue corridor and the northern alignment in terms of ridership, development potential and system coordination.
- d. Depending upon the institutional arrangements for conducting planning studies and preliminary engineering, the RTB may have to undertake a number of important steps including seeking funding for preliminary engineering, updating the RFP, etc. However, until the institutional arrangements are determined, the exact activities and level of involvement cannot be finalized.

Role of the RTB in Assisting the Metro Council in LRT Coordination Process

SUMMARY OF ACTIVITIES

The Metropolitan Council has initiated meeting the legislative requirement of developing a recommended approach to LRT planning by January 15, 1988, with the appointment of a Transportation Advisory Board Task Force on LRT. This task force is comprised of TAB representatives, TAC representatives and others. Ruth Franklin and Judith Hollander from the RTB are members of the task force.

The purpose of the task force is to recommend to the Metropolitan Council a process for the coordination of LRT planning and development by the RTB, regional railroad authorities and other political subdivisions or agencies. The task force anticipates making a recommendation to the Metropolitan Council by early November.

RTB TASKS

In the next few months the RTB will participate on the TAB LRT Task Force and work closely with Metropolitan Council staff to determine how the RTB should be involved in the process for the coordination of LRT planning and development. It is expected that some specific ongoing or longer-term tasks/responsibilities for the RTB will be part of the Metro Council process.

Specific tasks that can be identified at this time are:

- a. Participate in the Transportation Advisory Board LRT Task Force.
- b. Work closely with Metropolitan Council in determining the role of the of the RTB in the LRT coordination process.

Regional Management, Coordination and Financing of Light Rail Transit

SUMMARY OF ACTIVITIES

In carrying out its role for overall planning, policy making and administration of transit in the seven county metro area, it is appropriate for the RTB to examine the regional management, coordination and financing issues associated

with the planning and development of LRT. This is especially important given the fact that several light rail transit lines are under consideration, suggesting that eventually a light rail transit "system" will be developed in this region, and, thus, a variety of regional management, coordination and financial issues must be discussed. In their county efforts, each county will likely analyze and make recommendations regarding these type of issues, but it seems appropriate for the RTB to work with the counties as they work through these issues and, furthermore, provide some overall coordination and support for light rail corridor construction, operation and funding. The responsibilities of the RTB for resolving regional LRT issues and carrying out certain activities will be further defined through the development of the Metropolitan Council LRT coordination process.

RTB TASKS

The RTB has discussed with UMTA the possibility of developing a financial feasibility plan that would supplement the preliminary engineering efforts. Whereas preliminary engineering studies would provide critical information about the specific operating and capital requirements to construct light rail transit, the financial feasibility plan would identify the strategy to fund these requirements, with an emphasis on maximizing private sector financial participation.

It seems appropriate to broaden the focus of the financial feasibility plan, as originally discussed, to deal also with management and coordination issues. In its position statement on light rail transit, the RTB has said that it "will work closely with all metropolitan counties and municipalities to coordinate their activities with regional planning for light rail transit." By broadening the focus of the financial feasibility study, the RTB would proactively fulfill the objective of coordinating a systemwide approach. The financial, management coordination study would have a systemwide focus whereas preliminary engineering efforts would be specific to the corridor. A special effort would be made to build upon the work that is being done by the counties in order not to duplicate efforts and to be consistent with the Metropolitan Council's LRT coordination process discussed in the previous section.

The RTB could also sponsor technical assistance or educational forums on specific issues or approaches that could benefit all of the counties and other participants in the LRT planning process. For example, a forum focusing on the benefits and disadvantages of various construction approaches has been discussed. Specific tasks that can be identified at this time are:

- a. Contact UMTA to reiterate our interest in conducting an expanded financial, management and coordination study to be funded with UMTA monies; develop detailed work program and apply for UMTA grant.
- b. Discuss this effort with the counties to determine how the RTB can best coordinate and support their efforts.

- c. Discuss this effort with the Metro Council to determine how the RTB's management, coordination and financing activities fit into their LRT coordination process.
- d. If UMTA funding is provided, initiate and conduct study/plan.
- e. Investigate the interest and potential topics for regional forums on light rail transit.

FINDINGS AND CONCLUSIONS

- o Now that the Transit Service Needs Assessment and Implementation Plan are completed and approved, the RTB is able and willing to proceed with light rail transit activities.
- o Throughout the region there are several different kinds of activities now underway related to light rail transit. This draft work program outlines steps that the RTB can take to initiate or support many of these efforts.
- o Endorsement of a draft work program would allow staff to proceed with carrying out light rail transit activities.

RECOMMENDATION

That the Regional Transit Board endorse the draft work program outline and direct staff to proceed with the identified tasks as part of their 1987-1988 activities.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

6

Department Summary
To be completed by Originating Department

Ramsey County Public Works
Originating Department

Kathryn DeSpiegelaere 10/6/87
Authorized Signature Date

Board Action Requested

Information Item:

Hennepin County Regional
Railroad Authority Comprehensive
LRT System Plan

Request Justification

A copy of information obtained from Hennepin County on their Regional Railroad Authority Plan is attached. Kathryn DeSpiegelaere, Ramsey County Public Works Department will be available to answer questions on it.

Budgeting and Accounting _____
County Attorney _____
Risk Manager _____
Data Processing _____
Previous Action taken on Request Gabe Smalley 10/27/87

Date / Time
Received By
County Executive
Director

RAMSEY COUNTY COMMISSIONERS

1987 OCT -1 PM 1:40

RECEIVED

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
NOVEMBER 9, 1987

Signature

Date

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: Ramsey County Regional Railroad
Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Hennepin County Regional
Railroad Authority

Date: September 29, 1987

I have received a copy of information that the Hennepin County Regional Railroad Authority is using in presentations on the county's light rail transit (LRT) plans.

The information includes background, definitions of LRT, characteristics of corridors to be analyzed, downtown issues, work tasks, system standards, financial analysis, design methods, participation process and implementation process.

Hennepin County has begun work on the program.

Recommendation:

For your information.

KD:sw

**Comprehensive
LRT System Plan
for
Hennepin County**

**Hennepin County
Regional Railroad
Authority**

Background on Hennepin County Regional Railroad Authority (HCRRA)

***Hennepin County
Regional Railroad
Authority***

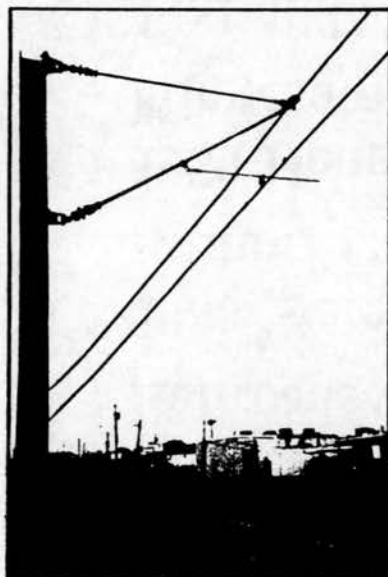
- 1979-Hennepin County Commissioners Discuss Use of Abandoned Railroads with State Legislators
- 1980-State Legislation Enables Counties to Establish Railroad Authorities
- 1980-Hennepin County Establishes First Regional Railroad Authority in Minnesota
- 1981-1984-HCRRA Successfully Negotiates Purchase of C&NW Railroad between Victoria and Downtown Minneapolis for \$7.5 Million
- 1984/1985-HCRRA Sponsors "LRT Implementation Planning Program" in Partnership with Area Agencies and Business Groups
- 1985-Legislature Prohibits Expenditure of Public Funds on LRT
- 1986/1987-Hennepin County Works with the Governor and Legislators on Revised Legislation
- 1987-Legislature Removes 1985 Prohibition, Sets Maximum Levy to 2 Mills, and Encourages Development of Comprehensive LRT System Plan



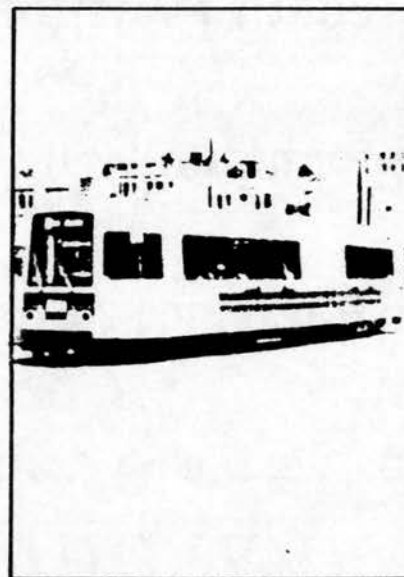
Right-of-way/Guideway



Station Types



Power Source



Single Unit



Multiple Units

Definition of Light Rail Transit

Corridor Characteristics that Hennepin County will Analyze

*Hennepin County
Regional Railroad
Authority*

- Railroad and Other Rights-of-Way for LRT Track Location
- LRT Passenger Station Locations
- Estimated Ridership by Corridor Residents and Visitors
- Cost of Building a LRT System
- Cost of Operating and Maintaining an LRT System
- Benefits of LRT System
- Provision of Feeder Bus Services
- Park-Ride Lots at LRT Stations
- LRT/Surface Street Traffic Operations
- Development Potential in LRT Station Areas

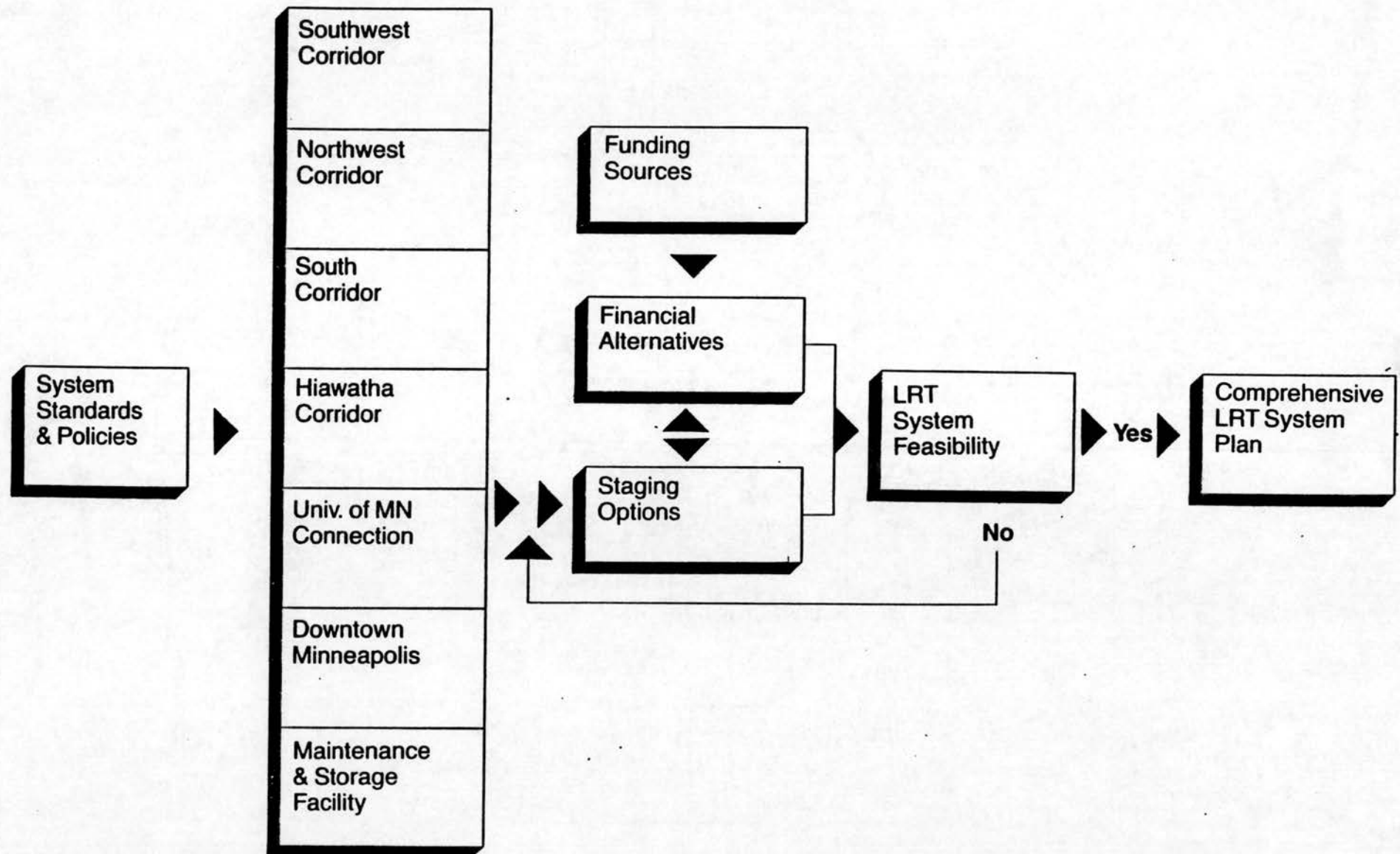
Downtown Minneapolis LRT Issues

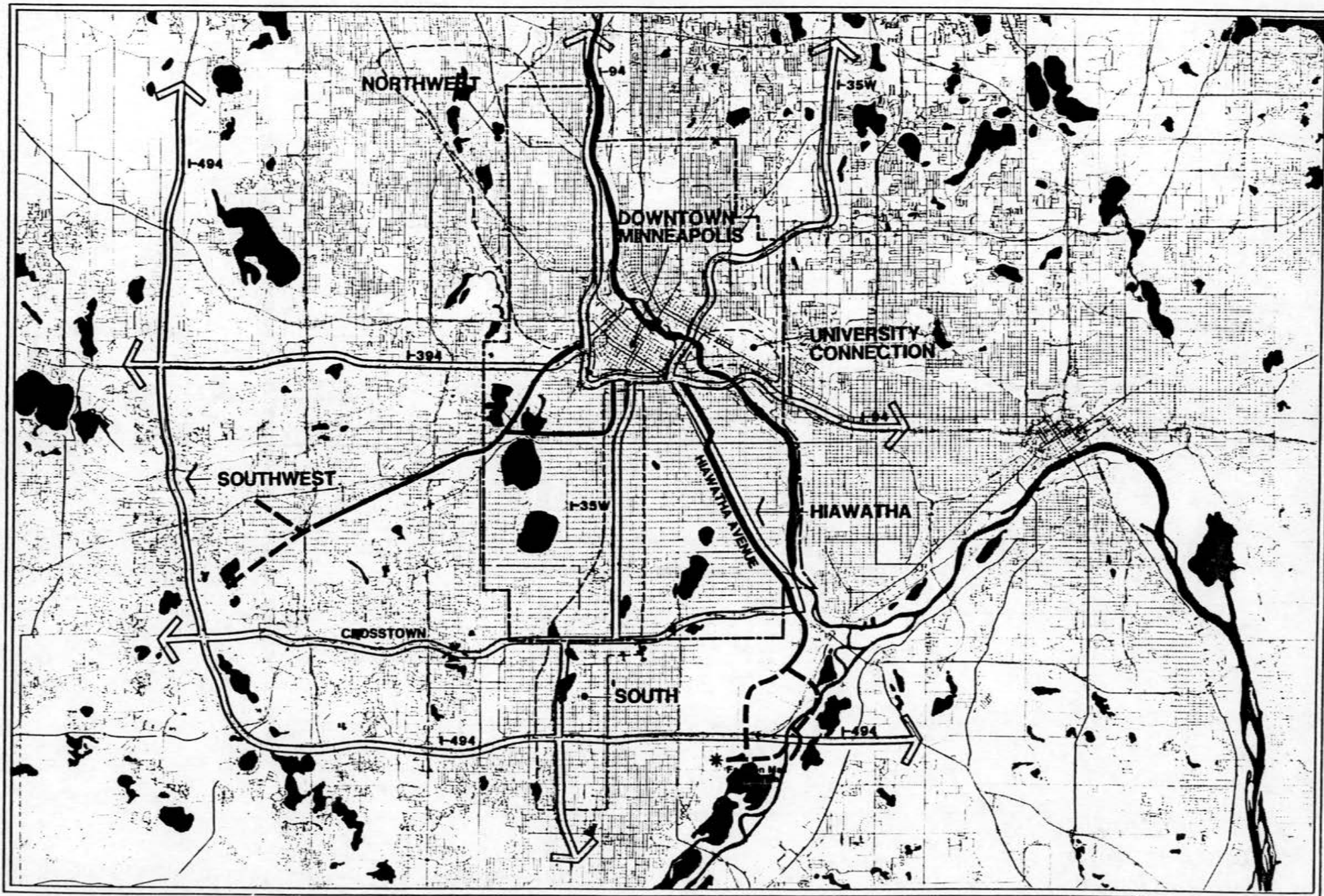
***Hennepin County
Regional Railroad
Authority***

- ☐ At-Grade vs. Subway Location
- ☐ Station Locations
- ☐ North/South vs. East/West System Orientation
- ☐ Service on Nicollet Mall or Not on Mall
- ☐ Impacts on Surface Street Operations
- ☐ Capital Cost and Who Should Pay
- ☐ User Convenience
- ☐ Pedestrian Access to Skyways
- ☐ Development Impact
- ☐ Reduction in Surface Bus Operations
- ☐ Other

Overview of Work Tasks

*Hennepin County
Regional Railroad
Authority*





*Hennepin County
Regional Railroad
Authority*



North

LRT System Standards, Design Criteria, and Policies

- ☐ Fare Collection Method
- ☐ Components of Base LRT Station
- ☐ Elderly and Handicapped Accessibility
- ☐ LRT/Street Grade Crossings Safety
- ☐ LRT System Safety
- ☐ LRT System Security
- ☐ LRT System Operating Standards
- ☐ Regular Route Bus/LRT Transfers
- ☐ High Platform or Low Platform Vehicle Loading
- ☐ Other

Financial Analysis of Hennepin County LRT System

*Hennepin County
Regional Railroad
Authority*

○ Potential Funding Types

- Property Tax
- Sales Tax
- Payroll Tax
- Motor Vehicle Excise Tax
- Gas Tax
- Benefit Assessment
- Wheelage Tax
- Other

○ Candidate Funding Sources

- Private Sources/Joint Development
- Farebox and Other System Revenue Sources
- Hennepin County Sources
- Regional Sources
- State Sources
- Federal Sources
- System Related Sources
- Tax Oriented Sources
- Other

Methods of Designing/Purchasing/ Constructing an LRT System

***Hennepin County
Regional Railroad
Authority***

○ Private/Public Options

- Select Engineering Consultant to Complete All Design; Public Bidding, Fixed Price Contracts; Agency Approvals
- Select Engineering Consultant to Complete All Design; Require Consultant to Provide Cost Incentives and/or Guarantees; Public Bidding; Agency Approvals
- Select Entity After Preliminary Design to Design/Build System with Agency Supervision
- Other

