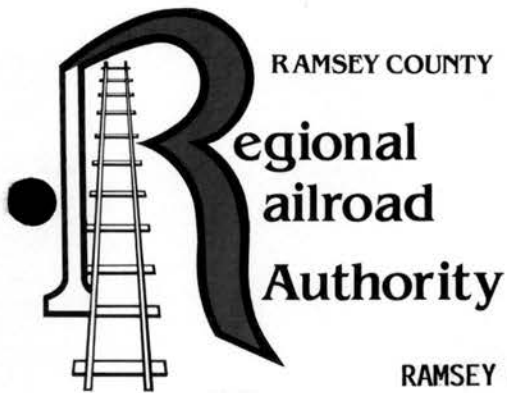




Ramsey County Regional Railroad Authority.
Records.

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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tuesday, March 22, 1988

11:00 A.M. - Conference Room 316

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

1. Minutes of February 23, 1988 meeting.
2. Chairman's Comments
3. Revised Process for Reviewing of Midway Corridor Study
4. Update on Midway Corridor Task Force and Citizens Advisory Committee
5. Informational Meeting - March 23, 1988
6. Adopt resolution for task force/committee meeting expenses; approve budget transfer \$1,000
7. Summary of Tunneling Conference held March 14-15
8. Proposed Study of Northeast Burlington Northern Corridor

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MEETING
FEBRUARY 23, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, February 23, 1988, at 11:00 A.M. in the Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
 Commissioner Diane Ahrens
 Commissioner Duane McCarty
 Commissioner Hal Norgard
 Commissioner Warren Schaber
 Commissioner Donald Salvereda (entered during Item 2)

MEMBERS ABSENT: Commissioner Ruby Hunt

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

1. Minutes - of the February 9, 1988 meeting.

Commissioner Norgard moved the adoption of the following recommendation, seconded by Commissioner McCarty.

The Ramsey County Regional Railroad Authority Board approves the minutes of the February 9, 1988 Meeting as written.

Roll Call: Ayes - 5. Nays - 0
Motion adopted.

2. Chairman's Comments

Chairman Finley said we are going through the process with the Corridor Task Force, and the Citizens Advisory Committee. There is one thing, we have the Corridor Task Force geared to receiving and reviewing the report according to the time frame about March 3rd. Clark Armstead has been chairing the task force, and he has heard that he has been doing an excellent job. However, Mr. Armstead will not be available for about two weeks following this week's meeting. Mr. Hefferon is going to be gone just the third and fourth, and it was Chairman Finley's suggestion that possibly he could serve as an interim chair. The Task Force feels that this Board has set the time lines that they should abide by it, even though it has been suggested to them that there be flexibility as to the time line.

Chairman Finley said that what Ms. DeSpiegelaere would like to do, and what he would like to do is get some suggestion from this Board to suggest to the Task Force that one, they may be change their next meeting date from the third to the fifth, and also it is suggested that Mike Hefferon serve as the interim Chair so that they can get on with this. The Committee is geared evidently acting at that scheduled meeting, and maybe this date could be changed if we suggest they do. Chairman Finley suggested that a motion be made for the Task Force and Advisory Committee as to how this Board would suggest that they proceed. Ms. DeSpiegelaere said this would be fine.

Commissioner Schaber asked if they have a Vice Chairman, and Ms. DeSpiegelaere said they had never selected one. He is concerned if this Board is directing the Committee on some of these matters.

Commissioner Salverda commented that Mike Hefferon is outstanding, and would be an excellent suggestion.

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

The Ramsey County Regional Railroad Authority Board recommends that the Midway Corridor Task Force appoint Mike Hefferon as Interim-Chair in the absence of the Chairman Clark Armstead, and that the meeting dates be changed so that the the Interim-Chair would be available on March 5th, or whatever date is suitable for the Task Force.

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

Commissioner Norgard asked if we were going to still have a meeting with the Regional Transit Board on February 29th, and Chairman Finley confirmed this meeting to be held at 4:00 P.M.