○ 100 Percent Private Option

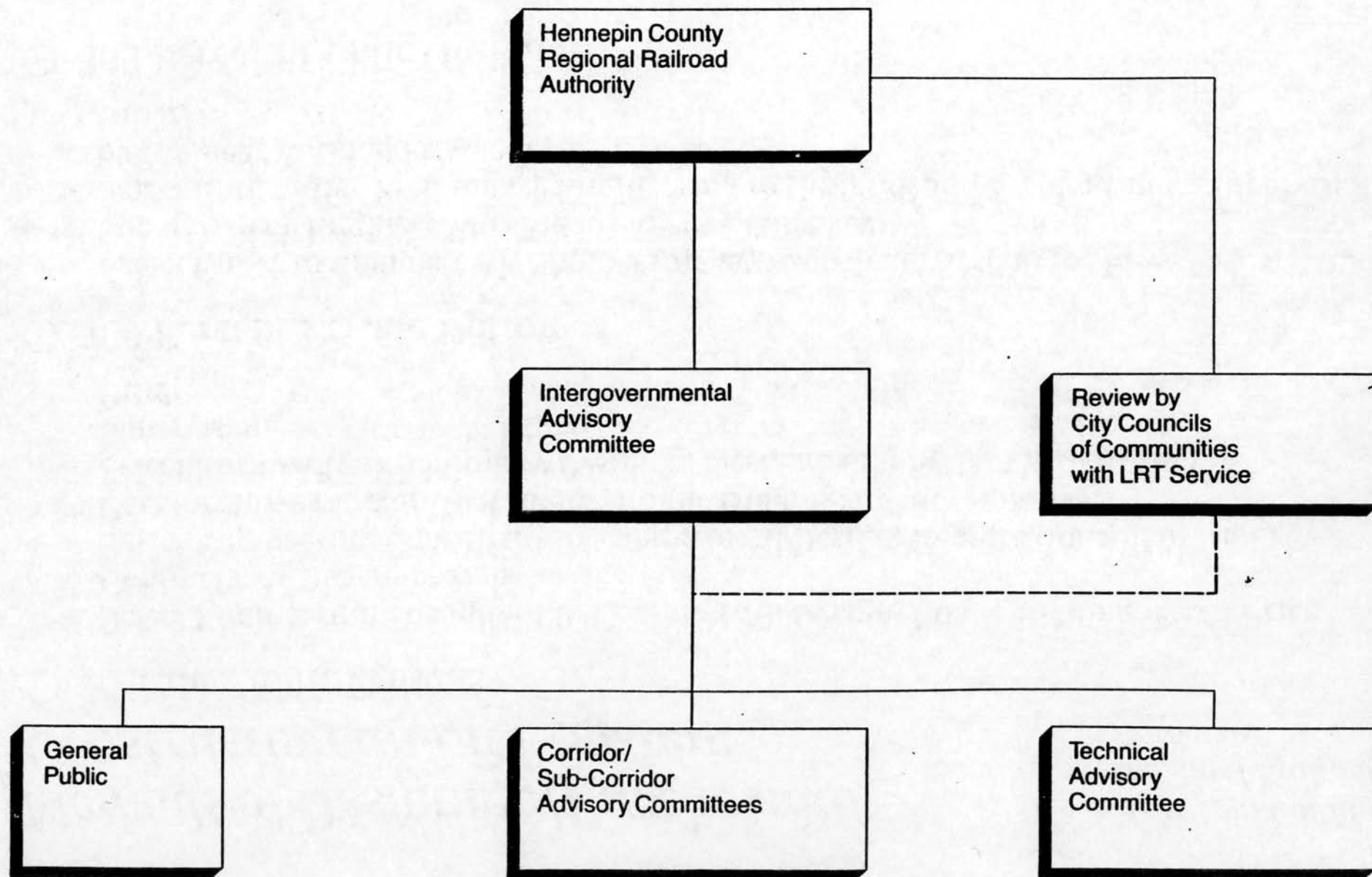
- Select Entity to Complete All Engineering and Construct System for Fixed Price, Supervised by Engineer Working for Agency (Turnkey)
- Select Entity After Preliminary Engineering to Design/Build System Under Supervision of Engineer Working for Agency
- Other

○ 100 Percent Public Option

- Public Agency Completes All Engineering and Constructs the System with Agency Employees
- Other

Participation Process

*Hennepin County
Regional Railroad
Authority*



Questions to be Answered in Comprehensive LRT System Plan

***Hennepin County
Regional Railroad
Authority***

- Where Will the LRT System Be Located in Each Corridor?
- What Support Facilities (Park-Ride, Feeder Bus, etc.) Will Be Provided?
- How Will Downtown Minneapolis Be Served by LRT?
- Where Will the Maintenance and Storage Facility Be Located?
- How Many Corridors Will Have LRT Service in Twenty Years?
- What Will Be Built in Stage I?
- When Will LRT Service Begin in Hennepin County?
- How Much Will the System Cost?
- What Are the Benefits of the System?
- What Will Be the Roles of the Private Sector and Public Sector in Designing/Purchasing/Constructing the System?
- How Much Will the Private Sector and Public Sector Pay for the System?

Implementation Process Mandated by 1987 Legislation

*Hennepin County
Regional Railroad
Authority*

- Complete Comprehensive LRT System Plan for Hennepin County by July 1, 1988
- Prepare Preliminary Design Plans for Stage I System
- Hold Public Hearing on Preliminary Design Plans
- Local Governments Review and Approve or Disapprove Preliminary Plans for Route in Each Jurisdiction
- If Local Government Disapproves, Metro Council Approves the Plans as Submitted or Recommends Amended Plans
- Prepare Final Design Plans for Stage I System
- Local Governments Review and Approve or Disapprove Final Design Plans for Route in Each Jurisdiction
- If Local Government Disapproves, Metro Council Approves the Plans as Submitted or Recommends Amended Plans
- Metro Council Reviews Design Plans For Consistency with the Development Guide

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

7

Department Summary
To be completed by Originating Department

Ramsey County Public Works Originating Department	Board Action Requested
<u>Kathryn DeSpiegelaere</u> Authorized Signature	Information Item: Hennepin County Forum on LRT Finance/Implementation Alternatives
<u>10/26/87</u> Date	

Request Justification

Information on the Hennepin County Forum held on October 21 discussing finance alternatives for LRT is attached. Kathryn DeSpiegelaere, Ramsey County Public Works Department, will be available to answer questions on it.

Budgeting and Accounting _____
County Attorney _____
Risk Manager _____
Data Processing _____
B. J. Malley 10/28/87
Previous Action taken on Request

RECEIVED
1987 OCT 27 PM 3:36
RAMSEY COUNTY BOARD OF COMMISSIONERS
Date / Time
Received By
County Executive
Director

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
NOVEMBER 9, 1987

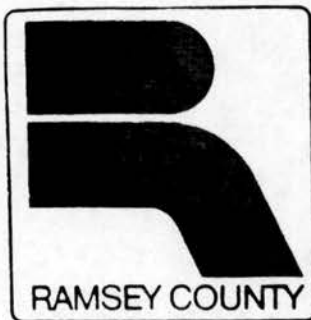
Signature

Date

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: Ramsey County Regional Railroad Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Hennepin County Forum on LRT
Finance/Implementation Alternatives

Date: October 26, 1987

Hennepin County sponsored a forum on light rail transit (LRT) on October 21. Six members of the Ramsey County Regional Railroad Authority Citizens' Advisory Committee and I attended. Attachment 1 is the agenda.

DECISION MAKING

John Derus, Chairman of Hennepin County's Regional Railroad Authority, hosted the forum. He and Hennepin County's consultant, Richard Wolsfeld, discussed Hennepin County's goal to have a decision package on LRT available to the County's Authority by February 21, 1988. Major questions to be answered will include:

- where will LRT service be provided
- how will it be funded
- how will it be implemented
- who will operate it.

The February date will permit Hennepin County to be prepared with information if legislative decisions are required in the 1988 session.

Construction of LRT could begin within 18 months after the February date. A system will require a minimum of two years to construct. Hennepin County could have a system in operation by 1992.

PRIVATE FINANCING

Although many cities in the United States have LRT, most recently constructed systems were financed with funds from federal and/or state sources. Because federal funds are unlikely for Hennepin County's system, there is a greater need to consider private sector sources of funding. The most common sources of private sector funding are:

- contributions/dedications
(right of way donation by Railroad is an example)
- special taxing district
(impact fee is an example)
- joint use/joint development
(development at station areas is an example).

Attachment 2 lists these and other less commonly used mechanisms. Twenty to 30 percent of the total cost of the system from private sources is a reasonable expectation for Hennepin County, according to Richard Wolsfeld.

PUBLIC FINANCING

Representatives from Miller & Schroeder Financial assembled information on various public sources of revenue for LRT (Attachment 3).

Many of the sources of revenue (sales tax, gasoline tax, payroll tax, hotel/motel/liquor tax, transit taxing district, drivers' license fee, motor vehicle license fee, motor vehicle excise tax) could include an area greater than Hennepin County.

A commonly used estimate for LRT costs is \$10 to \$15 million per mile.

OTHER LRT SYSTEMS

Information was presented on costs and financing of recently constructed or proposed LRT systems in other U.S. cities (Attachment 4).

The Twin Cities is often compared to Portland in the area of LRT. Portland's system has daily ridership (mid 20,000) similar to what would be expected on LRT lines in Hennepin County. Portland's line's revenues are about 50 percent of operating costs. The remainder is supplied from a payroll tax.

San Diego's system also has ridership similar to what Twin Cities' lines might experience. The point was made that San Diego's line has major destinations (downtown and Tijuana) at both ends, as would a Minneapolis-St. Paul line. San Diego recovers 80 to 100 percent of operating costs from fares.

IMPLEMENTATION METHODS

Traditional methods of implementing LRT would be to use separate contractors for design, construction and operation of the system. Variants of that approach could save the public sector time and money, at the expense of control. Relinquishing some of those tasks to management by a private consortium was discussed.

Recommendation:

For your information.

KD:m

AGENDA

FORUM ON: LRT FINANCE/IMPLEMENTATION ALTERNATIVES

SESSION I : PARK BALLROOM II

8:00 - 8:30 AM	Registration and Continental Breakfast
8:30 - 8:40 AM	WELCOME/PURPOSE OF FORUM John Derus, Chairman Hennepin County Regional Railroad Authority
8:40 - 8:50 AM	OVERVIEW OF COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY Richard Wolsfeld, BRW, Inc.
8:50 - 9:50 AM	OVERVIEW OF METHODS TO INVOLVE THE PRIVATE SECTOR IN FINANCING LRT SYSTEMS Robert Schaevitz, PBQD, Inc. Sponsored by PPTN
9:50 - 10:00 AM	BREAK
10:00 - 11:00 AM	REVENUE GENERATED BY VARIOUS PUBLIC TAXING SOURCES FOR LRT Lou DeMars and James Casserly, Miller & Schroeder Financial, Inc.
11:00 - 12:00 AM	CASE STUDIES: FINANCIAL PLANS FOR LRT SYSTEMS o DENVER & SAN JOSE James Graebner, Denver TCA o ST. LOUIS, SAN DIEGO, PORTLAND, AND SACRAMENTO Richard Wolsfeld, BRW, Inc.
12:00 - 1:15 PM	LUNCH IN ATRIUM

132 on Adv. Comm

SESSION II: PARK BALLROOM II

1:15 - 1:45 PM

DISCUSSION OF ALTERNATIVE LRT IMPLEMENTATION METHODS

Tony Venturato, Bechtel Civil, Inc.

1:45 - 3:15 PM

CASE STUDIES: ALTERNATIVE IMPLEMENTATION METHODS

- o PITTSBURGH LRT SYSTEM
William Lathrop, PBQD, Inc.
- o BANFIELD LRT SYSTEM IN PORTLAND
Tony Venturato, Bechtel Civil, Inc.
- o DETROIT DPM PROJECT
James Mitnick, Turner Construction
- o HOUSTON PRIVATIZATION PROJECT FOR A SYSTEM CONNECTOR
Tony Venturato, Bechtel Civil, Inc.
- o DULLES RAPID TRANSIT PRIVATE/PUBLIC PARTNERSHIP
Gerald Spencer, Bechtel Civil, Inc.

3:15 - 4:00 PM

QUESTIONS/DISCUSSION

Forum On LRT Financing/Implementation Alternatives

Overview Of Methods To Involve The Private Sector In Financing LRT Systems

October 21, 1987

Hennepin County Regional Railroad Authority

**Parsons
Brinckerhoff**

**Parsons Brinckerhoff, Inc.
Project Finance Group**

PPTN

**Public Private
Transportation Network**

Subjects NOT Addressed

- **How We Got To Where We Are**
 - **History Of Transit**
 - **Federal Government Policy**
- **Where We Are Going**
 - **Future Demand For Transit**
 - **Future Federal Policy**
- **How To Privatize Existing Services**

Subjects NOT Addressed

- **How To Make Money In A Bear Market**

Transit In The 1980s

- Long-Term Economic Outlook - Uncertain
- Total 2000 "Infrastructure" Needs - \$500 Billion
- Federal "New Start" Funding - 10-20% Of Requests
- Travel Markets (Still) Moving To The Suburbs
- Continued Voter Uneasiness With Tax-Based Financing

Challenge Of The 1980s

**Direct Private Sector Participation
In Financing New Transit Systems:**

How, And How Much?

Project Characteristics

- **"Four Senses"**
 - **Physical Characteristics**
 - **Operating Characteristics**
 - **Cost**
 - **Ridership/Revenue**
- **Legal Framework**
- **Financial "Feasibility"**
- **Ownership**
- **Control**
- **Source(s) Of Capital**
- **Source(s) Of Subsidy**
- **Incidence Of Benefit**
 - **Parties**
 - **Magnitude**
 - **Timing**

Project Participants

- Governments
- Public Transit Operators
- Property Owners And Developers
- Vendors
- Contractors
- Engineers
- FAs/IBs
- Investor/Lenders
- "Owners"

One Of These Is A Sponsor.

Sponsor's Objectives In Seeking Private Sector Involvement

- Cost Sharing
- Cost Savings
- Time Savings
- Risk Sharing/Reduction

Sponsor's Objectives In Seeking Private Sector Involvement

Cost Sharing

- Revenue Sufficiency (Financial Feasibility)
- Equity (Benefit, Burden, Risk)
- Political Consensus

Sponsor's Objectives In Seeking Private Sector Involvement

Cost Savings*

- Dedicated Management
- Intergrated Management
- Reduced Regulation
 - Labor
 - Design
 - Performance
 - Environmental
- Resource Sharing

* Globally -- To All Parties Combined.

Sponsor's Objectives In Seeking Private Sector Involvement

Time Savings

- Cost
- Performance And Quality
- "Success"

Sponsor's Objectives In Seeking Private Sector Involvement

Risk Sharing And Reduction

- **Committed Resources**
- **Results Of Delay Or Failure**

Currently Active Projects

- Harbor Island People Mover (Tampa)
- Metro Rail Project MOS-1 (Los Angeles)
- Transit Construction Authority (Denver)
- Dulles Corridor Rapid Transit (Virginia)
- Metro System Connector (Houston)
- Manhattan West Side Transitway (New York)
- Atlantic City People Mover (New Jersey)
- South Boston Piers Transitway
- Hudson Waterfront Transitway (New Jersey)

Goals Of The Public And Private Sectors

Public

- Project Feasibility
- Equity
- Consensus
- Control

Private

- Direct Financial Return
- Indirect Financial Benefit
- Competitive Edge
- Control

Private Sector Role Will Be Either Active Or Passive.
Relationship Of Benefit (Need) And Burden Is **Key**.

Project Types

- (1) Serves One Development Project
- (2) Serves Developed Areas
- (3) Serves Developing Areas
(Multiple Beneficiaries)

Private Sector Attitude/Response

- (1) Clearly Recognizes Benefit - Active
- (2) Does Not Acknowledge Benefit - Passive
- (3) (Secretly) Recognizes Benefit,
But Does Not Acknowledge This - Active

**Private Sector Involvement:
Necessary/Contributing Conditions**

- Limits On Public Spending/Debt Levels
- Strong Travel Demand And/Or Development Pressure
- Limited Auto And/Or Transit Access
- Limited Number Of Commercial Interests
- Willingness Of Government To Share Control
- High Degree Of Consensus
- Good "Chemistry"

Financing Mechanisms Involving The Private Sector

	<u>Cost Sharing</u>	<u>Cost Savings</u>	<u>Risk Sharing</u>
(1) Contributions/Dedications	X		
(2) Special Taxing Districts	X		
(3) Joint Use/Joint Development	X	(X)	(X)
(4) Vendor Financing	X		X
(5) Export Credits	X		X
(6) Debt Capital (Lending)			X
(7) Credit Enhancements	(X)	(X)	X
(8) Equity Capital	X		X
(9) Leasing	(X)	(X)	(X)

() - Limited Effect

Financing Mechanisms Involving The Private Sector

(1) Contributions/Dedications

- Two-Party Agreements
- Secured Through Contract
- Right-Of-Way
- Capital (Negotiated Agreement)
- Existing Facilities

USAGE: Moderate

YIELD: Moderate - Significant

EXAMPLE: Dullès; Hudson Waterfront; Las Colinas; Atlantic City

Financing Mechanisms Involving The Private Sector

(2) Special Taxing Districts

- Multiple Parties
- Secured Through Police Power
- Property (Ad Valorem) Based
- "Special" Assessments
- Impact Fees ("Sizing;" "Expansion")

USAGE: Limited, But Growing

YIELD: Significant

EXAMPLE: Metro Rail; TCA; Dulles; Manhattan

Financing Mechanisms Involving The Private Sector

(3) Joint Use/Joint Development

- **Two-Party Agreements**
- **Secured Through Sale Or Lease Contracts**
- **Station Areas**
- **Air Rights Over Guideway**
- **Other Right-Of-Way**

USAGE: Moderate

YIELD: Small - Modest

EXAMPLE: BART; WMATA; MACTA; Baltimore

Financing Mechanisms Involving The Private Sector

(4) Vendor Financing

- Below-Market Lending Terms
- Contributions
- Offered For "Competitive Edge"
- Equipment Suppliers
- Contractors
- Engineers

USAGE: Common For Vehicles

YIELD: Modest

EXAMPLE: NYCTA; LB/LA

Financing Mechanisms Involving The Private Sector

(5) Export Credits

- Foreign Government Subsidies
- Not, Strictly Speaking, "Private" Participation
- Negotiated As Part Of Bi-Lateral
Or Tri-Lateral Agreements

Financing Mechanisms Involving The Private Sector

(6) Debt Capital

- "Leverage" Available Cash Flow
- Loaned Funds; Not Cost Sharing
- Tax-Exempt
 - Revenue Bonds
 - Project Revenue Bonds
 - IDBs (Limited Applicability)
- Taxable

USAGE: Increasing

YIELD: (Not Applicable)

EXAMPLE: LB/LA; TCA; DART; Houston

Financing Mechanisms Involving The Private Sector

(7) Credit Enhancements

- Contributed Or Sold
- "Make Or Break" vs. Cost Saving
- Letter-Of-Credit Banks
- Bond Insurers
- Vendors
- Government (Secondary Pledge;
"Moral Obligation")

USAGE: Limited

YIELD: Modest/"Missing Link"

EXAMPLE: Future - TCA; Dulles; Manhattan

Financing Mechanisms Involving The Private Sector

(8) Equity Capital

- Truly "At-Risk" Money
- Complete Privatization
- Service Lease Arrangement

USAGE: Very Limited
YIELD: Potentially Significant
EXAMPLE: Harbor Island PM; Las Colinas

Financing Mechanisms Involving The Private Sector

(9) Leasing

- Bi-Lateral Contract
- Tax Benefits/Reduced Cost
- Operating Efficiency (Service Contract)
- Risk Sharing
- "True Lease"
- "Service Contract"
- "Sale-Leaseback"
- "Safe Harbor" (Not Available Today)

USAGE: Vehicles

YIELD: Modest

EXAMPLE: NYCTA (None Under Current Tax Law)

Alternative Management Approaches

	<u>Cost Saving</u>	<u>Time Saving</u>	<u>Risk Sharing</u>
(1) Design/Build	X	X	X
(2) Design/Build/Finance (Turnkey)	X	X	X
(3) Design/Build/Finance/Operate (Concession)	X	X	X
(4) Own/Operate (Service Lease)	X	X	X

Need Based On Perceived Breakdown Of Public
Project Delivery Systems.

Conclusions

(1) **Financing Mechanisms - Varied Record**

(2) **Most Common: Contributions/Dedications**

Special Taxing Districts

Joint Use/Joint Development

Less Common: Vendor Financing

Use of Debt Capital

Export Credits

Credit Enhancements

Uncommon: Equity Capital

Leasing (After 1984, 1986 Tax Acts)

Conclusions (Continued)

- (3) Developer Participation Often Key
- (4) Turnkey/Full Service Approaches
Untested in U.S.
- (5) Some Direct Government Support Still Needed
 - Funding
 - Sponsorship



Miller & Schroeder Financial, Inc.