Chairman Finley informed the Committee that Ms. DeSpiegelaere has been getting inquiries about "are the railroad lines available?". Of course, the railroads when they meet are going to put their best foot forward, and they may say no, for negotiating purposes, or some other reasons. Now, as we are coming to the recommendations, we are looking at rail lines, and it is Chairman Finley's feeling that we should, as there is no possible way in public forum to say yes or no, so we are going to have ask the Task Force and Advisory Committee to proceed in the manner as if they were. If we do end with a recommendation, we are going to have to deal with the railroads on a one on one basis. We can't negotiate very well in an open meeting, we will have to give some direction to our County Attorneys at the appropriate time to get into negotiations, then we will know the answers. We cannot very well give an answer at this early stage. Chairman Finley asked if any members of this Board had any suggestions.

Commissioner Norgard feels you are going to have to anyway, as the railroads may play games with us, we will have to decide which is the best route, and go from there. There is no need to get into this until we decide where the route should be, then you would go after it.

Patrick O'Malley addressed the Board, at the last meeting it was suggested that one of the things the railroad is concerned about is derailment on the line which might shut down the line. He suggests that possibly if there is a potential for track closure or some major form that we may want to consider one of the rail lines if that is the choice of the Committee, and if they come up with an alternate as a backup.

Commissioner Schaber has a real problem with joint use of the line, this bothers him for a lot of reasons, safety is obviously one of the most important considerations. The other thing is that we are still pursuing staying along the freeway to Minneapolis as a possible alternative. The further we get into this if we have these problems with the railroads with not being able to acquire clear trackage so that we are not sharing it with someone else, that still might be a very strong alternative.

Chairman Finley agreed with Commissioner Schaber as this has evolved that this may be the alternative as some other Commissioners have suggested. This is another thing, we have not gone to the State Department of Transportation and asked if it is available, or to the City of St. Paul to find out if University Avenue is available, we have to leave everything open until we get to that point. When we get a recommendation, then we are going to have to go to whoever it may be. Commissioner Schaber is concerned about reconstruction which may be taking place on that freeway system that if this is a viable solution to our problem it would be smart to start incorporating that into the redesign as they are starting to work on the freeways now.

Ms. DeSpiegelaere in response to Chairman Finley's question said they have been in contact with the Minnesota Department of Transportation Project Manager who is also on this study, that University Avenue is a State Highway, so that would be dealt with in coordination with the State Board of Transportation. Highway 94 which is the most feasible alternative appears along those frontage roads in which case the rights of way belong to the Minnesota Department of Transportation. The plans for 94 are not a total reconstruction, it is a rehabilitation project, so it would not include major work as 35W which which has major work proposed.

3. Coordination with Citizens Advisory Committee-Task Force

Ms. DeSpiegelaere informed the Board that the Advisory Committee and the Task Force have each taken a one week break, and the Task Force will be meeting this Thursday to receive the Draft Report on Alignment, completing the work of the consultants on alignment. The Advisory Committee will receive this the following week.

Ms. DeSpiegelaere said the Task Force and Advisory Committee received the information on Population and Employment Data. The information contained in this Board's documentation on the Population and Employment is gathered by census track, so it is not possible to compare each corridor precisely. The information indicates that there is not a great deal of difference between the alignments considered and probably not a major factor to be considered by the Committees as they are somewhat similar. Likewise, in the Transit Dependent Data they have the income of people in the Corridor, older, younger, people who may not have autos. The indication that any of the corridors selected will serve quite a high population of transit dependent people, and that probably is not a major factor in determining which of the four alignments.

Chairman Finley said the original University Avenue was based upon the fact that it is in an area of high ridership because of the mass transit that has already taken place on the bus line, so the information of the alternatives is to see how this relates to the other alternatives in regard people who are going to use it. Although this may not be the only thing to be considered, it certainly is to be considered, the ridership, as to who will pay for the operating costs, as the ridership will be paying, whether it be through the Metropolitan Agency or whoever.

Commissioner Ahrens said based on low income criteria, would you say that the southern alignment is the least viable in terms of ridership because of that low income factor, as compared to the other alignments.

Ms. DeSpiegelaere replied that on this Corridor, too, there were a lot of people in the transit dependent category, income being one of the criteria, that is one factor, but not the only one, but with the ridership numbers which will be available would give a better indication.

Richard Wolsfeld addressed the Board, he gave a brief overview, the key thing that Ms. DeSpiegelaere said is that the population and employment data are really the variables that are going to drive the transit patronage forecast in terms of how many people are going to use the system. This information will be given to the Task Forces this week, so they will have this background.

The other information on transit dependents gets back to the transit philosophy in the sense of whom are we trying to service and what is the role of light rail in this corridor, in terms of are we trying to serve people who are dependent upon transportation, or are we more oriented to providing a transit system that can maybe compete with the automobile which has to have a higher quality of service, different travel times than serving transit dependents, or are we going to provide a system that will serve both of them. This issue, that philosophy will evolve as we go through the process. Mr. Wolsfeld showed some slides which showed population density, which are fairly well scattered throughout the corridor, and there is not a pattern that evolves that would say that this corridor serves better than another particular corridor. The data relative to population density is probably not conclusive.

Mr. Wolsfeld-the employment data is exactly what you would expect, major employment concentrations are downtown, 55,000 employees in 1970, while in downtown Minneapolis there is 110,000, and the University of Minnesota has 15,000 to 20,000 jobs, and then the next major job concentration is along University Avenue just east of Highway 280.

Energy Park in the 1980 employment was essentially not in existence, and this is not in the 1980 data, but now it is significant employment area. The two generators are downtown and then area near 280. The point that is surprising is the reason for employment along University Avenue was the reason to place the rail on University Avenue. The employments as shown along University are not that high.

The series of indicators of transit dependents, people who have no alternative to the automobile, so they looked at low income, people under \$10,000 this was shown on the slides. A pattern does not evolve from that. They also looked at the median household incomes which is consistent throughout the corridor.

Commissioner Ahrens is concerned that this information is for 1979, and Mr. Wolsfeld said it was, the latest they have is the census information from 1980. If you want factual data, you have to use the census information.

Commissioner Ahrens commented that during that period, income has plummeted, and even in that time period medium-income has gone down. She is concerned that we are making assumptions on data that is not current..

Mr. Wolsfeld said you may not get the 1990 census data until 1992, you can get totals, but when you want characteristics by track, this takes four to five years to have an updated data. If you assume nothing has changed, relative to each other, everything has gone up or down consistently, then that is not a factor, but his surmise is that characteristics within this area have changed significantly in terms of Grand Avenue, etc., so one cannot conclude that everything has moved consistently up or down, there probably have been changes within the study area, but there is no hard data available to document.

Mr. Wolsfeld said they also looked at zero car households, and this shows that there is conclusive situation that runs entirely along many of the corridors that they are considering. They also looked at data on youth, in terms of people under sixteen, and again they are to a certain extent transit dependents. In looking at elderly over 65, there was a composite which looks at youth, elderly, no automobiles, low income, people in poverty, and when you begin to look at the alternative lines, and the composite of these characteristics, there is no consistent pattern that one corridor is going a better job of serving transit dependents than another corridor. He reiterated that the transit dependent information is not really conclusive.

Chairman Finley commented that this information is interesting as the one alignment that ran northerly, through McDonough Project and the housing projects was eliminated.

Another topic which Mr. Wolsfeld wished to discuss was conceptual capital costs for these alignments, the northerly alignment, alignment on University Avenue, alignment using the front road on 94, and then the alignment that was an aerial structure down the center of 94, and then the Soo Line alignment with different alternatives to getting into the downtown area. He showed on a slide where the alternatives were estimated to be, and any structures to give the proper grade separations, and where light rail was constructed on grades. This information on Capital Costs of the alignments has been presented to the Committee, he pointed out that the costs include street reconstructions, include utility relocation, trade, catenary, power, and also include barriers if we are in a railroad right of way alongside an existing mainline track - they have included crash barriers to separate the light rail service from the freight operation. This does not include right of way acquisition, signal pre-emption, stations, vehicles, parking, yards and shops, or special items. There are some factors like the NSP steam line which is an open issue, can this be resolved. Mr. Wolsfeld continued that the Board can see from this what the capital costs are.