Northwestern Financial Center • 7900 Xerxes Avenue South • P.O. Box 789 • Minneapolis, Minnesota 55440 (612) 831-1500

Attachment 3-1
Toll Free Minnesota (800) 862-6002
Toll Free Other States (800) 328-6122

POTENTIAL PUBLIC REVENUE SOURCES FOR LIGHT RAIL TRANSIT

1. Property Tax: Hennepin County Regional Rail Road Authority
2. Property Tax: Metropolitan Transit Taxing District *not included*
3. Sales Tax
4. Gasoline Tax
5. Payroll Tax
6. Hotel/Motel/Liquor Tax
7. Drivers License Fee
8. Motor Vehicle License Fee
9. Tax Increment Financing
10. State Motor Vehicle Excise Tax
11. Urban Mass Transit Administration Section 3 Capital Grant
not likely source
12. Special Hiawatha Corridor Federal Funds
allocated but not appropriated

PRESENTED BY: Louis G. DeMars
James R. Casserly
Mary E. Molzahn

CHART I - A

PROPOSED \$50,000,000 DEBT SERVICE SCHEDULES FOR 20 YEARS

@ 7.0%			@ 8.0%		
Principal	Interest	Total	Principal	Interest	Total
Year 1	0.00	3,500,000.00	0.00	4,000,000.00	4,000,000.00
Year 2	0.00	3,500,000.00	0.00	4,000,000.00	4,000,000.00
Year 3	1,470,000.00	3,500,000.00	1,335,000.00	4,000,000.00	5,335,000.00
Year 4	1,575,000.00	3,397,100.00	1,440,000.00	3,893,200.00	5,333,200.00
Year 5	1,685,000.00	3,286,850.00	1,560,000.00	3,778,000.00	5,338,000.00
Year 6	1,800,000.00	3,168,900.00	1,680,000.00	3,653,200.00	5,333,200.00
Year 7	1,930,000.00	3,042,900.00	1,815,000.00	3,518,800.00	5,333,800.00
Year 8	2,065,000.00	2,907,800.00	1,960,000.00	3,373,600.00	5,333,600.00
Year 9	2,205,000.00	2,763,250.00	2,120,000.00	3,216,800.00	5,336,800.00
Year 10	2,360,000.00	2,608,900.00	2,290,000.00	3,047,200.00	5,337,200.00
Year 11	2,525,000.00	2,443,700.00	2,470,000.00	2,864,000.00	5,334,000.00
Year 12	2,705,000.00	2,266,950.00	2,670,000.00	2,666,400.00	5,336,400.00
Year 13	2,895,000.00	2,077,600.00	2,885,000.00	2,452,800.00	5,337,800.00
Year 14	3,095,000.00	1,874,950.00	3,115,000.00	2,222,000.00	5,337,000.00
Year 15	3,310,000.00	1,658,300.00	3,360,000.00	1,972,800.00	5,332,800.00
Year 16	3,545,000.00	1,426,600.00	3,630,000.00	1,704,000.00	5,334,000.00
Year 17	3,790,000.00	1,178,450.00	3,920,000.00	1,413,600.00	5,333,600.00
Year 18	4,060,000.00	913,150.00	4,235,000.00	1,100,000.00	5,335,000.00
Year 19	4,340,000.00	628,950.00	4,575,000.00	761,200.00	5,336,200.00
Year 20	4,645,000.00	325,150.00	4,940,000.00	395,200.00	5,335,200.00
50,000,000.00	46,469,500.00	96,469,500.00	50,000,000.00	54,032,800.00	104,032,800.00
=====	=====	=====	=====	=====	=====
@ 9.0%			@ 10.0%		
Principal	Interest	Total	Principal	Interest	Total
Year 1	0.00	4,500,000.00	0.00	5,000,000.00	5,000,000.00
Year 2	0.00	4,500,000.00	0.00	5,000,000.00	5,000,000.00
Year 3	1,210,000.00	4,500,000.00	1,095,000.00	5,000,000.00	6,095,000.00
Year 4	1,320,000.00	4,391,100.00	1,205,000.00	4,890,500.00	6,095,500.00
Year 5	1,440,000.00	4,272,300.00	1,325,000.00	4,770,000.00	6,095,000.00
Year 6	1,570,000.00	4,142,700.00	1,460,000.00	4,637,500.00	6,097,500.00
Year 7	1,710,000.00	4,001,400.00	1,605,000.00	4,491,500.00	6,096,500.00
Year 8	1,860,000.00	3,847,500.00	1,765,000.00	4,331,000.00	6,096,000.00
Year 9	2,030,000.00	3,680,100.00	1,945,000.00	4,154,500.00	6,099,500.00
Year 10	2,215,000.00	3,497,400.00	2,135,000.00	3,960,000.00	6,095,000.00
Year 11	2,410,000.00	3,298,050.00	2,350,000.00	3,746,500.00	6,096,500.00
Year 12	2,630,000.00	3,081,150.00	2,585,000.00	3,511,500.00	6,096,500.00
Year 13	2,865,000.00	2,844,450.00	2,845,000.00	3,253,000.00	6,098,000.00
Year 14	3,125,000.00	2,586,600.00	3,130,000.00	2,968,500.00	6,098,500.00
Year 15	3,405,000.00	2,305,350.00	3,440,000.00	2,655,500.00	6,095,500.00
Year 16	3,710,000.00	1,998,900.00	3,785,000.00	2,311,500.00	6,096,500.00
Year 17	4,045,000.00	1,665,000.00	4,165,000.00	1,933,000.00	6,098,000.00
Year 18	4,410,000.00	1,300,950.00	4,580,000.00	1,516,500.00	6,096,500.00
Year 19	4,805,000.00	904,050.00	5,040,000.00	1,058,500.00	6,098,500.00
Year 20	5,240,000.00	471,600.00	5,545,000.00	554,500.00	6,099,500.00
50,000,000.00	61,788,600.00	111,788,600.00	50,000,000.00	69,744,000.00	119,744,000.00
=====	=====	=====	=====	=====	=====

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CHART I - B

PROPOSED \$50,000,000 DEBT SERVICE SCHEDULES FOR 10 YEARS

@ 7.0%			@ 8.0%		
Principal	Interest	Total	Principal	Interest	Total
Year 1	0.00	3,500,000.00	0.00	4,000,000.00	4,000,000.00
Year 2	0.00	3,500,000.00	0.00	4,000,000.00	4,000,000.00
Year 3	4,875,000.00	3,500,000.00	4,700,000.00	4,000,000.00	8,700,000.00
Year 4	5,215,000.00	3,158,750.00	5,080,000.00	3,624,000.00	8,704,000.00
Year 5	5,580,000.00	2,793,700.00	5,485,000.00	3,217,600.00	8,702,600.00
Year 6	5,970,000.00	2,403,100.00	5,920,000.00	2,778,800.00	8,698,800.00
Year 7	6,385,000.00	1,985,200.00	6,395,000.00	2,305,200.00	8,700,200.00
Year 8	6,835,000.00	1,538,250.00	6,905,000.00	1,793,600.00	8,698,600.00
Year 9	7,315,000.00	1,059,800.00	7,460,000.00	1,241,200.00	8,701,200.00
Year 10	7,825,000.00	547,750.00	8,055,000.00	644,400.00	8,699,400.00
50,000,000.00	23,986,550.00	73,986,550.00	50,000,000.00	27,604,800.00	77,604,800.00
=====	=====	=====	=====	=====	=====
@ 9.0%			@ 10.0%		
Principal	Interest	Total	Principal	Interest	Total
Year 1	0.00	4,500,000.00	0.00	5,000,000.00	5,000,000.00
Year 2	0.00	4,500,000.00	0.00	5,000,000.00	5,000,000.00
Year 3	4,535,000.00	4,500,000.00	4,375,000.00	5,000,000.00	9,375,000.00
Year 4	4,940,000.00	4,091,850.00	4,810,000.00	4,562,500.00	9,372,500.00
Year 5	5,385,000.00	3,647,250.00	5,290,000.00	4,081,500.00	9,371,500.00
Year 6	5,870,000.00	3,162,600.00	5,820,000.00	3,552,500.00	9,372,500.00
Year 7	6,400,000.00	2,634,300.00	6,400,000.00	2,970,500.00	9,370,500.00
Year 8	6,975,000.00	2,058,300.00	7,040,000.00	2,330,500.00	9,370,500.00
Year 9	7,605,000.00	1,430,550.00	7,745,000.00	1,626,500.00	9,371,500.00
Year 10	8,290,000.00	746,100.00	8,520,000.00	852,000.00	9,372,000.00
50,000,000.00	31,270,950.00	81,270,950.00	50,000,000.00	34,976,000.00	84,976,000.00
=====	=====	=====	=====	=====	=====

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CHART II
TAXABLE ASSESSED VALUATIONS

3-4

II-A HISTORICAL & CURRENT

Tax Year Payable	Hennepin County Taxable Assessed Value	Amount Raised By 1 Mill Levy	Annual Percentage Increase
1976	3,926,649,099.00	3,926,649.00	
1977	4,231,476,914.00	4,231,477.00	0.0776
1978	4,311,609,345.00	4,311,609.00	0.0189
1979	4,543,027,684.00	4,543,028.00	0.0537
1980	5,002,342,430.00	5,002,342.00	0.1011
1981	5,986,796,000.00	5,986,796.00	0.1968
1982	6,745,391,395.00	6,745,391.00	0.1267
1983	7,499,378,285.00	7,499,378.00	0.1118
1984	7,643,276,213.00	7,643,276.00	0.0192
1985	8,044,844,074.00	8,044,844.00	0.0525
1986	8,393,903,850.00	8,393,904.00	0.0434
1987	8,828,563,103.00	8,828,563.00	0.0518
* 1988	9,241,375,000.00	9,241,375.00	0.0468

Average Annual Percentage Increase: 0.0750

Mpls = 30% of assessed value of Co.

inflation + new development = 7.5% increase annually

II-B PROJECTED @ 7.5% AVERAGE ANNUAL INCREASE

Tax Year Payable	Hennepin County Taxable Assessed Value	Amount Raised By 1 Mill Levy
* 1988	9,241,375,000.00	9,241,375.00
1989	9,934,478,125.00	9,934,478.00
1990	10,679,563,984.37	10,679,564.00
1991	11,480,531,283.20	11,480,531.00
1992	12,341,571,129.44	12,341,571.00
1993	13,267,188,964.15	13,267,189.00
1994	14,262,228,136.46	14,262,228.00
1995	15,331,895,246.70	15,331,895.00
1996	16,481,787,390.20	16,481,787.00
1997	17,717,921,444.47	17,717,921.00
1998	19,046,765,552.80	19,046,766.00
1999	20,475,272,969.26	20,475,273.00
2000	22,010,918,441.95	22,010,918.00
2001	23,661,737,325.10	23,661,737.00
2002	25,436,367,624.48	25,436,368.00
2003	27,344,095,196.32	27,344,095.00
2004	29,394,902,336.04	29,394,902.00
2005	31,599,520,011.25	31,599,520.00
2006	33,969,484,012.09	33,969,484.00
2007	36,517,195,313.00	36,517,195.00
TOTAL:	400,194,799,486.30	400,194,797.00

II-C PROJECTED @ 5.0% AVERAGE ANNUAL INCREASE

Tax Year Payable	Hennepin County Taxable Assessed Value	Amount Raised By 1 Mill Levy
* 1988	9,241,375,000.00	9,241,375.00
1989	9,703,443,750.00	9,703,444.00
1990	10,188,615,937.50	10,188,616.00
1991	10,698,046,734.37	10,698,047.00
1992	11,232,949,071.09	11,232,949.00
1993	11,794,596,524.65	11,794,597.00
1994	12,384,326,350.88	12,384,326.00
1995	13,003,542,668.42	13,003,543.00
1996	13,653,719,801.85	13,653,720.00
1997	14,336,405,791.94	14,336,406.00
1998	15,053,226,081.54	15,053,226.00
1999	15,805,887,385.61	15,805,887.00
2000	16,596,181,754.89	16,596,182.00
2001	17,425,990,842.64	17,425,991.00
2002	18,297,290,384.77	18,297,290.00
2003	19,212,154,904.01	19,212,155.00
2004	20,172,762,649.21	20,172,763.00
2005	21,181,400,781.67	21,181,401.00
2006	22,240,470,820.75	22,240,471.00
2007	23,352,494,361.79	23,352,494.00
TOTAL:	305,574,881,597.58	305,574,883.00

II-D PROJECTED @ 2.5% AVERAGE ANNUAL INCREASE

Tax Year Payable	Hennepin County Taxable Assessed Value	Amount Raised By 1 Mill Levy
* 1988	9,241,375,000.00	9,241,375.00
1989	9,472,409,375.00	9,472,409.00
1990	9,709,219,609.37	9,709,220.00
1991	9,951,950,099.61	9,951,950.00
1992	10,200,748,852.10	10,200,749.00
1993	10,455,767,573.40	10,455,768.00
1994	10,717,161,762.74	10,717,162.00
1995	10,985,090,806.81	10,985,091.00
1996	11,259,718,076.98	11,259,718.00
1997	11,541,211,028.90	11,541,211.00
1998	11,829,741,304.62	11,829,741.00
1999	12,125,484,837.24	12,125,485.00
2000	12,428,621,958.17	12,428,622.00
2001	12,739,337,507.12	12,739,338.00
2002	13,057,820,944.80	13,057,821.00
2003	13,384,266,468.42	13,384,266.00
2004	13,718,873,130.13	13,718,873.00
2005	14,061,844,958.39	14,061,845.00
2006	14,413,391,082.34	14,413,391.00
2007	14,773,725,859.40	14,773,726.00
TOTAL:	236,067,760,235.55	236,067,761.00

* Estimated Assessed Value

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CHART III: OTHER REVENUE SOURCES

SALES TAX

The total amount collected for all Sales and Use Taxes in Minnesota for fiscal year ending June 30, 1987 was \$1,433,699,000.

A one percent (1%) Sales and Use Tax for the metropolitan area and Hennepin County in particular would have generated the following dollar amounts:

Entity -----	1987 Collection -----	One Percent -----
Seven County Metropolitan Area	\$874.6 Million	{ \$145.8 Million 90.8 Million 55.0 Million 31.1 Million 21.5 Million
Hennepin County	544.8 Million	
City of Minneapolis	329.8 Million	
Ramsey County	186.4 Million	
City of Saint Paul	129.0 Million	

The State of Minnesota Commissioner of Revenue's Office estimated that fiscal year 1988 will generate a net increase of two and one-half percent (2.5%) above fiscal 1987 and that fiscal year 1989 will generate four and seven-tenths percent (4.7%) over 1988. Those increases would indicate the following increases for Hennepin County:

Year ----	Estimated Collections -----	One Percent -----
1988	\$558.0 Million	\$93.1 Million
1989	584.7 Million	97.5 Million

Please note that a breakdown of the 1987 Sales and Use Tax Collections per entity was not available at this time and we have estimated percentages of the total amount each entity generates based on this 1986 figures.

GASOLINE TAX

GASOLINE EXCISE TAX - Minn. Stat. 296.02 subd. 1b (1986)

The current tax rate imposed on the sale of gasoline (and diesel fuel) is 17 cents per gallon. The tax currently generates approximately \$343 million dollars per year. This excise tax is not being used to fund transit projects within the State.

The total net amounts generated by this tax (after re-funds) are as follows:

Fiscal 1983	\$277,767,775
Fiscal 1984	342,540,112
Fiscal 1985	354,605,048
Fiscal 1986	336,690,949
Fiscal 1987	353,869,412

Each one cent raises approximately the following amounts each year:

State	<i>generalized estimate</i> \$20.2 Million
Metropolitan Areas	10.1 Million
Hennepin County	5.5 Million

PAYROLL TAX

A one percent (1%) payroll or earnings tax would have generated the following amounts in calendar year 1986. These figures do not include the self-employed and other persons not covered under Standard Industrial Classification.

County	1986 Wages	1% Tax
Hennepin County	\$14.9 Billion	\$149 Million
Ramsey County	6.3 Billion	63 Million
Metropolitan Area	25.0 Billion	250 Million

HOTEL/MOTEL/LIQUOR TAX (AKA STADIUM TAX) -----

For the purpose of this study, as defined by the DOR, the Stadium Tax is a 1% piggyback tax levied by the City of Minneapolis on on-sale liquors (bar, restaurant or hotel) and hotel guest room rentals.

The following table presents the 1986 tax revenues. According to the United State Lodging Industry, 68.5 of every dollar spent for hotel/motel uses goes to guest room rental or liquor sales. The table shows the 1986 revenues of \$1,804,002 that a one percent (1%) tax generates.

County -----	1986 Hotel Gross Sales -----	X 68.5% -----	1% Tax -----
Anoka	\$ 1,107,587	\$ 758,697	\$ 7,587
Carver	1,097,009	751,451	7,515
Dakota	7,270,110	4,980,025	49,800
Hennepin	193,801,311	132,753,898	1,327,539
Ramsey	48,974,404	33,547,467	335,475
Scott	2,667,967	1,827,557	18,276
Washington	8,439,426	5,781,007	57,810

			\$1,804,200
			=====

TRANSIT TAXING DISTRICT -----

1987 Assessed Valuation = \$15,303,352,120

1 Mill raises \$15,303,352

Present levy is 1.25 adjusted mills.

DRIVERS LICENSE FEE -----

During fiscal 1987 (July 1, 1986 to June 30, 1987), the Driver's License Fees generated \$8,580,300. No portion of this money could be dedicated to the transit assistance fund. However, beginning in fiscal 1988 (July 1, 1987 to June 30, 1988) one-third of the money generated by this fee will be dedicated to the transit assistance fund. The projected total revenues for fiscal 1988 are \$12,920,000.

(100%)	(33-1/3%)	(80% of the 33-1/3%)
\$12,920,200	\$4,306,302	\$3,445,041 allocated to
Total Fees	amount dedicated	metrotransit projects
generated.	transit assist.	
	fund.	(20% of the 33-1/3%)
		\$861,261 allocated to non-
		metro transit projects.

A \$1.00 increase in the drivers license fee would raise each year approximately the following amounts:

State	\$800,000
Metropolitan Area	400,000
Hennepin County	200,000

MOTOR VEHICLE LICENSE FEE -----

For Fiscal Year 1987 fees in the amount of \$181,764,865 were collected statewide for licensing both automobile and small passenger trucks. Taking the average tax per vehicle times the number of vehicles registered, Hennepin County, the Agency Services Department of the State of Minnesota, estimates the revenues generated to be \$49,082,311. The average tax collected was estimated at \$70 indicating approximately 700,000 registered vehicles in Hennepin County.

Accordingly, each \$1.00 increase would raise approximately \$700,000 per year in Hennepin County.

MOTOR VEHICLE EXCISE TAX -----

Motor Vehicle Excise Tax (MVET) is an excise tax imposed on the purchase price of any motor vehicle purchased or acquired in or outside the State of Minnesota which is required to be registered. The tax rate is six percent (6%).

Total MVET collections and projections (in thousands) are as follows:

Fiscal 1983	\$123,903	
1984	179,190	
1985	197,213	
1986	207,769	
1987	225,617	
1988	232,100	(5% of this will be transferred)
1989	229,900	(5% of this will be transferred)

Each 1% raises approximately \$38,000,000 per year statewide. Assuming ratios of 50% for Metropolitan Area and 25% for Hennepin County, the revenues would be \$19 million and \$9.5 million respectively.

CHART IV - A

PROJECTED TAX INCREMENT REVENUE
GENERATED BY \$1,000,000 OF NEW ASSESSED VALUATION

	With 0.0% Increase	With 2.5% Increase	With 5.0% Increase
Year 1	0.00	0.00	0.00
Year 2	0.00	0.00	0.00
Year 3	107,834.00	107,834.00	107,834.00
Year 4	107,834.00	110,529.85	113,225.70
Year 5	107,834.00	113,293.10	118,886.98
Year 6	107,834.00	116,125.42	124,831.33
Year 7	107,834.00	119,028.56	131,072.90
Year 8	107,834.00	122,004.27	137,626.55
Year 9	107,834.00	125,054.38	144,507.87
Year 10	107,834.00	128,180.74	151,733.27
Year 11	107,834.00	131,385.26	159,319.93
Year 12	107,834.00	134,669.89	167,285.93
Year 13	107,834.00	138,036.64	175,650.22
Year 14	107,834.00	141,487.55	184,432.73
Year 15	107,834.00	145,024.74	193,654.37
Year 16	107,834.00	148,650.36	203,337.09
Year 17	107,834.00	152,366.62	213,503.94
Year 18	107,834.00	156,175.78	224,179.14
Year 19	107,834.00	160,080.18	235,388.10
Year 20	107,834.00	164,082.18	247,157.50
Tax Increment Received:	1,941,012.00	2,414,009.53	3,033,627.57
Maximum Issue Supported:	900,000.00	1,060,000.00	1,250,000.00
Available For Project:	730,553.00	860,429.00	1,014,657.00

20 year

Bond Issuance Assumptions:

1. Capitalized Interest Period of 2 Years
2. Capitalized Interest Fund Net-Funded @ 5.5%
3. Bond Issuance Expenses/Discount @ 2.0%
4. Estimated Coupon Rate of 9.0%

The following types of construction would provide approximately \$1,000,000 of assessed value:

- | | |
|-----------------------|---------------------|
| 1. office project | 42,000 square feet |
| 2. retail project | 35,000 square feet |
| 3. industrial project | 100,000 square feet |
| 4. apartment project | 60 units |

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CHART IV - B

PROJECTED TAX INCREMENT REVENUE
GENERATED BY \$1,000,000 OF NEW ASSESSED VALUATION

	With 0.0% Increase	With 2.5% Increase	With 5.0% Increase
Year 1	0.00	0.00	0.00
Year 2	0.00	0.00	0.00
Year 3	107,834.00	107,834.00	107,834.00
Year 4	107,834.00	110,529.85	113,225.70
Year 5	107,834.00	113,293.10	118,886.98
Year 6	107,834.00	116,125.42	124,831.33
Year 7	107,834.00	119,028.56	131,072.90
Year 8	107,834.00	122,004.27	137,626.55
Year 9	107,834.00	125,054.38	144,507.87
Year 10	107,834.00	128,180.74	151,733.27
Tax Increment Received:	862,672.00	942,050.32	1,029,718.61
Maximum Issue Supported:	590,000.00	630,000.00	685,000.00
Available for Project:	489,950.00	523,166.00	568,840.00

10 year

Bond Issuance Assumptions:

1. Capitalized Interest Period of 2 Years
2. Capitalized Interest Fund Net-Funded @ 5.5%
3. Bond Issuance Expenses/Discount @ 2.0%
4. Estimated Coupon Rate of 8.0%

The following types of construction would provide approximately \$1,000,000 of assessed value:

1. office project 42,000 square feet
2. retail project 35,000 square feet
3. industrial project 100,000 square feet
4. apartment project 60 units

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CHART V

PROJECTED H.C.R.R.A. REVENUE
GENERATED BY 1 MILL LEVY

	With 2.5% Increase @ 10.0% Rate	With 5.0% Increase @ 9.0% Rate	With 7.5% Increase @ 7.0% Rate
Year 1	9,241,375.00	9,241,375.00	9,241,375.00
Year 2	9,472,409.00	9,703,444.00	9,934,478.00
Year 3	9,709,219.00	10,188,616.00	10,679,564.00
Year 4	9,951,949.00	10,698,047.00	11,480,531.00
Year 5	10,200,748.00	11,232,949.00	12,341,571.00
Year 6	10,455,767.00	11,794,596.00	13,267,189.00
Year 7	10,717,161.00	12,384,326.00	14,262,228.00
Year 8	10,985,090.00	13,003,542.00	15,331,895.00
Year 9	11,259,717.00	13,653,719.00	16,481,787.00
Year 10	11,541,210.00	14,336,405.00	17,717,921.00
Year 11	11,829,740.00	15,053,225.00	19,046,765.00
Year 12	12,125,483.00	15,805,886.00	20,475,272.00
Year 13	12,428,620.00	16,596,180.00	22,010,917.00
Year 14	12,739,335.00	17,425,989.00	23,661,736.00
Year 15	13,057,818.00	18,297,288.00	25,436,366.00
Year 16	13,384,263.00	19,212,152.00	27,344,093.00
Year 17	13,718,870.00	20,172,760.00	29,394,900.00
Year 18	14,061,842.00	21,181,398.00	31,599,517.00
Year 19	14,413,388.00	22,240,468.00	33,969,481.00
Year 20	14,773,723.00	23,352,491.00	36,517,192.00

Total Revenue Received:	236,067,727.00	305,574,856.00	400,194,778.00

Maximum Issue Supported:	89,880,000.00	116,750,000.00	178,120,000.00

Available For Project:	88,082,400.00	114,415,000.00	174,557,600.00

Prepared For Planning Purposes Only By Miller & Schroeder Financial: 10-21-87

FINANCIAL PLAN FACT SHEET

LOCATION:	Santa Clara County, California
CORRIDOR:	Guadalupe Corridor
SYSTEM IMPLEMENTATION:	Santa Clara County Transit
LENGTH:	20 miles
DESCRIPTION:	A light-rail system, at grade, linking the Silicon Valley employment area north of San Jose to the residential community south of downtown and including a two-street surface mall
NUMBER OF STATIONS:	33
NUMBER OF VEHICLES:	50
YEAR OPENED:	1987, 1988, 1990 (three phases)
CAPITAL COST AS BUILT:	\$420,000,000
CAPITAL FUNDING SOURCE:	UMTA Section 3 "Earmarked" Funds (50%) State Gas Tax (State Guideway Program) (18%) State Sales Tax (TP&D Fund) (10%) Local Sales Tax and Other Sources (22%)
SYSTEM OPERATOR:	Santa Clara County Transit District
EXISTING RIDERSHIP:	Not applicable
BASE FARE:	Not applicable
OPERATING/MAINTENANCE COST:	
OPERATING RATIO:	Not applicable
O & M FUNDING SOURCE:	County Transit
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION:	Advisory
SOURCE OF INFORMATION:	

FINANCIAL PLAN FACT SHEET

LOCATION:	Denver, Arapahoe, Douglas Counties, Colorado
CORRIDOR:	Southeast Corridor
SYSTEM IMPLEMENTATION:	Transit Construction Authority
LENGTH:	17 miles
DESCRIPTION:	A rapid transit system linking major commercial along I-25 from northern Douglas County to Denver's central business district.
NUMBER OF STATIONS:	Approximately 12
NUMBER OF VEHICLES:	Not applicable
YEAR OPENED:	Anticipated 1992
CAPITAL COST AS BUILT:	Not applicable
CAPITAL FUNDING SOURCE:	Employment Head Tax Square Footage Assessment UMTA Capital Funds
SYSTEM OPERATOR:	Transit Construction Authority
EXISTING RIDERSHIP:	Not applicable
BASE FARE:	Not applicable
OPERATING/MAINTENANCE COST:	Not applicable
OPERATING RATIO:	Not applicable
O & M FUNDING SOURCE:	County transit
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION:	Commercial assessment, joint development
SOURCE OF INFORMATION:	

*\$2 per mo / employee
in benefit area*

*(1 mile radius)
around stations and
along guideway
(1/2 mi each side)*

FINANCIAL PLAN FACT SHEET

LOCATION: San Diego
CORRIDOR: South Bay and East Urban
SYSTEM IMPLEMENTATION: Metropolitan Transit Development Board
LENGTH: 20.4 miles
DESCRIPTION: Railroad Right-of-Way 18.7 miles
 Street, Reserved Lanes 0.7 miles
 Street, Reserved Median 1.0 miles

NUMBER OF STATIONS: 22
NUMBER OF VEHICLES: 30
YEAR OPENED: 1981 and 1986
CAPITAL COST AS BUILT: \$160,000,000
CAPITAL FUNDING SOURCE: State Sales and Gasoline Tax
SYSTEM OPERATOR: San Diego Trolley, Inc.
EXISTING RIDERSHIP: *per day* 26,000 *comparable to Twin Cities expected ridership*
BASE FARE: \$0.50 - \$1.50 Depending on Distance
OPERATING/MAINTENANCE COST:
OPERATING RATIO: 80% - 100%
O & M FUNDING SOURCE: Local Sales Tax, Fares
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION: Minimal; but larger private participation being discussed for future extension.
SOURCE OF INFORMATION: MTDB Reports

*major destination at two ends (downtown & Tijuana)
 plus large number of off-peak riders*

FINANCIAL PLAN FACT SHEET

LOCATION:	St. Louis								
CORRIDOR:	Central								
SYSTEM IMPLEMENTATION:	East-West Gateway Coordinating Council (EWGCC)								
LENGTH:	18 miles								
DESCRIPTION:	<table border="0"> <tr> <td>Railroad or Other Private</td> <td></td> </tr> <tr> <td>Right-of-Way</td> <td>1.5 miles</td> </tr> <tr> <td>Freeway Right-of-Way</td> <td>16.3 miles</td> </tr> <tr> <td>Street, Reserved Lanes</td> <td>0.2 miles</td> </tr> </table>	Railroad or Other Private		Right-of-Way	1.5 miles	Freeway Right-of-Way	16.3 miles	Street, Reserved Lanes	0.2 miles
Railroad or Other Private									
Right-of-Way	1.5 miles								
Freeway Right-of-Way	16.3 miles								
Street, Reserved Lanes	0.2 miles								
NUMBER OF STATIONS:	20								
NUMBER OF VEHICLES:	31								
YEAR OPENED:	1992 (Target)								
CAPITAL COST AS BUILT:	\$335,000,000								
CAPITAL FUNDING SOURCE:	UMTA (75%) (Earmarked) Local Property Donations (25%): Bridge, tunnel and 12 miles railroad right-of-way <i>in return for maintenance responsibilities</i>								
SYSTEM OPERATOR:	Bi-State Development Agency, existing bus operator								
EXISTING RIDERSHIP:	37,200 (Forecast Year 2000)								
BASE FARE: <i>per day</i>	\$1.00								
OPERATING/MAINTENANCE COST:	Approximately \$10,000,000								
OPERATING RATIO:	45% LRT (Year 2000)								
O & M DEFICIT SOURCE:	Local Sales Taxes								
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION:	Unknown, some negotiations in process								
SOURCE OF INFORMATION:	EWGCC Reports								

FINANCIAL PLAN FACT SHEET

LOCATION:	Portland								
CORRIDOR:	Banfield								
SYSTEM IMPLEMENTATION:	Tri-Met								
LENGTH:	15.1 miles								
DESCRIPTION:	<table border="0"> <tbody> <tr> <td>Railroad right-of-way</td> <td>2.3 miles</td> </tr> <tr> <td>Free right-of-way</td> <td>5.4 miles</td> </tr> <tr> <td>Street, Reserved Median</td> <td>5.2 miles</td> </tr> <tr> <td>Street, Reserved Curb Lanes</td> <td>2.2 miles</td> </tr> </tbody> </table>	Railroad right-of-way	2.3 miles	Free right-of-way	5.4 miles	Street, Reserved Median	5.2 miles	Street, Reserved Curb Lanes	2.2 miles
Railroad right-of-way	2.3 miles								
Free right-of-way	5.4 miles								
Street, Reserved Median	5.2 miles								
Street, Reserved Curb Lanes	2.2 miles								
NUMBER OF STATIONS:	25								
NUMBER OF VEHICLES:	26								
YEAR OPENED:	September 1986								
CAPITAL COST AS BUILT:	\$213,000,000								
CAPITAL FUNDING SOURCE:	Interstate Transfer (54%) <i>we have none any longer in Twin Cities</i> UMTA Section 3 (Most "New Start") (29%) State Appropriations (17%) <i>no local \$</i>								
SYSTEM OPERATOR:	Tri Met								
EXISTING RIDERSHIP:	22,400 August 1987 Weekday								
BASE FARE:	0 - \$1.35, Depending on District								
OPERATING/MAINTENANCE COST:	\$7,000,000								
OPERATING RATIO:	0.51								
O & M DEFICIT FUNDING SOURCE:	Payroll Tax (<i>unusual</i>) <i>check on specifics</i>								
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION:	None								
SOURCE OF INFORMATION:	Tri-Met Reports								

FINANCIAL PLAN FACT SHEET

LOCATION:	Sacramento	
CORRIDOR:	Northwest and Folsom	
SYSTEM IMPLEMENTATION:	Regional Transit	
LENGTH:	18.3 miles	
DESCRIPTION:	Railroad Right-of-Way	7.7 miles
	Freeway Right-of-Way	4.6 miles
	Street, Reserved Lanes and Malls	2.7 miles
	Street, Mixed Traffic	2.3 miles
NUMBER OF STATIONS:	27	
NUMBER OF VEHICLES:	26	
YEAR OPENED:	1987	
CAPITAL COST AS BUILT:	\$176,000,000	
CAPITAL FUNDING SOURCE:	Interstate Transfer (56%) State and Local Grants (30%) Redevelopment Agency Bonds (14%)	
SYSTEM OPERATOR:	Regional Transit	
EXISTING RIDERSHIP:	11,000	
BASE FARE:	<i>per day</i> \$1.00 Peak/\$0.85 Base	
OPERATING/MAINTENANCE COST:	\$5,000,000	
OPERATING RATIO:	?	
O & M FUNDING SOURCE:	State Sales Tax Fares	
PRIVATE SECTOR SYSTEM FUNDING PARTICIPATION:	<1% Capital	
SOURCE OF INFORMATION:	Regional Transit Reports	

Attachment III

LRT
IMPLEMENTATION
OPTIONSI. Contracting Methods

In the Roles/Responsibilities outline which follows in Section II of this attachment, three basic forms of contracting apply for design services, procurement of systems equipment, installation, and construction:

Method A

One-Step Competitive Bidding - One-step bidding is traditionally used when the contract documents are clearly drawn and the prospective contractors have a firm basis from which to base their price proposals without significant latitude in interpretation. Advertisements solicit firm-price bids after which the award is made to the lowest, responsive, responsible bidder.

Method B

Two-Step Competitive Bidding - The two-step process is used when there is need to evaluate the bidders approach to the project and his particular abilities to meet the stated objective. In these cases, the various prospective contractors have the latitude to approach the contract differently, and the owner needs to review and select the approaches best suited to the original requirements before the contract award. This process begins by advertising for technical proposals from potential contractors: step one. (This could be preceded by pre-qualifications, if desired.) After the review of proposals (and possible negotiation with the proposers separately to revise their technical proposals to meet the owner's needs), a limited number of responsive, responsible proposers judged to be capable of meeting the owner's needs are invited to submit prices: step two. After that, the award is made to the lowest bidder.

Method C

Competitive Negotiations - This process is used when lowest price is not the only basis for award at the end of the evaluations. The process usually starts with an advertised request for letters of interest and qualifications. Proposals including technical approach and price are then requested from a screened list of qualified proposers. The main factors which are evaluated in the proposals are technical quality and price. Other factors such as experience and performance history may also be evaluated. Discussions and interviews are held separately with the proposers, as in Method B, and continue until the proposers are asked to provide their "best and final offers." Award is based on the highest-ranked proposal in terms of technical quality, price, and other prescribed factors.

Attachment III
(Continued)II. Roles/Responsibilities

For the purposes of simplification, the methods of breaking up the implementation work are illustrated. There are variations and hybrids of the methods shown, but these outlined constitute the basics for the purpose of discussion.

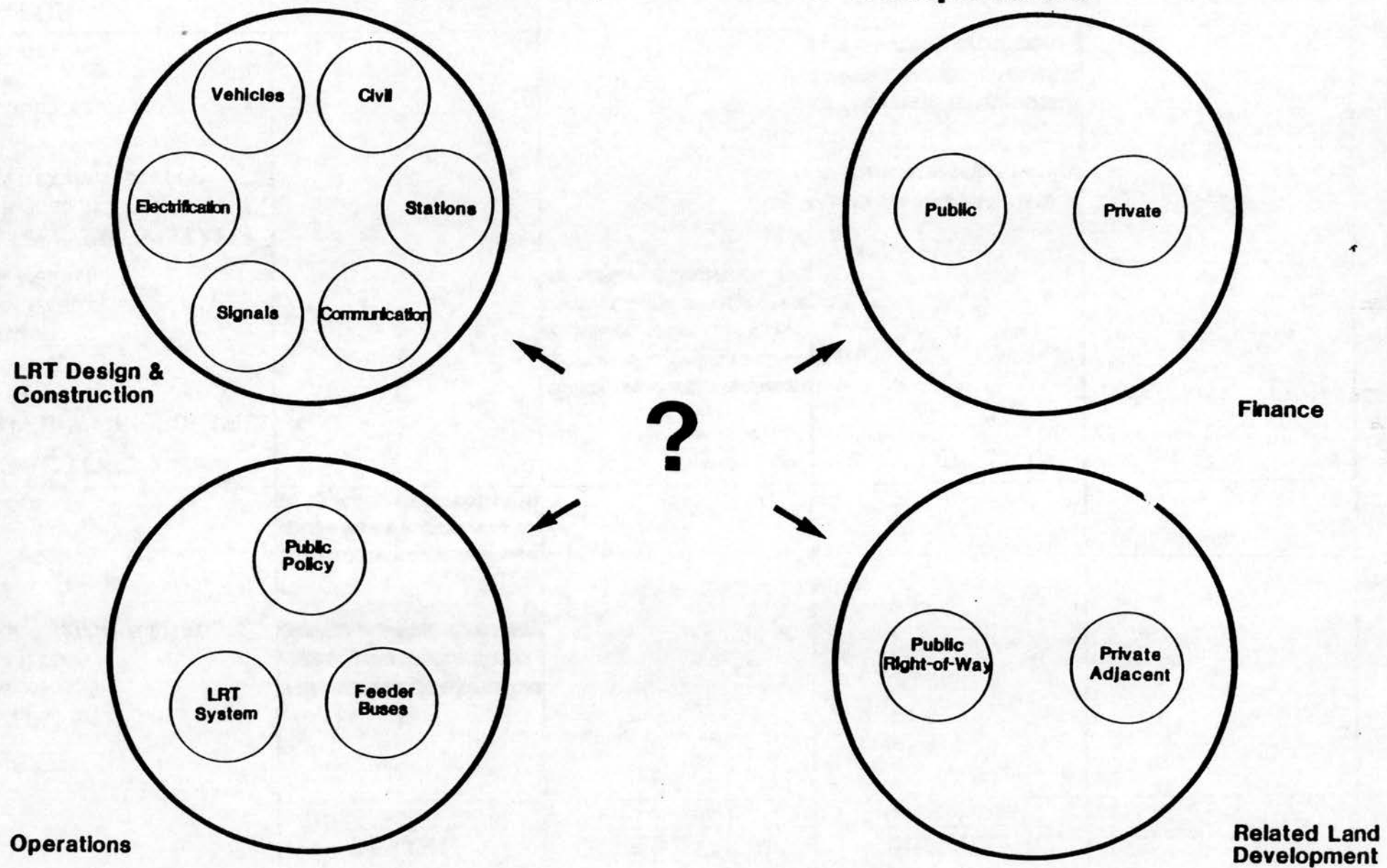
1) Traditional - The Project Manager/Engineer specifies the system elements (vehicles, electrification, signals, and communications) or components of the system elements (e.g., substation equipment, catenary network, track material, etc.) and issues these separate specifications for bid. At the same time, the civil design is advanced toward 100 percent drawings. Contracts are awarded for the system elements and components, and the contractors fabricate and furnish the equipment. The civil contract drawings are also issued for bid and awarded to low bidders, and these contractors construct the LRT infrastructure. These construction contractors (or other contractors) could also install the electrification, signals, and communications equipment. Yet another contract could be let for operations, or the public agency could operate the completed system.

2) Design/Build - The Project Manager/Engineer advances the design to the performance specification level in the case of the systems elements and to 30 percent in the case of the civil design. The system elements would each be awarded to contractors who would design, furnish, and install the equipment. The 30 percent civil design would be issued for bid as design/build sections. Upon completion of the system, an operations contractor or the public agency would operate the system.

3) Turn-Key - The Project Manager/Engineer advances the design as would be done in the Design/Build category, but the performance specifications and 30 percent design would be issued for competition as one package. (Having the Project Manager/Engineer advance the design to 30 percent establishes the basic system parameters, allows for definitive cost estimation, and keeps the contingency margin reasonable.) The winning Turn-Key contractor would complete the design in all areas and fabricate and furnish the equipment at an agreed-upon price. The Turn-Key Contractor would also operate the system, again at an agreed-upon price, for a prescribed period to ensure system reliability.

4) Super Turn-Key - This is the same as the Turn-Key approach with the additional role given to the Super Turn-Key contractor to be responsible for partial or total system financing and land development. The financing could take the form of loans (e.g., vendor financing) or lease/buy-backs. There also could be a relationship of funding of portions of the system, particularly at or around stations, through joint development. The Super Turn-Key contractor would be responsible for these financial and land development arrangements.

LRT System Implementation Components



TRADITIONAL

(Use Method "A" Contracting Throughout)

	DESIGN/ SPECIFICATION	FABRICATION/ FURNISH	INSTALL/ CONSTRUCT	OPERATIONS
PROJECT MANAGER/ ENGINEER				
SYSTEM WIDE *				
Vehicle				
Electrification				
Signals/Communications				
CIVIL				
Line Sections				
Track Work				
Stations				
CONTRACTORS				
SYSTEM WIDE (PROCURE)				
Vehicle				
Electrification				
Signals				
Communication				
Track Materials				
SYSTEM WIDE (INSTALL) **				
Electrification				
Signals/Communication				
CIVIL				
Line Sections				
Track				
Stations				
OPERATOR				

* Actually, the PM/Engineer designs only to the point of equipment specification. Final equipment design is done by Contractor.