Commissioner Ahrens asked as on the University Avenue Corridor Study she was on - they thought at that time they would have a tunnel, or a depressed section, was this included. Mr. Wolsfeld said the grade separation at University and Snelling is not included - that estimated capital cost is about \$10 million. The Washington Avenue Bridge would be part of Hennepin County. Mr. Wolsfeld noted that these were not included, the conclusion at this point is that the issue was still open as to whether a grade separation was appropriate or inappropriate at this intersection. The Steam Line NSP is now in litigation, so they have not included these costs in other alignments.

Mr. Wolsfeld said they are doing more detailed capital cost estimates, but each of the capital costs has a story, you cannot compare, it is not that simple, each one of these has a series of assumptions that go in this, the right of ways are not included. Their ability to forecast these things at this time is obviously difficult.

Commissioner McCarty commented on the crash barriers, he is concerned if these are necessary would we continue considering joint usage on the joint same track. Mr. Wolsfeld said they have never assumed joint usage on the same track, they have assumed that it would be joint use within the right of way, and would operate alongside of the track. For the BN alignment, they are assuming that they would be alongside the BN alignment, and would not operate on the same track, therefore there is a crash barrier between the main line and light rail transit. Soo Line - part of that is being abandoned where we could have the right of way. Part of it would be in joint operation, they would operate from midnite to six A.M. and then LRT service would be provided in the off hours. They would operate on the same track, different times of the day. There is no situation where they are co-existing on the same track with

operations occurring in the same relative time frame. On University Avenue we are probably talking five to eight minute service in each direction in order to maintain that level of service, it would be difficult to do.

Chairman Finley asked if the University Avenue costs include any separation barriers between light rail transit and vehicles. Mr. Wolsfeld said it assumes that there would be a very short, not so high curb which would delineate the track from the automobile traffic. He cited as an example Second and Marquette in Minneapolis, they have simply put a little two inch one foot wide barrier which indicates there is a difference, it is painted yellow. If you would want to go to a more significant barrier between the two, the answer is no, that cost is not included.

Commissioner Ahrens wished to discuss Snelling Avenue as it seems to her that all of the analysis that was done that there was no way that you could have any kind of efficiency in the operation of that train, let alone added congestion at Snelling and University without having some form of a tunnel, and it is not realistic, from what she knows about this, to look at this capital cost without bringing this into focus.

Mr. Wolsfeld said in 1984-85 there was an LRT implementation planning program which took the results of the University Alternatives Analysis and Hiawatha and put them together, and the conclusion of that study was that the grade separation at Snelling and University should be included in the base system, as it would cause severe traffic operational problems at the intersection which already has an air quality problem, if one didn't do that. They can add that into the base cost, but if they did that, there may be questions raised as why we did not include \$25 million for steam tunnel under the railroad right of way into the Soo Line's costs. So, they tried to keep these costs at a minimum without any special treatment, and then note what the potential special treatments were. That is below what a base treatment would be, and the grade separation should be there.

Chairman Finley pointed out that Lexington and University appears to be having the same pollution problem as University and Snelling, this is second only to University and Snelling for pollution in the State of Minnesota. So, we may be talking about the same kind of intersection for this.

Mr. Wolsfeld then gave an update on Hennepin County, they have a University Avenue connection to Hiawatha Corridor, 35S, Southwest and a Northwest, all of the Corridor Advisory Committees have completed their advice. There are now two other committees who are trying to assemble that package, the Technical Advisory Committee and the Intergovernmental Advisory Committee, proposed meetings and public hearings have been scheduled for March to consider the preferred plan for alternatives. After March 21st, the Hennepin County Rail Authority is expected to begin to act, and to put together a comprehensive system plan after each of the corridor-wide public hearings have been held.

Mr. Wolsfeld commented that it was interesting, we talked about transit philosophy in each of the corridors and a definition of what type of users we are trying to serve, and what the role of light rail in each of those corridors is. A consistent philosophy evolved in four out of the five corridors and that philosophy was to provide relatively high speed travel, longer station spacing, one mile plus, in order to provide an alternative to the automobile and be more competitive, relative to travel time. So, the Northwest Corridor as he pointed out on the map, is probably 2 miles between stations, and comparing this to the Hiawatha Corridor that changed the philosophy, they have almost 1/2 mile station placing. He showed graphs and figures to point out the difference in stations. The 35 Corridor also recommended a transit philosophy of very high speed travel. The Southwest Committee which is composed of residents of the City of Minneapolis went so far in terms of their work, they looked at street alternatives, they recommended following a rail alignment, and then going into tunnel into the downtown area in order to keep the philosophy of higher speed service to the suburban residents as well as to Minneapolis.