** Can be merged with Line Section and Track construction contracts.

DESIGN/BUILD

(Use Method "B" or Method "C" Contracting)

	DESIGN			FABRICATE/ CONSTRUCT/ INSTALL	OPERATIONS
	0%	30%	100%		
PROJECT MANAGER/ ENGINEER					
SYSTEM WIDE					
Vehicle					
Electrification					
Signals/Communications					
CIVIL					
Line Sections					
Track Work					
Stations					
CONTRACTORS					
SYSTEM WIDE					
Vehicle					
Electrification					
Signals					
Communication					
CIVIL					
Line Sections					
Track					
Stations					
OPERATOR					

TURN-KEY

(Use Method "C" Contracting)

	0	DESIGN 30%	100%	FABRICATE/ CONSTRUCT/ INSTALL	OPERATIONS
PROJECT MANAGER/ ENGINEER					
SYSTEM WIDE					
Vehicle					
Electrification					
Signals/Communications					
CIVIL*					
Line Sections					
Track Work					
Stations					
CONTRACTOR					
ALL ELEMENTS					

5 year Minimum

* Timing of design advancement may require contractual negotiations (include price and turnover point) in parallel

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

8

Department Summary
 To be completed by Originating Department

<u>Ramsey County Public Works</u> Originating Department <u>Kathryn DeSpiegelaere</u> Authorized Signature	<u>9/18/87</u> Date	Board Action Requested Information Item: Citizens' Advisory Committee Responsibilities - Regional Railroad Authority
--	------------------------	--

Request Justification

Responsibilities proposed for the Ramsey County Regional Railroad Authority Citizens' Advisory Committee were prepared by Kathryn DeSpiegelaere, Ramsey County Public Works Department.

Budgeting and Accounting _____
 County Attorney _____
 Risk Manager _____
 Data Processing _____
Peter Smalley 10/27/87
 Previous Action taken on Request _____

RECEIVED
 1987 SEP 25 AM 8:43
 Ramsey County Board of Commissioners
 Date Time
 Received By
 County Executive
 Director

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 9, 1987	<u>J. L. Blundin</u>	10/30/87
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: Ramsey County Regional Railroad
Authority Commissioners

Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Ramsey County Regional Railroad
Authority Citizens' Advisory
Committee Responsibilities

Date: September 18, 1987

At the August Ramsey County Regional Railroad Authority meeting, I was requested to arrange the first meeting of the Citizens' Advisory Committee and to advise the committee members of their responsibilities.

The attached information was reviewed and approved by Commissioner Finley.

Recommendation:

For your information.

KD:smw

**Ramsey County Regional Railroad Authority
Citizens' Advisory Committee**

Responsibilities:

- Review and make recommendations to the Ramsey County Regional Railroad Authority (RCRRA) on issues conveyed from corridor task forces (CTC's).
- Suggest work to be undertaken by the Ramsey County Regional Railroad Authority in conformance with legislation specifying regional railroad authority powers.
- Review and recommend action to the RCRRA on major activities that may be undertaken by the RCRRA such as:
 - What major transit capital investments, including light rail transit, should be considered in Ramsey County;
 - Defining the role of the RCRRA in transit or rail corridor investments;
 - What routes should be considered for major transit investments in Ramsey County;
 - Potential use of railroad corridors in Ramsey County.
- Review actions of other regional railroad authorities or units of government that may have an impact on RCRRA.

KD:rv
8/26/87

**Ramsey County Regional Railroad Authority
Corridor Task Force**

Responsibilities:

- Identify neighborhood concerns associated with corridors being considered for major transit capital investments such as light rail transit.
- Identify neighborhood concerns associated with abandoned railroad corridors or potential corridors for abandonment.
- Review and make recommendations on reports or actions to be considered by the Ramsey County Regional Railroad Authority (RCRRA) or the RCRRA's Citizen Advisory Committee (CAC) pertaining to a specific corridor represented by task force members.

KD:kph

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**
(7members)

**CITIZENS' ADVISORY
COMMITTEE**
(14 members)

**CORRIDOR
TASK FORCE**

**CORRIDOR
TASK FORCE**

**CORRIDOR
TASK FORCE**

REQUEST FOR BOARD ACTION RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Department Summary
To be completed by Originating Department

Ramsey County Public Works

Originating Department

Kathryn DeSpiegelaere 10/15/87
Authorized Signature Date

Board Action Requested

For Discussion Only

Work program and timeline for
Ramsey County Regional Railroad
Authority Citizens' Advisory Committee.

Request Justification

A work program and timeline has been requested by the Regional Railroad Authority Citizens' Advisory Committee. A proposed program has been prepared by Kathryn DeSpiegelaere for discussion by the Authority.

Budgeting and Accounting _____
County Attorney _____
Risk Manager _____
Data Processing _____
Antonia D. Bulley 10/27/87
Previous Action taken on Request

Date / _____
Received By _____
County Executive _____
Director _____

RECEIVED
1987 OCT 19 PM 1:53
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD OF DIRECTORS

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
November 9, 1987

Signature

Date

F. L. Blendenburg

10/30/87

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: Ramsey County Regional Railroad
Authority Commissioners
Executive Director Terry Schutten

From: Kathryn DeSpiegelaere *KD*

Subject: Work Program for the Ramsey County Regional
Railroad Authority Citizens' Advisory Committee

Date: October 15, 1987

The Citizens' Advisory Committee to the Ramsey County Regional Railroad Authority has requested a work program and timeline. I have prepared a work program and timeline for your consideration. You may want to note:

- Item three discusses communication expectations. Is it your intention that committee members discuss activities with community organizations? The proposed program would indicate that expectation.
- The work program concentrates on the Midway corridor, rather than an examination of many corridors in Ramsey County. Regional agencies such as the Metropolitan Council have determined that corridor to be in the highest priority category for light rail transit in the Twin cities.
- Item four timing is dependent on a work program to be developed by Ramsey County and the Regional Transit Board staff at the request of Commissioner Finley. That work program will be prepared for preliminary design on the Midway corridor.

Recommendation:

For discussion.

KD:sw

KD MEMO RCRRAC

1

Work Program
Ramsey County Regional Railroad Authority
Citizens' Advisory Committee

1. Review background information
 - Comprehensive plans of cities and county
 - Legislation relevant to regional railroad authorities
 - University/Southwest Corridor Alternatives Analysis
 - Railroad corridors in Ramsey County
 - Light rail transit information
2. Share information on what is happening with other counties' regional railroad authorities, cities within county and agencies (Metropolitan Council, Regional Transit Board).
3. Communicate with civic/business/district council/neighborhood groups within each commissioner's district. Share information on the activities of the Authority and share information with the Authority through the Citizens' Advisory Committee on interests and concerns of local groups.
4. In regard to the Minneapolis-St. Paul (Midway) corridor, review and make recommendations on elements of transit studies as they are conducted by Ramsey County or other agencies.
5. Review recommendations of task force(s) formed for specific railroad or transit corridors.

KD:smw
10/15

TIMELINE
for Ramsey County Regional Railroad Authority
Citizens' Advisory Committee

TASK	TIME
1. Background	October - December 1987
2. Share information	Ongoing
3. Communicate	Ongoing
4. Review and make recommendations	Dependent upon work program to be developed by RTB and Ramsey County in next few months
5. Review recommendations of task force(s)	Ongoing

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

10

Department Summary
To be completed by Originating Department

<u>Chairman Finley</u> <u>Originating Department</u> <u>J.T.Finley (S)</u> <u>11/3/87</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> MEETING LEGISLATIVE DELEGATION December 8, 1987 2
--	--

Request Justification

See attached: Letter from John J. Marty, dated 10/22/87
Letter from Kathleen Vellenga dated 10/26/87
Letter to J. J. Marty and K. Vellenga dated 10/29/87

Meeting will be from 2:00 to 4:00 P.M.

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

Date / Time
Received By
County Executive
Director

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date
NOVEMBER 9, 1987
County Board Date

Signature
Signature
J. L. Henderson
Signature

Date
Date
11/3/87
Date

JOHN J. MARTY
Senator 63rd District

Senate

State of Minnesota

October 22, 1987

John Finley
Ramsey County Commissioner
Room 316, Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102

Dear Commissioner Finley:

The St. Paul Legislative delegation recently met with representatives of the City of St. Paul to informally discuss Light Rail Transit in St. Paul. At the meeting, we felt that it would be helpful to have a meeting of the Ramsey County Rail Authority, with the County Legislative Delegation, the St. Paul City Council, and other interested parties.

I am writing as Chair of the St. Paul and Ramsey County Delegations in the Senate, to ask you to schedule a meeting of the Rail Authority for the first week of December to bring together interested parties to discuss the issue of Light Rail Transit and route siting for Ramsey County. I believe the St. Paul Mayor's office will be forwarding you some suggestions of additional individuals and organizations to invite. I have talked with several of the people involved, and the mornings of December 2, or 3, appear to be good possibilities for a meeting time.

I hope that this meeting will enable us to exchange concerns and discuss LRT routing possibilities, so that the County Rail Authority has time to prepare a proposal for the 1988 Legislative Session.

I would appreciate your assistance in holding such a meeting. Please let me know if I can be of any help in the process.

Sincerely,



John J. Marty, Chair
Ramsey County Senate Delegation

JJM:ca

cc: Mayor Latimer
Representative Kathleen Vellenga
235 State Capitol, Saint Paul, Minnesota 55155 (612) 296-5645

Kathleen Vellenga

District 64A
Ramsey County

Committees:

Education

Finance Division

Health and Human Services

Judiciary

Chair, Crime and Family Law Division



Minnesota House of Representatives

Fred C. Norton, Speaker

October 26, 1987

John Finley
Ramsey County Commissioner
316 Courthouse
St. Paul, MN 55102

Dear Commissioner Finley:

Thank you for your letter expressing your concern over the presentation to the St. Paul Legislative Delegation regarding Light Rail Transit. I did try to contact you after I received the letter, but did not reach you. As your staff may have indicated, the purpose of the meeting was to bring the St. Paul Delegation up to date on proposals for LRT corridors in and around the city. Our Delegation members agreed that now that Hennepin County appears to be accomplishing LRT, we needed to take a new look at the proposals.

I regret that none of the Commissioners could attend, but we believed that you folks are much further along than we are, and that we should go ahead and get more information as soon as possible.

As Dennis may have told you, the Delegation concluded that we now are at the stage in the process where we would like to meet with the Ramsey County Regional Rail Authority and consider the benefits and drawbacks to the University Avenue and northern alignment proposals. We are also very concerned about cooperation and/or competition between Ramsey and Hennepin counties as well as Dakota, Washington and Scott counties.

We are hoping that you will call a meeting of the Legislative Delegations and that this would be a meeting open to the public so that all of us could inform ourselves before coming to a conclusion. As far as I can tell the only conflict is the House Mini-Session scheduled for the week of November 16 - 20. I understand Senator Marty is also going to communicate our wishes to you and that December 2nd from 2:00 - 4:00 has been suggested. Mayor Latimer's staff would be happy to help with arrangements.

If you have any questions or wish to talk this over, please phone me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kathleen Vellenga".

Kathleen Vellenga
Chair, St. Paul House Delegation

Reply to: ☐ 549 State Office Building, St. Paul, Minnesota 55155
☐ 2224 Goodrich, St. Paul, Minnesota 55105

Office: (612) 296-8799

CHAIRMAN-
Finance, Personnel & Management

VICE CHAIRMAN-
Waste to Energy Project Board

MEMBER-
Law Library Board of Trustees
Metropolitan Mosquito Control District
Health, Human Services & Corrections

John T. Finley

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



October 29, 1987

John J. Marty, Chair
Ramsey County Senate Delegation
State of Minnesota
235 State Capitol
Saint Paul, Minnesota 55155

Kathleen Vellenga, Chair
Saint Paul House Delegation
Minnesota House of Representatives
549 State Office Building
Saint Paul, Minnesota 55155

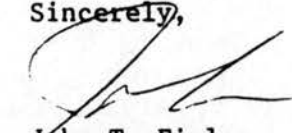
Dear John & Kathleen:

Mayor Latimer and I met regarding LRT and it appears that we agree that we should move ahead with LRT planning with our highest priority being the east/west corridor between downtown Saint Paul, the Capitol, and downtown Minneapolis.

Both of us, at this time, have December 2 and 3 available for a delegation meeting from 2-4 p.m. We would appreciate your deciding which day is most convenient for the delegation and inform us as soon as possible so that we can start preparing for the definite meeting.

I want to thank you for your interest in LRT and we certainly hope that the local elected officials will continue to coordinate our efforts and to keep our delegation fully informed of the progress. Again, thank you very much for your interest in this matter.

Sincerely,


John T. Finley
Ramsey County Commissioner
District #3

JTF/clm

cc: Mayor George Latimer
Board of Ramsey County Commissioners

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REQUEST FOR BOARD ACTION

//

Department Summary
To be completed by Originating Department

<u>Chairman Finley</u>		Board Action Requested
<u>Originating Department</u>		INFORMATIONAL MEETING OF VENDORS
<u>John T. Finley (S)</u>	<u>11/3/87</u>	FOR November 23, 1987 immediately
<u>Authorized Signature</u>	<u>Date</u>	following Board Meeting

Request Justification

This meeting will be scheduled immediately following the Board Meeting on November 23, 1987, and will last one hour.

Kraus Anderson will be at the meeting to give a presentation.

<u>Budgeting and Accounting</u>		Date / Time Received By County Executive Director
<u>County Attorney</u>		
<u>Risk Manager</u>		
<u>Data Processing</u>		
<u>Previous Action taken on Request</u>		

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>NOVEMBER 9, 1987</u>	<u><i>J L Henderson</i></u>	<u>11/3/87</u>
<u>County Board Date</u>	<u>Signature</u>	<u>Date</u>

**MSR
INC.**

RAIL TRANSPORTATION SPECIALISTS

**CONTRACTORS - CONSULTANTS
BUSINESS PLANS - OPERATING PLANS**

**MARK J. KOSMAS
PRESIDENT**

612/522-3853

P.O. Box 11372

MINNEAPOLIS, MN 55411



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Monday, November 23, 1987

City Council Chambers

*Immediately following the County Board Meeting
(approximately 11:00 to 11:15 A.M.)

1. Update from Chairman John Finley.
2. Presentation by Vendors: (Limited to 15 minutes for each vendor)

Kraus-Anderson

Ray Rausch
Oke Wennberg, President
of ASEA Traction (Swedish Firm)

BRW

Dick Wolsfeldt

MSR, INC.

Mark J. Kosmas



ASEA TRACTION

Kathy D.

November 20, 1987

Commissioner John T. Finley
Ramsey County Board of Commissioners
316 Ramsey County Courthouse
St. Paul, MN 55102

Dear Commissioner Finley:

Kraus-Anderson Construction Company and ASEA Traction, Inc. thank you for the opportunity to discuss Light Rail Transit in general and, in particular, Light Rail Transit's future in Ramsey County.

Enclosed is some information pertaining to the Istanbul, Turkey Light Rail Project currently under construction and a brief introduction to the design/build consortium of Kraus-Anderson Construction Company and ASEA Traction, Inc. We will be happy to assist the Ramsey CountRail Authority in any way toward the successful completion of your proposed Light Rail Transit System.

Very truly yours,

KRAUS-ANDERSON
CONSTRUCTION COMPANY

Raymond R. Rauch
Vice President, Marketing

ASEA TRACTION, INC.

Ake Wennberg
President

km





Kathy D.

ASEA TRACTION

KRAUS-ANDERSON CONSTRUCTION COMPANY & ASEA TRACTION, INC.

A LIGHT RAIL DESIGN-BUILD CONSORTIUM FOR THE MINNEAPOLIS-ST. PAUL METROPOLITAN AREA

This unique consortium will bring to a Twin Cities light rail transit project the advantages of the finest local construction management teamed with advanced, proven Swedish technology in a complete light rail system, including vehicles and power.

The concept of holding a competition to choose a single-source consortium to design and build a new rail system is something the entire U.S. transit industry is eagerly awaiting. This method, now successful in Europe, will provide the Twin Cities with several advantages:

1. Lower overall cost, faster design and construction.
2. Significantly shorter time from concept to completion.
The first trains can be running in less than four years!
3. Guaranteed not-to-exceed total cost.
4. Full interface of all systems without costly design changes.
5. An integrated public/private financing package.
6. Easy and direct communication between customer and contractor.

The members of the team:

Kraus Anderson

With more than 50 years of construction experience in North America, Kraus-Anderson is one of Minnesota's premiere general contractors. Recent design-build projects include Canterbury Downs, The Piper Jaffray Tower and the Amhoist Tower.

Kraus Anderson will be responsible for architectural design, engineering design, construction management and, through local subcontractors, construction of the civil portions of the Twin Cities' LRT project.

ASEA Traction, Inc.

A subsidiary company of the largest Swedish electric power firm, ASEA Traction is known by its worldwide reputation as an outstanding supplier of trains, locomotives, and rail power systems. It is currently supplying a turn-key LRT system for Istanbul, Turkey. ASEA locomotives were chosen for high-speed Amtrak Metroliner service in the U.S. Northeast corridor.

As a part of a Twin Cities light rail consortium, ASEA will be responsible for the overall contract, for the vehicles, the power system, and other rail-related components, such as the signalling system and the maintenance facilities.

Kathy D.

**MSR
INC.**

RAIL TRANSPORTATION SPECIALISTS
CONTRACTORS - CONSULTANTS
BUSINESS PLANS - OPERATING PLANS

November 20, 1987

522-3853

MEMO

TO: RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Commissioner John Finley, Chair

FROM: Mark Kosmas, President
MSR, Inc.

RE: LIGHT RAIL TRANSIT IN RAMSEY COUNTY

Dear Commissioner:

MSR, Inc. is a railroad construction contracting and consulting firm based in Minneapolis, Minnesota.

MSR, is currently in the process of forming a consortium consisting of reputable local contractors with experience in the construction of light rail transit system components.

The proposed MSR consortium also contains specialty engineering firms from outside Minnesota that have a "World Class" reputation in the field of light rail transit system engineering.

The MSR consortium is being formed with the intent of bidding on a potential contract to engineer & construct a light rail transit line or system in Hennepin County; however, MSR is also interested in pursuing contracts to construct any systems that might be built in Ramsey County in the future.

I would hope that RCRRA Commissioners will find the competitive bid nature of the MSR consortium with a "Guaranteed Maximum Price" to be an attractive feature which should keep the capital cost figure for the proposed RCRRA LRT system down to a minimum, which in turn should keep taxes down in Ramsey County.

ROLES OF RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY PERTAINING
TO PROPOSED LRT SYSTEM:

- * Determine alignment and connection points with Hennepin County Rail Authority and other Rail Authorities.
- * Determine system standards, technology, station locations etc.
- * Work up operating plan and feeder bus routes with MTC and RTB.
- * Arrange financing.
- * Issue bid specs and/or RFP.

MSR Proposed Consortium Role:

- * Respond to RFB/RFP with competitive bid package.

Goals of proposed MSR Consortium as they relate to LRT in the Twin Cities area:

- * Best quality LRT systems for Rail Authorities & MTC.
- * Ensure technological compatibility with Hennepin County and other county LRT systems.
- * Lowest cost system for Ramsey County taxpayers by utilizing Minnesota Union Contractors.
- * Utilize highly reputable and experienced firms in the MSR Consortium.
- * Focus on "Made in Minnesota" & "Made in USA" system components.
- * Jobs for Minnesotans.

Thank you very much for affording me the opportunity to make this presentation today.



T-F 2169

LRV for Istanbul

Steadily increasing interest is being shown around the world in electric public transport systems as a means of combating both rising fuel prices and air pollution. Many cities are reintroducing the tram in a modern and more effective form as a Light Rail Vehicle (LRV). The city of Istanbul has ordered a complete system from a consortium formed by ASEA TRACTION, who will supply the LRVs, power supply, signalling and catenaries. A Turkish Contractor, YAPI Merkezi, will carry out the civil works.

The Istanbul LRV set normally consists of three articulated coaches, where the outer coaches have cabs. The outer bogies in each coach are powered. A GTO thyristor chopper controls the traction motors. The LRV is equipped with regenerative braking controlled by an overvoltage chopper. This unit continuously monitors the receptivity of the line and a large proportion of the energy can therefore be regenerated.



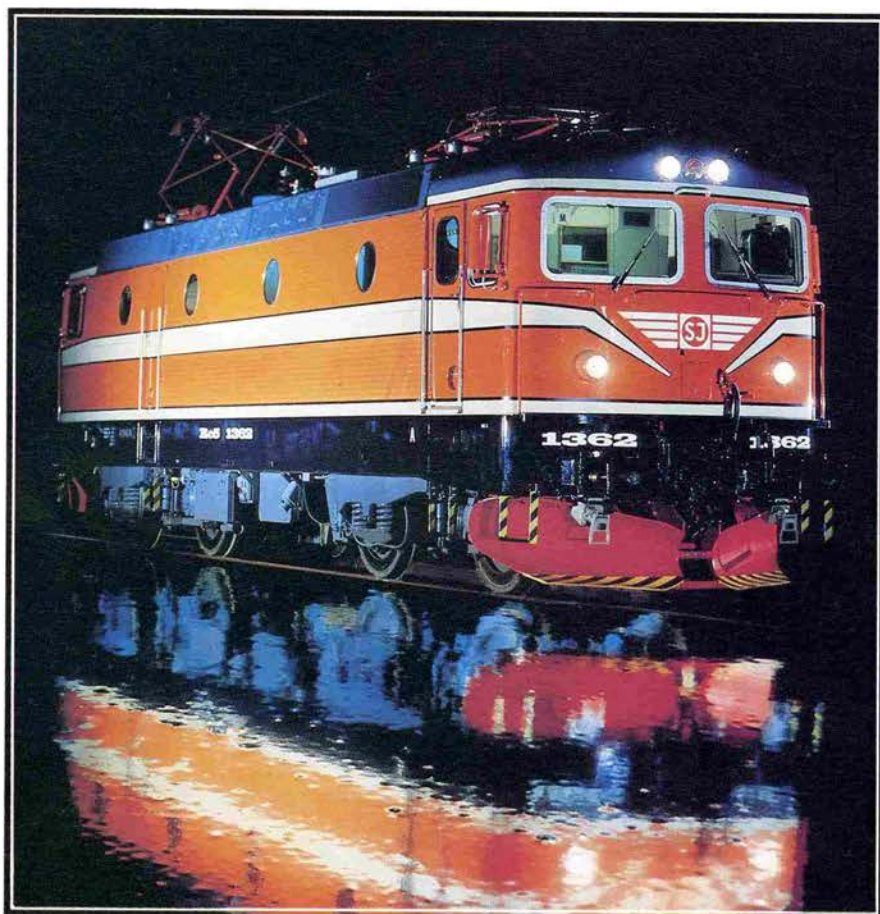
T-F 2170

Main data for a set of 3 articulated coaches

First delivery	1988
Line voltage	750 V.d.c.
Gauge	1 435 mm
Wheel diameter (new)	680 mm
Distance between bogie centres	8 000 mm
Bogie wheelbase	1 800 mm
Height with pantograph down	3 440 mm
Max. width	2 650 mm
Height of floor from top of rail	920 mm
Length over couplers	70 500 mm
Max. speed	80 km/h
Rating, continuous	900 kW
Tare weight	87 000 kg
Number of traction motors	12
Seating capacity	144
Standing capacity	374
Max. acceleration on level tangent track with full load	1.0 m/s ²
Minimum curve radius	30 m
Traction motor control	Thyristor chopper
Transmission	Bogie-mounted motor connected to a two-stage gear via a resilient double coupling
Brake system	Dynamic brake with regeneration combined with disc brake
Emergency brake	Electromagnetic track brake

ASEA TRACTION

Kathy D.



Worldwide Railway Technology

ASEA



Iran's first electrified railway runs through mountain areas with winter and snow as well as deserts with sand storms. Another challenge for the ASEA Rc-locomotive.



Locomotive EI 16. With its 4400 kW and thyristor control equipment, it is probably one of the world's most effective 4-axle locomotives.

Locomotives

Our locos are lighter... yet they haul heavier trains.

It is all a matter of what happens at the contact point between the wheel and the rail surface. This is where the energy from the electric overhead turns into real tractive power.

Years of intensive studies, measurements, computing and tests have taught us how to make full utilization of tractive effort and adhesion.

Advanced control electronics and micro-computer technology have given us full control of the individual wheel axles. Thus we can keep the weight down, reduce the track forces and yet increase the performance of the locomotive.

Our philosophy – to ever increase the efficiency of our designs enables us to adapt to differing requirements. The same design ideas are used for heavy freight locomotives, high speed trains as well as for commuter trains, subway cars, and light rail vehicles.

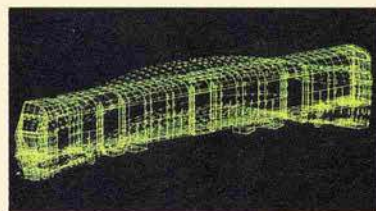
Vital components such as thyristors and micro computers are also developed and manufactured within the ASEA group.

Together with Canadian General Motors, ASEA delivered six-axle, heavy freight locomotives type GF6C, designed to haul coal trains in British Columbia in punishing conditions.

Tailor made designs



We are in command of the whole vehicle. Our know-how does not just cover the electrical equipment, we also fully control the mechanical design of a vehicle, specifically the carbody, transmission and bogies. Using advanced computer technics we can predetermine the performance of a vehicle design on a given track and satisfy the precise requirements of our customers.



Cover:

The Rc locomotive, supplied to the Swedish State Railways. The latest version of this workhorse, the Rc6, will be used for intercity services with speeds up to 160 km/h.





Commuter train X10 operated by the Swedish State Railways in the city areas of Stockholm, Malmö and Gothenburg. The trains have been given interior stylings and exterior colours to reflect their respective regions.



Trains for local traffic around Copenhagen, Denmark. ASEA has supplied all the electric equipment including chopper control.

Local manufacture provides significant benefits to the community.

ASEA TRACTION vehicles have a modular design which enables us to assemble them in cooperation with local industry. We have a long tradition of the transfer of technology and can thereby offer job opportunities through joint ventures and the use of local subcontractors.



Mass Transit

The future pattern of commuting will probably differ markedly from that of today. The price of oil, environmental problems and the ever rising costs of road maintenance will call for increased use of electrically powered, dependable, safe and comfortable rail systems.

ASEA TRACTION designs and manufactures energy saving commuter trains, subway cars and light rail vehicles for operation world wide, all designed to fit the traffic pattern where they are operated.



The Greater Stockholm Local Traffic Board (SL), operates more nearly 1000 ASEA cars in its subway system. The newer thyristor chopper controlled cars regenerate energy to the line during braking. In 1986 SL will add to its fleet new cars with AC motors (asynchronous drives). This will cut operating costs further thanks to their lighter weight and reduced need for motor maintenance.

A new generation of Light Rail Vehicles is now replacing the old trams in the City of Gothenburg, Sweden. This articulated 6-axle car offers commuters a fast connection between the suburban centers and the heart of the City, operating partly on track separated from the road traffic and partly in the city streets. This idea has attracted many transit authorities around the world as a very economic and clean solution to increasing traffic problems.



Turnkey delivery allied to total responsibility.

We can undertake total responsibility which greatly simplifies questions regarding performance, guarantees and commissioning. Our offer may involve complete vehicles including the design of the mechanical parts as well as the electrical equipment. It can also involve civil works, electrification and signalling systems. The customer receives a package deal which eliminates the need for matching various components from different suppliers.



Proposed high-speed train for the Swedish railway main lines. Controlled tilting of the cars allows the train to run through the curves at higher speed whilst maintaining full comfort for the passengers.



Suburban trains, City of Brisbane, Queensland, Australia. These trains feature stainless steel bodies and a comfortable air conditioned interior that has successfully helped increase ridership in a well designed "park and ride" system. The trains are manufactured in Queensland under a joint venture between ASEA TRACTION and Walker's Ltd. In 1986 a total of 88 three car trains will be in operation.

High Speed Trains

The key to improved economy for railroads throughout the world lies in running at higher speed on existing tracks. It gives the operator better utilization of his system and also enables more effective competition with other means of transportation — including the airlines over certain dis-

tances. ASEA TRACTION has developed a high speed concept for use in areas where it is impossible to justify the costs of exclusive straight passenger tracks. Our trains are designed for safe running with low track forces at speeds over 200 km/h.

Amtrak operates a fleet of locomotives, type AEM-7, for the Metroliner service between New York and Washington, D.C. The locomotives were built in the U.S. under a licence agreement between ASEA and the Electromotive Division of General Motors. Prior to the order an ASEA Rc4-locomotive from Swedish State Railways was tested and used in traffic with Amtrak for a period of 6 months, proving that it

could maintain schedules. With speeds around 200 km/h Amtrak has increased ridership considerably and is today competing effectively with the airlines. Another series of the same locomotive will be commissioned in 1986 by the Maryland Dept. of Transportation.





Simple and Dependable

Our continuous speed control system for marshalling yards, using screw retarders is outstanding with regard to precision and smooth control of freight and cars. The entire system can be operated by two or three men. It offers a low noise level and requires little maintenance. Fast, reliable, silent and safe marshalling at low cost.



Overhead Power Supply

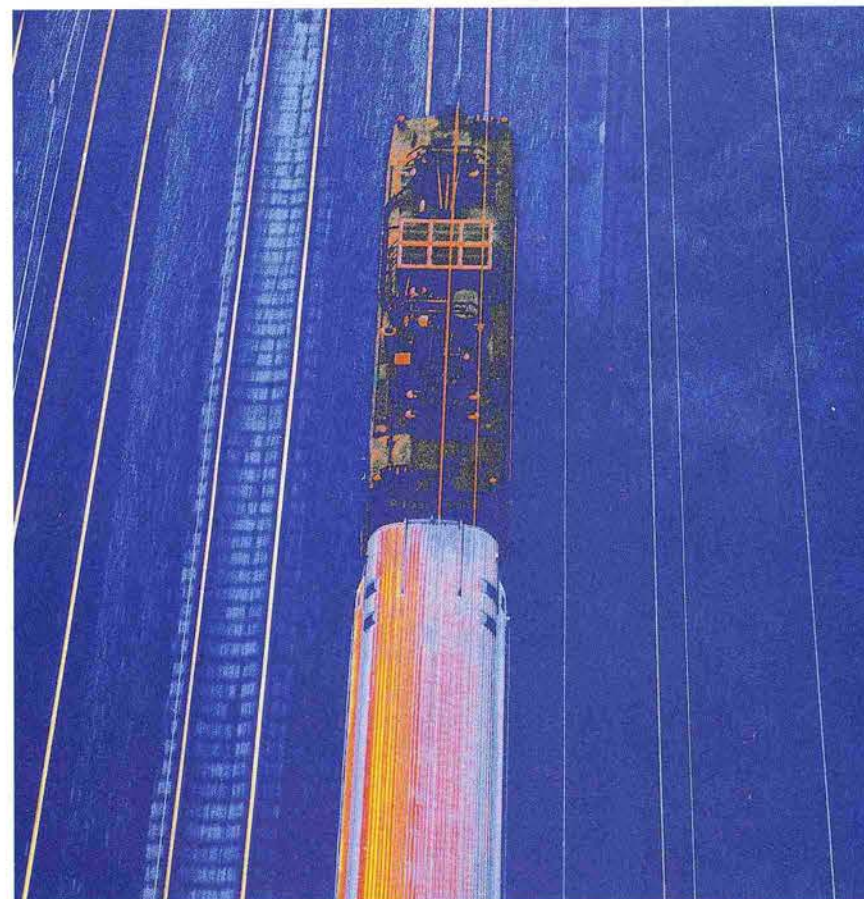
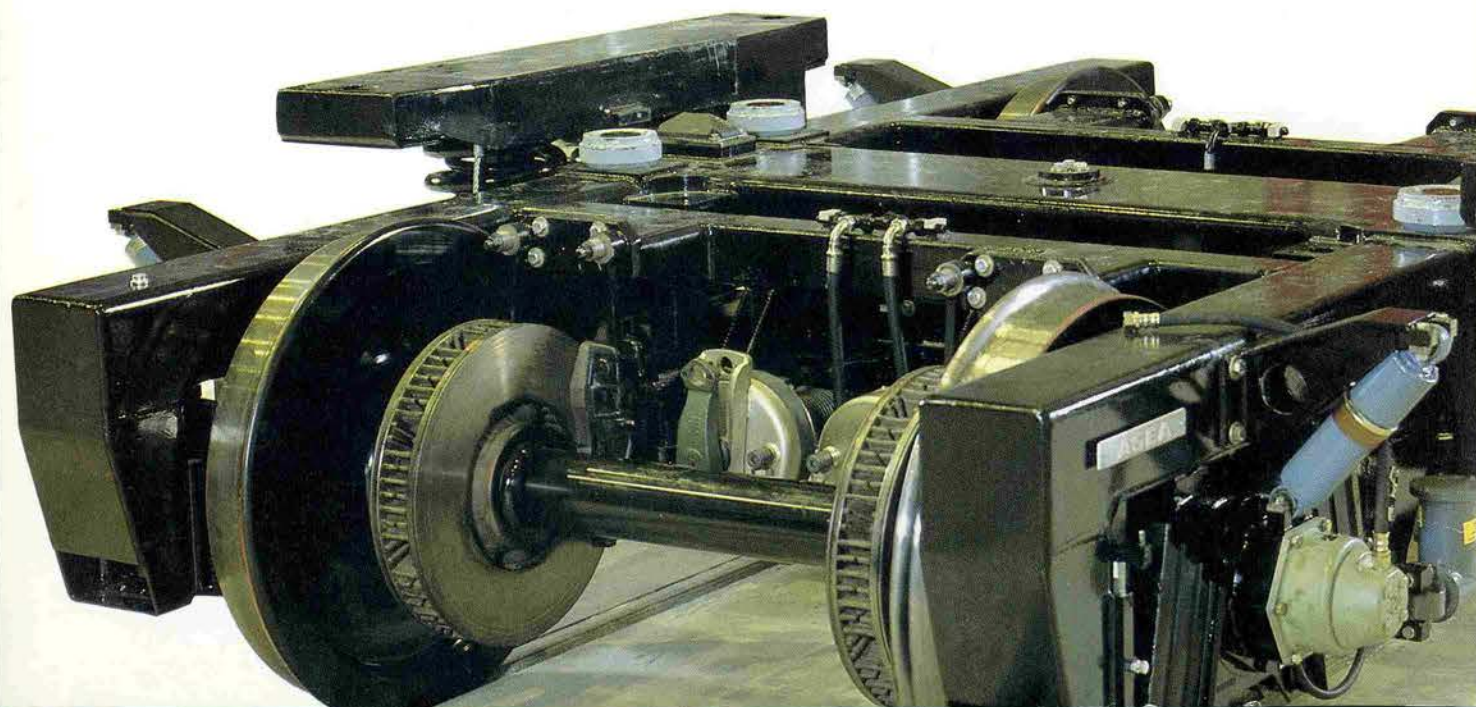


A century of experience in the power field. That is one of the cornerstones of the ASEA Group. ASEA TRACTION offers a complete range of component systems including reactive power compensation, switchgear, complete supply systems, monitoring and control, for the energizing of electric rail systems.



Bogies

Our know how from designing and testing high-speed trains has now been applied in the development of new bogies for commuter trains, passenger coaches and freight vehicles. These bogies permit higher train speeds, with low track forces. They can be adapted to various vehicles offering excellent running comfort and considerably reduced wear on wheels and rails. The result is lower maintenance costs and unmatched rolling stock availability.



"ASEA, founded in 1883, is one of the world's leading electrical and electronics companies. The ASEA Group has 60,000 employees in some 250 companies and is represented in over 100 countries.

The ASEA Group's business is primarily based on operations in the power, industrial equipment and transportation sectors. Through advanced technology ASEA occupies a leading position in a number of key areas."

ASEA TRACTION AB became an independent company within the ASEA Group on January 1, 1986, and has some 750 employees.

ASEA TRACTION has works in Västerås and Helsingborg, Sweden and Maryborough Queensland, Australia. Its subsidiary company AGEVE manufactures freight cars in Gävle, Sweden.

ASEA TRACTION *learn more about us*

ASEA TRACTION AB S-721 73 VÄSTERÅS SWEDEN.
Tel: +46 21 10 00 00. Telex: 40720 aseava s. Telecopier: +46 21 12 35 43

A12-0021 E
Eklundh&Co Reklambyrå AB
VLT-PRESS Västerås, Sweden 1986

Kathy D.

KRAUS-ANDERSON CONSTRUCTION COMPANY



Building Confidence

Leadership

Kraus-Anderson Construction Company has been shaping the nation's streets and skylines for half a century under the guidance of its owner, Lloyd Engelsma.

It was in 1933 that Engelsma began working as an office manager, estimator and field supervisor for Kraus-Anderson Construction Company, then primarily a builder of gas stations and sidewalks. Five years later, he purchased the company and a new era began.

Kraus-Anderson Construction Company today ranks among the top firms in Engineering News Record's list of major U.S. building contractors.

To ensure continued success, Engelsma remains dedicated to customer service. His commitment to clients and the community has earned him frequent recognition, including induction into the Minnesota Business Hall of Fame. An even greater honor is the earned confidence of his thousands of satisfied customers.



Lloyd Engelsma, chairman, left, and William J. Jaeger, Jr., president of Kraus-Anderson Construction Company.



Lloyd Engelsma's dedication to clients and community earned him this award representing his induction into Minnesota's Business Hall of Fame.

Building Confidence *Personal Service*

To assure personal service for each client, Kraus-Anderson Construction Company operates from four full-service division offices in the Twin Cities. These offices are the Minneapolis Division, St. Paul Division, Building Division and the Midwest Division.

Each division has its own officers and staff, and provides the full spectrum of construction services for projects large and small. In this way, Kraus-Anderson offers its clients the individualized service of a smaller office backed by the considerable resources of the entire company.



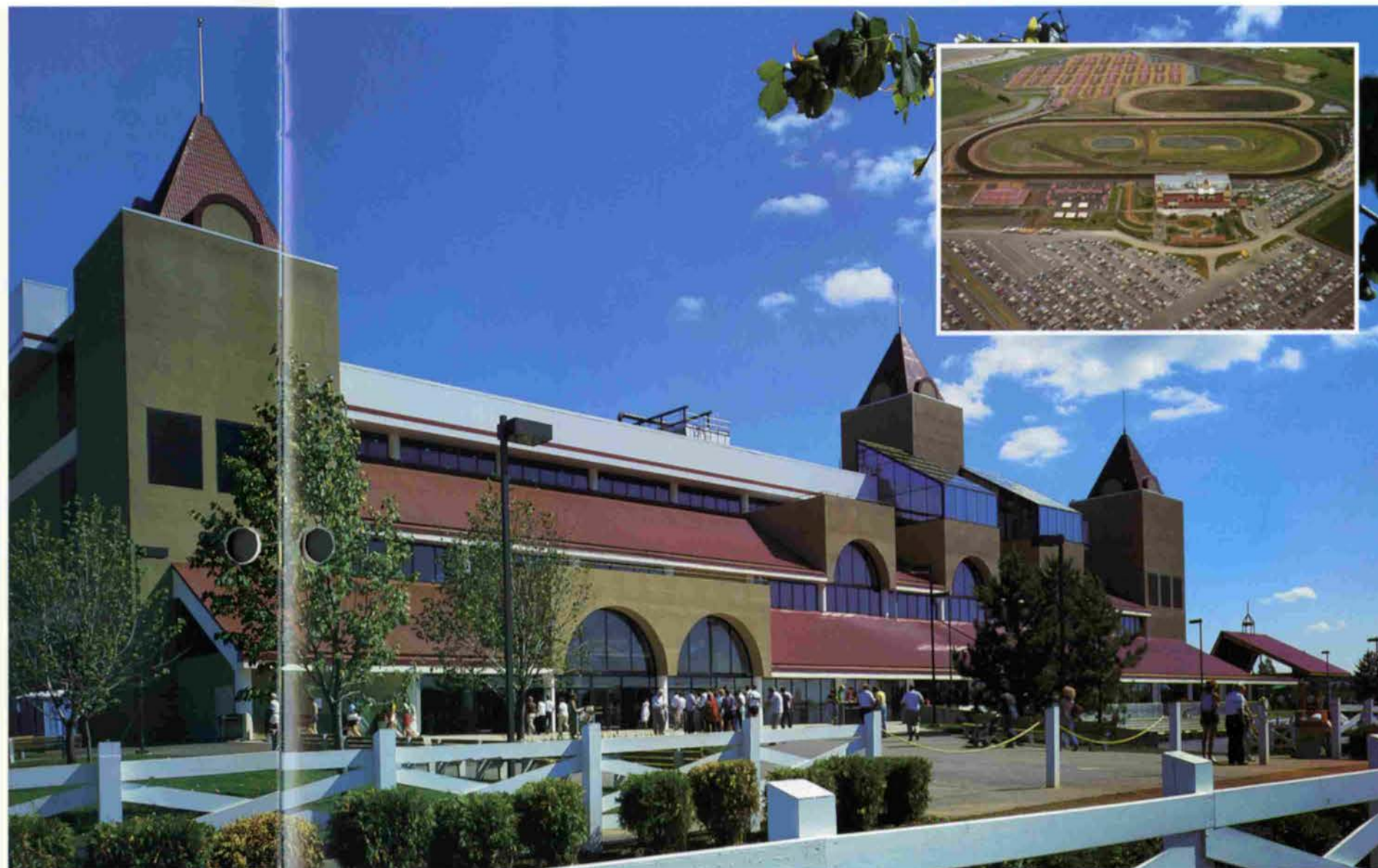
Kraus-Anderson Construction Company
Minneapolis Division, 525 South 8th Street



Kraus-Anderson Construction Company
St. Paul Division, 200 Grand Avenue



Kraus-Anderson Construction Company, Building Division, 2500 Minnehaha Avenue, Minneapolis (above) and Midwest Division, 8625 Rendova Street, Circle Pines, Minn. (right).