The University Avenue Corridor for Hennepin would connect with Ramsey County, he pointed out this route on the map. Their recommendation was to actually put the service on the east bank in tunnel in order to minimize the traffic impacts on University Avenue, and if that is not feasible, then they would leave it on Washington Avenue, but they would then recommend that that capacity be replaced in another corridor and this was the location he pointed out on the map which would provide relief to the traffic capacity taken off of Washington Avenue. You could take one lane in each direction off the Washington Avenue Bridge, and then build a replacement roadway as shown on the map. The feeder busses would be brought in on Oak Street, and this could tie into any of the Ramsey County alternatives that you have in Ramsey County, either heading out the Soo Line Railroad, or heading into the railroad corridor, or heading on University Avenue, so any alternatives that Ramsey County is studying can be tied into what conclusions are being made at this point in Hennepin County. That decision is not dictating any of the alignment decisions that Ramsey County has. Hennepin County Rail Authority will be taking up the conclusion sometime by or after March 21st, the next month they will still be gathering input and advice.

Chairman Finley said this is why he has been stressing as he had been pretty much assured that it would be coming down to that as Hennepin connects to Ramsey County, that we gather the data, but we do not have to be pushed into the decisions just because Hennepin County is moving faster because none of their decisions is going to affect us, so that we do not have to be making decisions in a hurry.

Chairman Finley asked if the members of the Board had received a copy of the House Research Policy Brief on Metropolitan Light Rail Transit issued in February, 1988, he will see that each member receives a copy. This is excellent background material, as it shows where everyone plays under the Minnesota Statutes as it is now, what our authority is, what the Metropolitan

Council, Regional Transit Board, and everyone. This is research which has been done by the Minnesota House Staff.

Another matter Chairman Finley wished to call to the attention of the Board is that there is an Underground Space Association Seminar on Transit Alignment, and if any members would like to attend this Conference on March 14 and 15th, please let Frances know, and reservations can be made.

4. Review Process for the Midway Corridor Light Rail Transit Study

Chairman Finley discussed the documentation which Ms. DeSpiegelaere furnished as we had intended the Task Force to make a recommendation, forward this to the Citizens Advisory Committee for them to make a recommendation to this Board.

As soon as the Study is done, this will be a public document, this will be available to everyone, who can pick and choose what they want. Chairman Finley suggested that this study be sent out to a list of people as included in the documentation with a letter that we will be asking for their comments. Then, we will not have the City and everyone making their recommendations or influencing the recommendations of the Task Force, we should let them do their job. Ms. DeSpiegelaere pointed out this may be hard to do, and she suggested having an "Open House" time in which people, interested organizations could come and present their opinions not necessarily as a public hearing, but more as an informational thing. We can receive the input.

Ms. DeSpiegelaere said the Department of Public Works has used this conference type of meeting effectively, where a public hearing requires that people be there to explain the project, in this way we can meet one on one and discuss what is proposed. This way you will receive some comment prior to making the decision. While this would not be a public hearing, it gives people a chance to become familiar with the project in an informal setting.

Ms. DeSpiegelaere recommended that the letter be sent with the report with a request that they withhold their comments until the recommendations from the citizens' groups are received.

Commissioner Salverda asked if refreshments will be served at this open house, and Ms. DeSpiegelaere said there would be if this Board recommends it.

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

The Ramsey County Regional Railroad Authority approves the review process for the completed study of alignments for light rail transit in the Midway Corridor by Ramsey County Regional Railroad Authority and the Regional Transit Board be forwarded to the suggested list of officials and groups; with a letter that the Citizens Groups recommendations will be furnished to them also, at which time their comments should be submitted, these should be received by April 20th. The Authority further recommends that an Open House - informal meeting - be held to give citizens, organizations an opportunity to present their opinions, input regarding this study. This meeting will be held at a date to be determined, and refreshments will be served.