All divisions of Kraus-Anderson Construction Company were involved with the one-year construction of the Canterbury Downs racetrack in Shakopee, Minn., which included a grandstand building, 30 stables, two horsetracks, parking areas and other buildings on the 390-acre site.

"Kraus-Anderson's commitment to integrity, creativity and quality earned them the respect of all of us at Canterbury Downs."

Brooks Fields
President & CEO
Canterbury Downs

Building Confidence *Comprehensive Services*

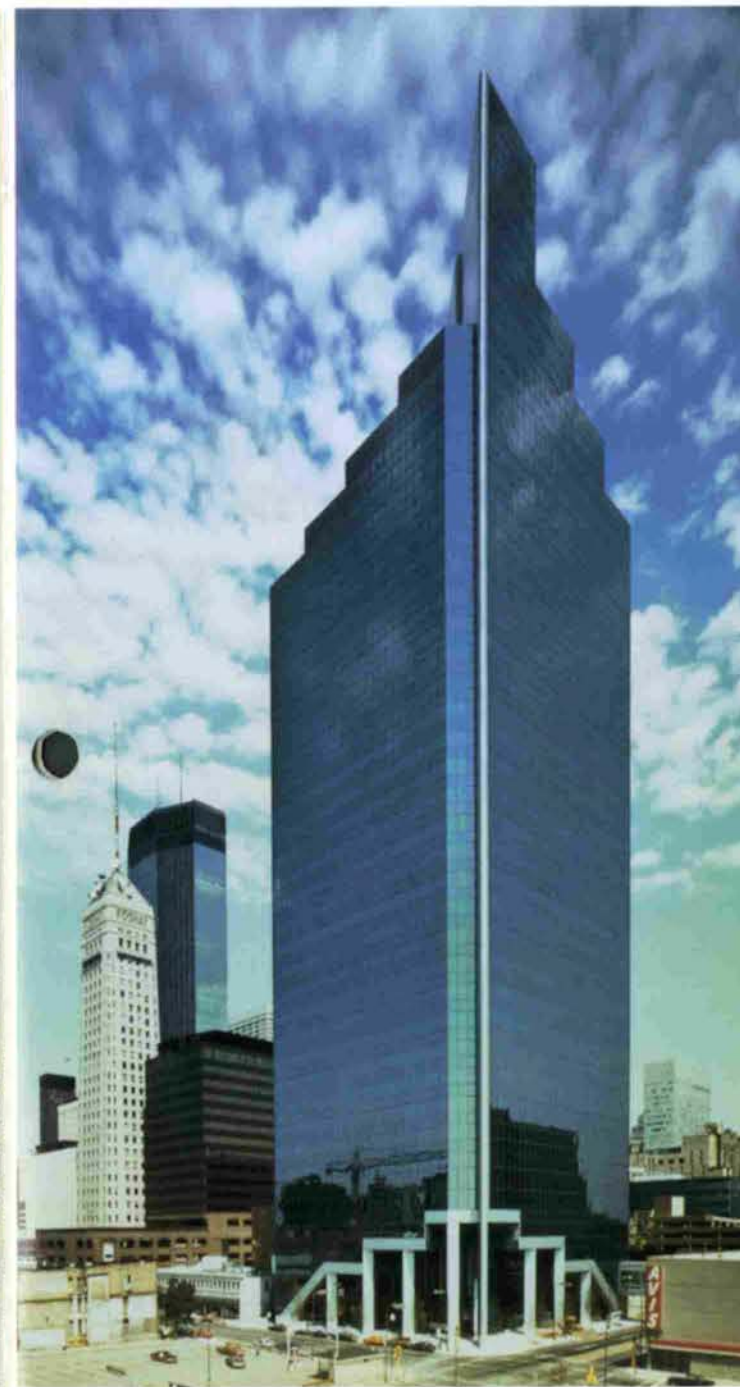
Kraus-Anderson Construction Company's complete spectrum of client services begin with site selection, financing and government approvals, and continue through design, construction and occupancy.



The diversity of Kraus-Anderson's construction capabilities is represented in downtown St. Paul by the Amhoist Tower, a 26-story multi-tenant office building and residential condominium, and the completely renovated St. Paul Hotel, left.

"Over my years of working with contractors, I've chosen to use them hands-down because they're just so reliable."

Gene Rancone
President
Yorktown Investment Company
(Developer, Amhoist Tower)



The 42-story Piper Jaffray Tower in downtown Minneapolis has 980,000 square feet of office space.



Since the early 1950's, Kraus-Anderson has built all of the Twin Cities' White Castle restaurants.



Lund Center, a 220,000-square-foot sports and educational complex, was constructed by Kraus-Anderson at Gustavus Adolphus College, St. Peter, Minn.



Kraus-Anderson has served the senior citizen housing market with projects such as the award-winning Lee Square, a 124-unit cooperative housing development built in Robbinsdale, Minn.

Building Confidence *Experience*

The broad range of construction experience offered by Kraus-Anderson includes:

- Corporate office complexes
- Multi-tenant office buildings
- Research and development facilities
- Financial buildings
- High-tech manufacturing
- Heavy manufacturing plants
- Food processing facilities
- Distribution centers
- Warehouses
- Condominiums and apartments
- Elderly housing
- Shopping centers
- Restaurants
- Hotels and motels
- Medical facilities
- Educational complexes
- Recreational complexes
- Horse racetracks
- Remodeling
- Renovations
- Additions



This corporate office and distribution center built for Braun's Fashions, Inc., in Eden Prairie, Minn., exemplifies the variety of Kraus-Anderson's projects.



Edinburgh Executive Office Plaza, a multi-tenant, 19,900-square-foot office building, is adjacent to Edinburgh Golf Course in Brooklyn Park, Minn.

"Kraus-Anderson seemed to take special care to build quality into the One Ten Grant project, with a sense of pride in their work."

Bill Fine
Managing Partner
Fine Associates

The 32-story apartment-townhouse complex near downtown Minneapolis known as One Ten Grant includes a seven-level parking garage.

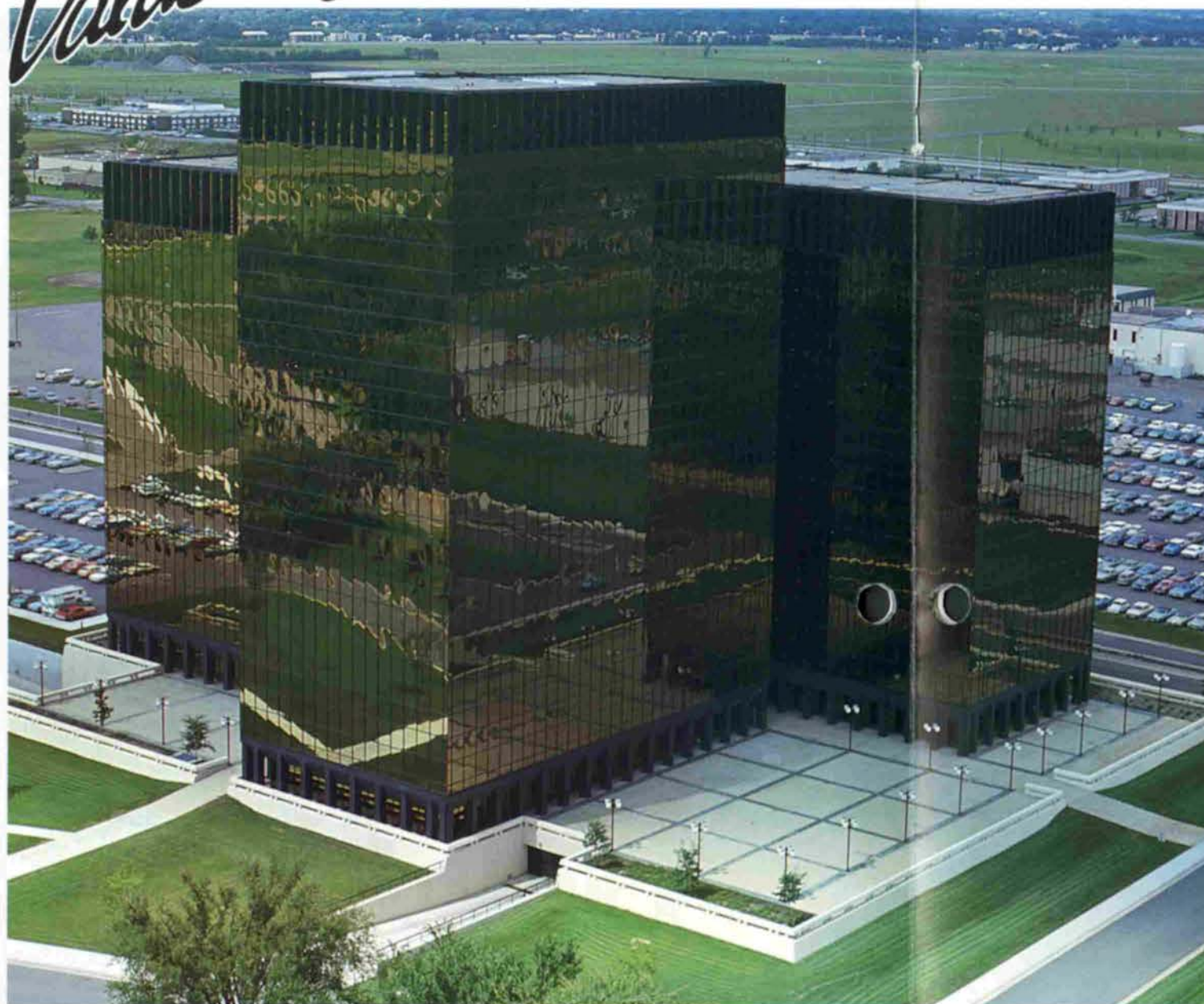


Loehmann's Plaza is a 209,000-square-foot shopping center in Roseville, Minn.

Building Confidence

Value Engineering

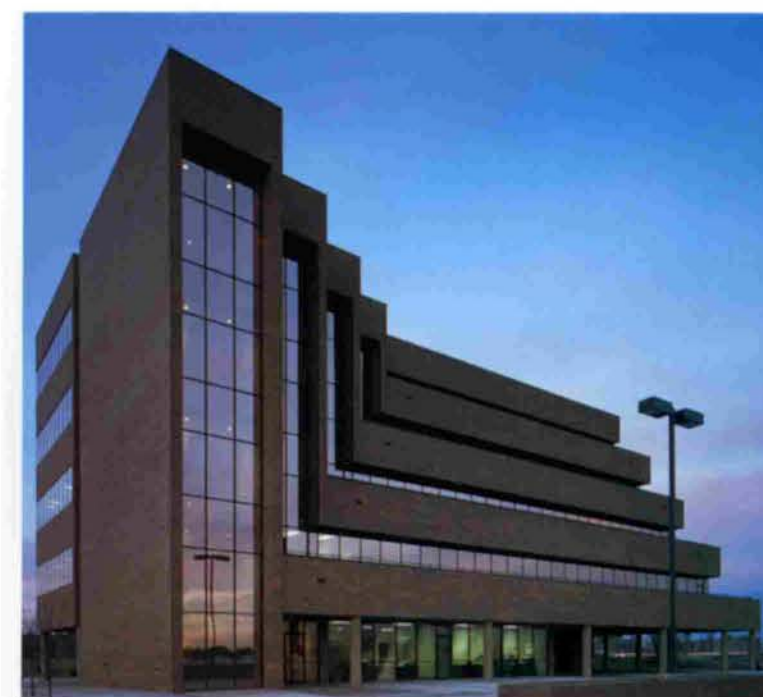
Value Engineering is the systematic analysis of design and construction alternatives. The purpose is to provide clients with maximum value at minimum cost. Continuously from design through construction, Kraus-Anderson identifies the most cost-effective alternatives to provide the greatest functional benefit for each aspect of a project.



Kraus-Anderson has completed projects representing more than 1.2 million square feet of office, manufacturing and warehouse facilities for Control Data Corporation, including its Bloomington, Minn., headquarters office towers.

"Their on-site supervision was so good that we were constantly assured we were getting the best value for the money."

Norbert R. Berg
Deputy Chairman of the Board
Control Data Corporation



Prairie Oaks is a 46,200-square-foot multi-tenant office building in the midsize category located in Eden Prairie, Minn.



Kraus-Anderson's value engineering process begins with design and continues throughout construction.

ESTIMATED BUILDING COST COMPARISON

Item	3-Story	5-Story	
	3	2	1
Number of Buildings	25,000	22,500	22,500
Square Feet Per Floor	225,000	225,000	225,000
Gross Square Feet	Steel	Concrete	Concrete
Structure			

Estimated Construction Cost Breakdown by Building Type

BUILDING EXTERIOR COST ANALYSIS

Assumptions Made for Analysis

Building Height x Building Perimeter
per story x 600'

Building Confidence *Cost Control*

Kraus-Anderson's estimating and cost control procedures assure each project will be successfully completed within the client's budget. To accomplish this, all construction-related expenditures are thoroughly reviewed and documented.

Kraus-Anderson Estimating:

- Computerized data base
- Quantity and quality estimates for all building cost components
- Long lead items promptly identified
- Development of a facility "cost model"
- Market surveys of major equipment purchase

Kraus-Anderson Cost Control:

- Development of a project budget
- Guaranteed Maximum Price
- Evaluation of progress
- Evaluation of design change proposals
- Diligent project buyout
- Enviably savings record

Kraus-Anderson continually monitors the cost control process. In addition, a detailed audit trail is provided from initial estimate to project completion.



A 395,000-square-foot printing plant was built for the Minneapolis Star and Tribune near the Mississippi River in Minneapolis.



Kraus-Anderson's computerized cost control procedures bring projects in within budget.

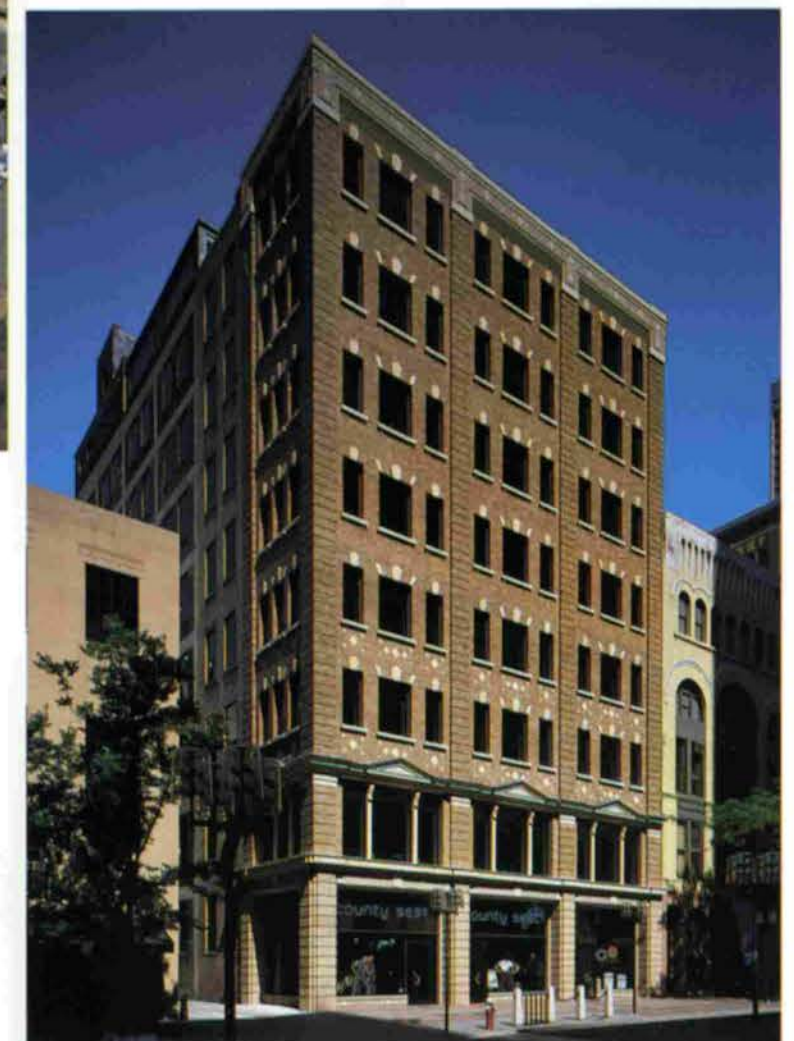
COST PROJECTION REPORT									
DATE	REVISION	BY	DESCRIPTION	ESTIMATE	ACTUAL	VARIANCE	PERCENT OF TOTAL	PERCENT OF TOTAL	PERCENT OF TOTAL
10/1/88	1	JAC	ESTIMATE	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	2	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	3	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	4	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	5	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	6	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	7	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	8	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	9	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	10	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	11	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	12	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	13	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	14	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	15	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	16	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	17	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	18	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
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10/1/88	20	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	21	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	22	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	23	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	24	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	25	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	26	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	27	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	28	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	29	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	30	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	31	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	32	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	33	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	34	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
10/1/88	35	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00
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10/1/88	100	JAC	REVISION	100.00	100.00	0.00	100.00	100.00	100.00

"The one thing that impressed me most was their exceptional professionalism in all aspects of our project."

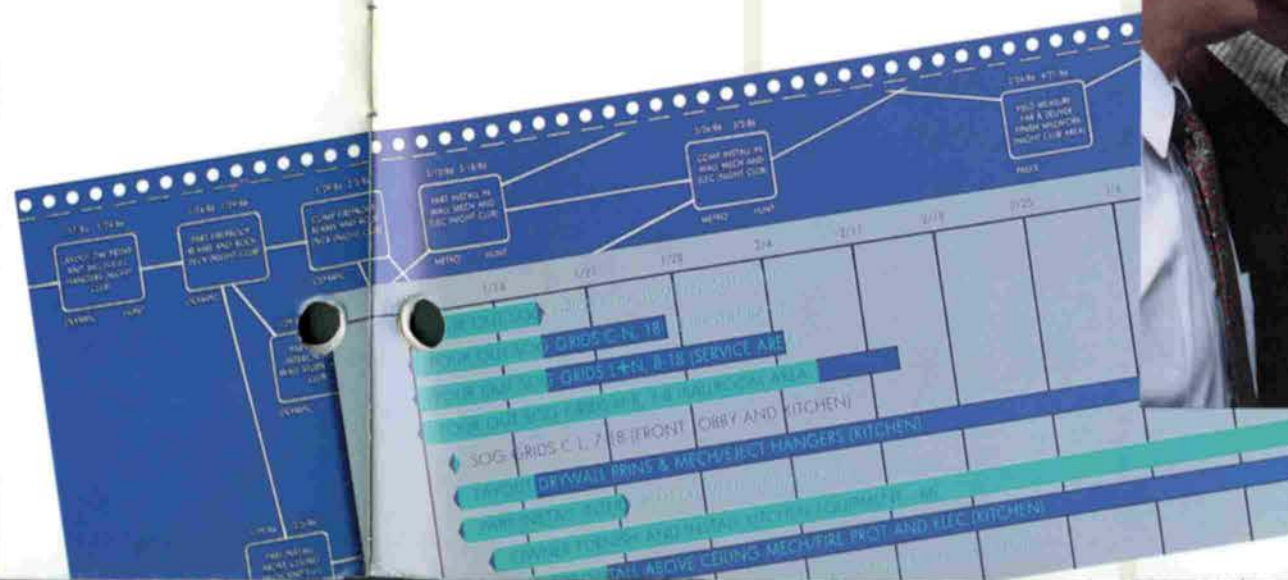
Bruce Gensmer
Vice President and Business Manager
Minneapolis Star and Tribune



The Radisson University Hotel complements University of Minnesota campus and University Hospital activities.



Kraus-Anderson restored this historical manufacturing facility into a multi-tenant office building known as 808 Nicollet in downtown Minneapolis.



Building Confidence

Quality Control

Kraus-Anderson Productivity:

Kraus-Anderson Construction Company operates with the belief that successful results are directly related to firm but fair overall supervision of all project personnel and assuring that trade contractors understand all project requirements.

Kraus-Anderson's supervision includes:

- Closely monitoring trade contractors' work schedules
- Conducting weekly job status meetings
- Developing mutual respect and a clear understanding of the project goals

Kraus-Anderson Quality Control:

The highest achievable levels of quality are maintained throughout every Kraus-Anderson construction project. All contractors, suppliers, materials and equipment are carefully monitored to ensure compliance with quality standards, contract drawings and specifications.

Kraus-Anderson Safety:

The prevention-oriented safety control program is designed to assure the highest achievable levels of safety through an on-staff safety director and the education of field personnel.



Projects for Cargill, Inc., include construction of its Minnetonka, Minn., office center—a 400,000-square-foot building and 164,000-square-foot addition, along with parking ramps for 1,700 cars.

"Kraus-Anderson has done work for Cargill since '74. What stands out is the cooperation with owner's personnel...not only the construction managers or the office personnel, but in the field."

Bob Sedey
Operations Manager—Minnetonka Complex
Cargill, Inc.

Kraus-Anderson constructed the two 19-story buildings of Lincoln Centre, Dallas, Texas, which include an office building, Radisson Lincoln Hotel and 1,900-car parking ramp.



Northland Plaza, a 350,000-square-foot multi-tenant office tower with a 1,000-car parking ramp, was built for United Properties in Bloomington, Minn.



Building Confidence

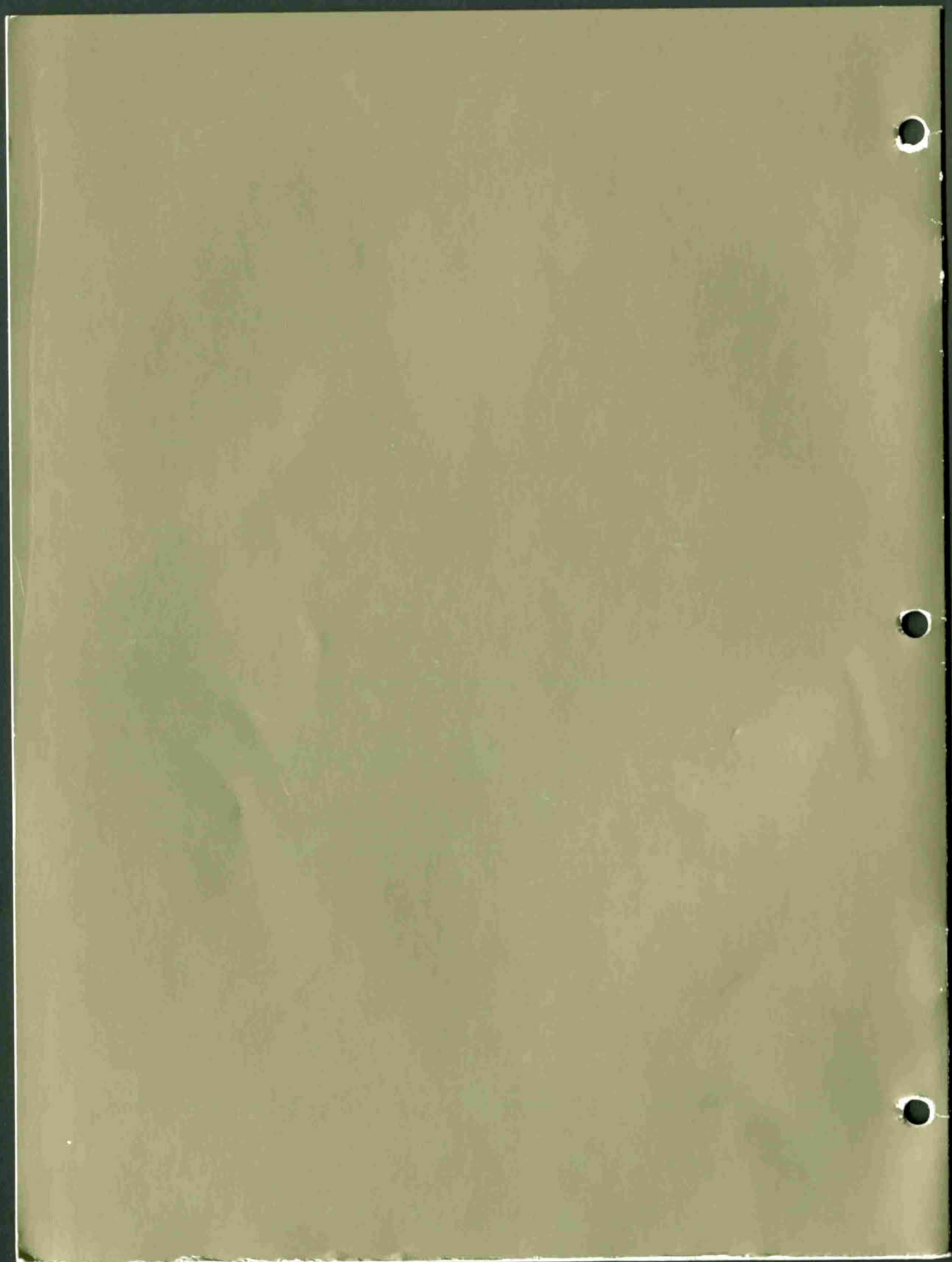
Teamwork

When you select Kraus-Anderson Construction Company, you're hiring team players. Kraus-Anderson knows how to develop the successful client-architect-contractor synergy resulting in projects that:

- exceed expectations for quality
- are completed on time
- produce the greatest cost-effective value to the client.

As its record of a half-century of construction demonstrates, what Kraus-Anderson builds best is confidence.







John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Monday, December 7, 1987

9:30 A.M. - City Council Chambers

1. Approve Work Program for LRT Activities on the Midway Corridor.

Action Requested: Board approval

WORK PROGRAM FOR LRT ACTIVITIES ON THE MIDWAY CORRIDOR

Draft 11/23/87

Introduction

The Midway, or Central, Corridor between downtown Minneapolis and downtown St. Paul has been identified in studies conducted by the Metropolitan Council as the top priority corridor for the development of light rail transit (LRT). The Metropolitan Council conducted a detailed Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) on the University Avenue and Southwest Corridors in 1983 and 1984. In 1986 the Metropolitan Council completed the "Long Range Transit Study" which again identified the central corridor between the two downtowns as a high priority for LRT.

In 1985, the Regional Transit Board (RTB) supported conducting preliminary engineering activities for LRT on University Avenue and sought funding from the state legislature. However, legislative restrictions prohibited further work on LRT planning, design and implementation for a number of years. In 1987, a limited amount of funding was provided to the RTB by the legislature for light rail transit studies.

The 1987 legislature also provided for regional railroad authorities to proceed with LRT planning, design and implementation. The Hennepin County Regional Railroad Authority currently has a major planning effort underway which will culminate in a system plan in February, 1988. Hennepin County is examining the connection from downtown Minneapolis to the University of Minnesota as part of this effort. This connection encompasses the portion of the Midway Corridor in Hennepin County examined in previous studies.

Ramsey County formed a regional railroad authority in April, 1987 for the purpose of pursuing LRT planning and development within the county. Subsequently, the railroad authority has identified the Midway Corridor as their top priority and has initiated communication with the RTB on joint planning and engineering activities for the corridor. Based on initial meetings between the chairman of the railroad authority and the chairman of the RTB, and subsequent action by the two groups, staff from the County and RTB have begun the development of a work program to conduct these joint activities.

Purpose

The work program outlined in this document is the result of those initial efforts. The purpose of the work program is to identify the major LRT planning and preliminary engineering activities for the Midway Corridor. Each of the major work tasks is described, along with the anticipated products, responsibility and timing.

The work program will be used by the Ramsey County Regional Railroad Authority and the RTB to guide their joint efforts in advancing light rail transit in the Midway Corridor. As such, it will form the basis for a joint agreement between the County and the RTB to govern these activities.

Roles and Responsibilities

This work program was developed jointly by the Ramsey County Regional Railroad Authority (RCRRA) and the RTB. Conducting the various activities outlined will also be a joint effort. However, each organization has specific roles, responsibilities and authority.

Based on legislation enacted in 1987, the Ramsey County Regional Railroad Authority has authority for planning, designing, purchasing right-of-way, and implementing LRT within the county. As such, the Ramsey County Railroad Authority has the ultimate authority, with the concurrence of the affected municipalities and under review by the Metropolitan Council, for decisions regarding LRT development and implementation within the county.

The Ramsey County Regional Railroad Authority has established a Citizens Advisory Committee to assist with LRT planning activities. It is also anticipated that the Ramsey County Regional Railroad Authority will appoint a Corridor Task Force comprised of members from each of the affected St. Paul planning districts, the Midway Civic and Commerce Association, representatives from the RCRRA Advisory Committee from the affected area and other neighborhood groups.

The RTB, which is the regional agency responsible for transit planning, policy making and administration, has authority to work with RCRRA on planning, engineering and implementation of LRT in the Midway Corridor. The 1987 legislation provided funding to the RTB for preliminary engineering activities in this corridor.

The portion of the Midway Corridor in Ramsey County is within the City of St. Paul. 1987 legislation provides that communities must concur with the LRT plans of the county railroad authorities. Any disputes between the counties and cities must be decided by the Metropolitan Council. Thus, the City of St. Paul has a role in reviewing the evaluation of alternative alignments.

The work program also identifies the need to coordinate the activities conducted by the RCRRA and the RTB with those of the Hennepin County Regional Railroad Authority and the City of Minneapolis. This coordination has been initiated through the Metropolitan Council Chair's LRT Advisory Committee and the various advisory committees established.

The Metropolitan Council also has a role to play in this work program. The Metropolitan Council has conducted past LRT studies and, as the Metropolitan Planning Organization (MPO), is responsible for overall transportation planning and coordination. Also, as noted previously, the Council has specific legislative authority to mediate disputes between county railroad authorities and communities.

Other agencies and groups also will be involved in the LRT planning activities. These include the University of Minnesota, the Minnesota Department of Transportation, the Capitol Area Planning Board, and neighborhood and business groups. In addition, consultants will be utilized to assist with specific portions of the work program, with the RTB as the contracting agency. It is anticipated that the consultants will work closely in a team approach with the RCRRA and RTB.

Work Program

Task 1 - Review, Evaluation and Selection of the Preferred Alignment

This task will review and evaluate the alignment alternatives for LRT in the Midway Corridor. This task is necessary given the recent discussion by various groups about options to the alignments contained in the Metropolitan Council's Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS). Three general alignments will be reviewed. These include the northern or Burlington Northern railway alignment, the University Avenue alignment, and the southern or Shortline railroad alignment. These alternatives have been examined previously, although at very different levels of detail, in the AA/DEIS.

The first step in this task will be to develop the criteria to be utilized in the evaluation of the alternative alignments. The criteria will focus on the role and purpose of the LRT system, including such issues as speed, station spacing and ridership.

This task will provide a sketch level of analysis of the following evaluation information for each of the three alternatives:

- o alignment definition, including termini and station spacing
- o ridership
- o operational and capital costs
- o right-of-way requirements and availability
- o operating speed
- o congestion
- o impact on transit dependent groups
- o safety
- o aesthetics
- o system integrity/feeder bus network
- o land use impacts
- o development impacts
- o construction and ongoing impacts on businesses
- o environmental impacts
- o any specific critical issues
- o financing considerations and availability.

The information presented as part of this analysis will include graphic presentations and drawings of the different alignments along with the more technical information outlined above.

The results of this analysis will be presented to and reviewed by the different groups involved in the process. Based on this analysis, a preferred alternative will be recommended by the RTB and RCRRA and a decision made on the preferred alignment by the Ramsey County Regional Railroad Authority.

Products:

Memorandum on Evaluation Criteria
Memorandum on Review and Evaluation of Alternative Alignments
Recommendation on the Preferred Alignment

Responsibility: It is anticipated that the RTB will take the lead on conducting the technical analysis and graphic work with assistance from the Ramsey County Regional Railroad Authority and Metropolitan Council. The Ramsey County Regional Railroad Authority will take the lead role in working with the advisory groups. The Ramsey County Regional Railroad Authority has the ultimate authority to recommend a preferred alignment.

Timing: February 21, 1988

Task 2 - Coordination with Hennepin County

A key element, starting with Task 1, will be coordination of the Midway Corridor LRT activities with those of Hennepin County. This is especially critical with the "University Connection" currently being examined by Hennepin County to ensure that the alternative recommended by Hennepin County matches with the recommendation by Ramsey County. An initial link has been established through the Metropolitan Council Chair's LRT Task Force and through the involvement of RTB and Metropolitan Council staff in the activities of Hennepin County. This coordination should be expanded on a staff level to include a link with Hennepin County's activities to connect with the University of Minnesota and their University Connection Advisory Committee. It is also important that this coordination continue throughout the planning and preliminary engineering activities as LRT will be a regional system.

Products: Ongoing communication and coordination to ensure agreement on connecting the two preferred alignments

Responsibility: Ramsey County Regional Railroad Authority and RTB

Timing: Ongoing

Task 3 - Public Participation and Information Process

The public participation process is also a key element which will be initiated during Task 1. This process will ensure that all affected and interested groups are involved in the planning process. It is anticipated that the Ramsey County Regional Railroad Authority will appoint a Corridor Task Force comprised of members from each of the affected St. Paul planning districts, the Midway Civic and Commerce Association, representatives from the RCRRA Advisory Committee from the affected area and other neighborhood groups. A public relations firm or consultant may be retained to assist in this effort.

Products: Specific public relations information, news releases, graphics, etc.

Responsibility: The primary responsibility for this task will be the RCRRA's, with the RTB providing technical and support staff.

Timing: Ongoing

Task 4 - Financial Feasibility Study

This task will focus on examining alternative funding arrangements for LRT on the Midway corridor. The result of this element will be a strategy to fund the capital and operating requirements necessary to construct light rail transit. It will include an examination of different governmental sources (federal, state and local) and mechanisms to maximize private sector financial participation.

Products: A recommended capital and operating financial plan

Responsibility: The RTB and Ramsey County Regional Railroad Authority will be responsible for conducting this element, the RTB taking the lead on conducting the analysis. The Metropolitan Council may assist in this effort.

Timing: February 21, 1988

* * * * *

Following the results of tasks 1 through 4 and a presentation to the Ramsey County legislative delegation, a decision will be made by the Ramsey County Regional Railroad Authority on the preferred LRT alignment for the Midway Corridor. Based on this decision, subsequent decisions will be made by the Ramsey County Regional Railroad Authority and the RTB on the next steps in the design and implementation of LRT in the Midway Corridor. This decision will be referred to the City of St. Paul for their approval. If all parties are in agreement, the next step would be preliminary engineering or some combination of preliminary engineering and a "turnkey" approach. Under current legislation, should all parties not agree, the Metropolitan Council would become involved in reviewing the decision. Task 5 outlines the major activities which would be conducted during preliminary engineering.

Task 5 - Preliminary Engineering

This task will focus on conducting preliminary engineering for the selected alignment. The RTB's 1985 Request for Proposal (RFP) for preliminary engineering on University Avenue will serve as the basis for this task. The RFP will be updated to reflect the current situation and selected alignment. A consultant(s) will be selected to perform much of the work.

Preliminary engineering will provide the level of detail necessary to make a final decision on constructing LRT. Major elements to be conducted during preliminary engineering include:

- preliminary project cost estimate;
- preliminary layout for right-of-way requirements;

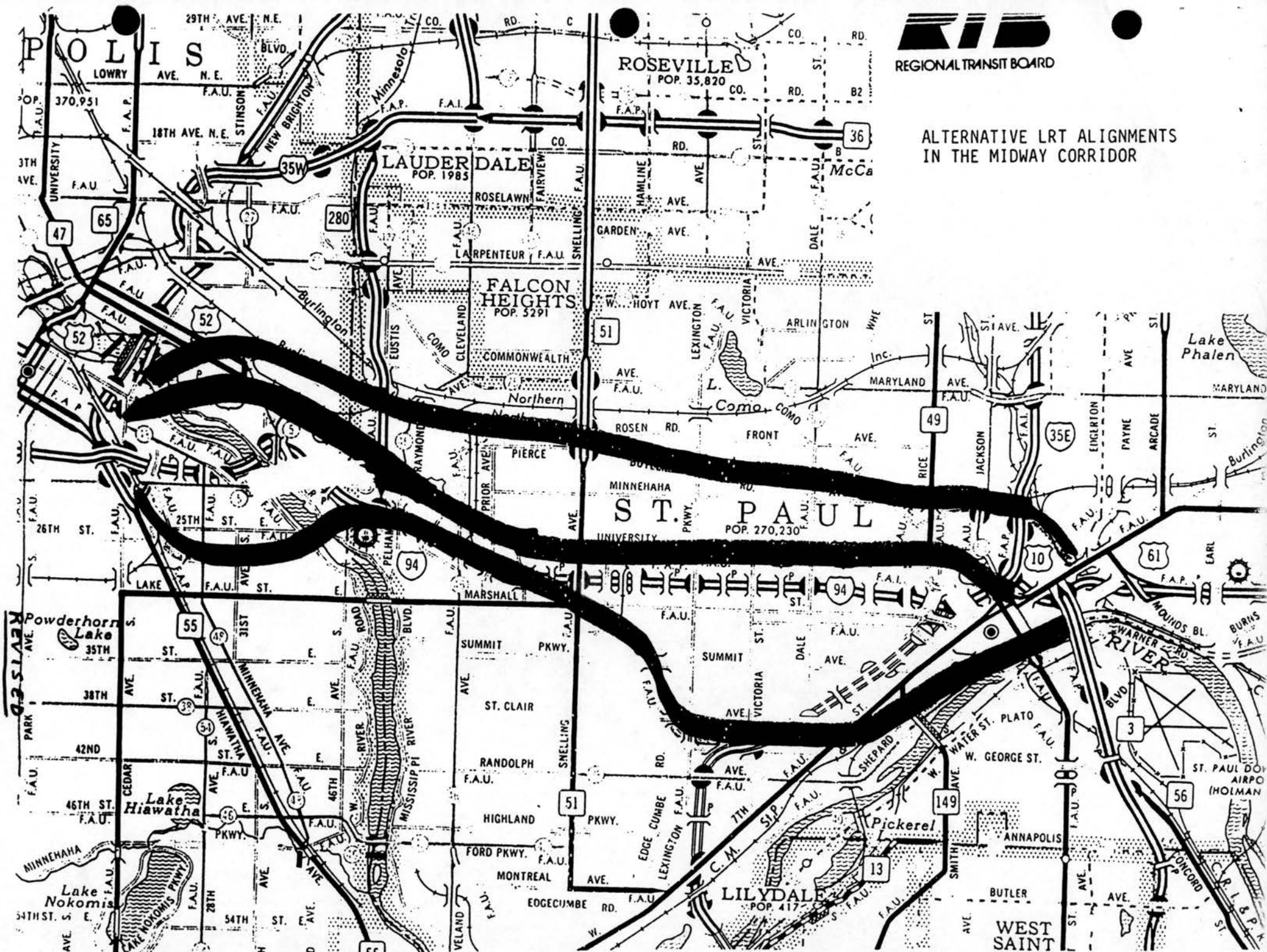
- identification of major construction requirements including utilities, structures and earthwork, layout, typical station designs;
- precise definition and mitigation of environmental concerns;
- operations, control, communication and security plans;
- system characteristics, including vehicle specifications, fare collection, track, electrification, and maintenance and storage facilities; and
- work program and schedule for development of final plans, specification and implementation details.

Products: Preliminary engineering document for the selected alignment

Responsibility: The RTB will take the lead in conducting preliminary engineering in cooperation with the Ramsey County Railroad Authority. It is anticipated that an agreement between the two would be approved which would establish the specific roles and responsibilities. The Ramsey County Railroad Authority has the final decision on proceeding with final design and construction.

Timing: 18 months from initiation of preliminary engineering activities

MIDWAY/TX2



KID
REGIONAL TRANSIT BOARD

ALTERNATIVE LRT ALIGNMENTS
IN THE MIDWAY CORRIDOR