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

5. Appointments to Midway Corridor Task Force

Chairman Finley said we had finally received a suggestion from Merriam Park Community Council, as they have acted on our request for an appointment of a representative.

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

The Ramsey County Regional Railroad Authority appoints to the Midway Task Corridor Task Force the representative from Merriam Park Community Council, Kim Reckinger, with two alternates, Scott Heiderich and Michael Laughlin.

Roll Call: Ayes - 6. Nays - 0
Motion adopted.

6. Burlington Northern Railroad Abandonment -Discussion

Chairman Finley said he has covered this in his comments, and asked if there was anything further on this, and Ms. DeSpiegelaere summarized the memo of 2/17/88 which was included in the documentation.

In addition, Chairman Finley asked if the Board members had received a copy of the letter of February 22, 1988 which Councilperson Kiki Sonnen had sent him.

Commissioner Norgard asked where did Ms. Sonnen get the figures of \$2 million. as originally this was \$5 million.

Commissioner McCarty said this came as a result of the Ad Hoc Committee receiving estimates from the railroad, they were down to approximately \$2million from the initial \$5 million. They met with the railroad's real estate people, so they adopted the term between \$2 and \$5 million.

Commissioner Norgard knows the long range plan, but this road goes from no place to no place, it stops at Beam Avenue now, what is the value, unless they may go into White Bear. Commissioner McCarty said the only reason it stops at Beam Avenue is because of NSP, and there is some indication that this could be worked out, however, because of the requirements on the railroad in the abandonment process, when NSP raised their objections, rather than try to mitigate that objection to a total abandonment all the way to White Bear Lake, they decided to stop at that junction so they could do it in a more timely fashion. It was also very clear that that is not an insurmountable object.

Commissioner Norgard said as of right now as it stops at Beam, according to the letter in which she talks about future use of light rail, we have to look at that northern route sometime, but the Soo Line bought that which is the easiest way downtown, he asked how wide this was. Ms. DeSpiegelaere said it could be from 70 to 200 plus.

Chairman Finley asked about the trestle over Phalen Lake, is that the extent of their right of way, Commissioner Schaber said when you go over the trestle, you would get to the 70 foot right of way.

Commissioner Schaber is concerned about this in the total picture, as we are going to be asked to acquire other pieces of property and our priority is the one between Minneapolis and Saint Paul. In the Met Council Study this was the lowest ranking of all lines they looked at to be acquired. The demographics frankly don't support for light rail. If you want to get involved in parks, trails, and biking, that is another story, but someone other than the Rail Authority should be buying this. The City says it would be a great trail, Bob Pira has said we need it for a trail, but the City does not have any money to buy it. Commissioner Schaber says we do not know how much money we will have to be able to do it. He is more concerned about the Hamm's and Whirlpool locations, getting into that area, but going to White Bear does not justify this from ridership or anything else. The DNR should be looking at it from a trail standpoint. We should not be looking at purchasing it when we are looking at a corridor going the other way for \$60 million, our building - the court house, and the other building.

There is another line Commissioner Schaber mentioned heading out to Afton and Stillwater where the real development is being projected east of the cities which would also alleviate if that were done some of the freeway problems in that area. This could determine where development is going in that area. This may make more practical sense. However, he does not think this opportunity should be considered when other units of government have interests in it for other purposes, they should be told if it is that good a deal they should go ahead and buy it.

Commissioner McCarty understands what Commissioner Schaber is saying and he is not in total disagreement, but where we lack forward thinking is on this is what kind of demographics, where do they come from, what do they cite, as he does understand there is some rapid development for the eastern portions Commissioner Schaber referenced. However, we have a track record in the northern sections, near this alignment to development that evolves around high density population, residential. We need to bring all of this information into focus, and gather that information so that we can make a sound, conscious decision as to whether or not we are going to abandon this without being based on some major reaction. We need to look at this very carefully, and it would be appropriate in his mind to assign this task to our Advisory Board, and they would be in the best position to make a decision as to whether we should pursue the acquisition. The railroad is actively seeking to divest themselves of that property, and they are not going to slow down. If they sell off segments, this will close off our option for all time.

Commissioner Norgard feels that Washington County should be included in this, as that is where the line runs, that is where our northern development is in right now. He believes their Authority is interested in getting this line into St. Paul.

Commissioner Salverda suggested that we not seal this off right now, as avenues should be pursued whether it would be light rail or parks, somebody should be looking at that.

Chairman Finley said that what we did do is that if we were going to look at a line, we were going to do have a Corridor Task Force who would be reportable to our Advisory Committee much like we are doing with Midway. That corridor task force would be selected from interested groups within that corridor. If the consensus is to do something, to look at this, we should look at a Corridor Task Force, contact the affected Community Councils within the St. Paul, Maplewood City Council, and then if we want to, also ask for input from Washington County Regional Railroad Board if they would like to have a representative sitting on the task force. This is what he would suggest if the consensus is that we look at it before completely abandoning it. This is the direction he would suggest.

Commissioner McCarty would have no problem in developing the momentum with Ad Hoc Committee, he would be willing to serve in that capacity to bring back a recommendation, however, he believes that our direction right now is that we need to coordinate our efforts. It would probably be better that the Regional Railroad Authority assign that Task Force.

Commissioner Norgard says there is a problem as our County Roads go over that, as once they start selling that off, we should be taking a good hard look at this. Ms. DeSpiegelaere-the Public Works Engineering Department has been working with the County Attorney's Office on this very issue.

Commissioner McCarty would move that we notify the cities contiguous to the BNR abandonment, that we request three names from each community for our consideration in forming the task force.

Chairman Finley mentioned that we did go to the affected Community Councils in the city to suggest representatives from those councils so that we would get grass root input as to the governmental entity. Commissioner McCarty would have no problem with that, but there are not community councils in the suburbs. Chairman Finley said we have to consider civic organizations, and possibly Commissioner Schaber could suggest some. Commissioner Schaber said that the Arcade Business Association is directly affected in the Whirlpool area. Chairman Finley said it could be civic organizations, community councils within the City of St. Paul and the City of Maplewood, and the Washington County Railroad Authority to select or recommend to us for selection certain people to serve on a corridor task force. Commissioner McCarty was in agreement on this.

Ms. DeSpiegelaere added that the corridor extends past Beam it is possible, it would include Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township.

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

The Ramsey County Regional Railroad Authority recommends that a Task Force be formed to study the Burlington Northern Railroad Abandonment as a possible corridor, that a request be sent to the cities contiguous to this abandonment, Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township, Maplewood, City of St. Paul, Washington County Regional Railroad Authority, to the community councils and civic organizations in these areas, to select or recommend to this Authority a person to represent them. Said Task Force will also include the members of the Citizens Advisory Committee representing the County Commissioner Districts involved in this study. Further, that this list of cities and organizations be furnished this Board, as well as an estimate of cost involved in developing this Task Force.

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

7. Joint Meeting Ramsey County Regional Railroad Authority and Regional Transit Board February 29, 1988, Room 316 Court House.

Chairman Finley said this is just a reminder of the joint meeting to be held with the Regional Transit Board.

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

Chairman Finley		Board Action Requested
Originating Department		Chairman's Comments
John T. Finley	3/14/88	
Authorized Signature	Date	
Request Justification		

Budgeting and Accounting	Date / Time Received By
County Attorney	
Risk Manager	
Data Processing	
Previous Action taken on Request	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 22, 1988	<i>J. L. Glendon</i>	3/16/88
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Public Works _____ Originating Department K. DeSpiegelaere _____ Authorized Signature Date 3/14/88	Board Action Requested REVISED /Review Process - Proposed for Midway Corridor Light Rail Transit Study
Request Justification	

See attached memo from K. DeSpiegelaere - revised on February 29, 1988
This was originally prepared on February 17

Budgeting and Accounting _____ County Attorney _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____

Comments / Recommendation _____

Documentation certified complete for:		
Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 22, 1988	<i>J. L. Glendinning</i>	3/16/88
Board Date	Signature	Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *7/8*

Subject: Review Process
Proposed for Midway Corridor Light Rail Transit Study

Date: February 17, 1988
Revised February 29, 1988

A draft report discussing alignments for LRT in the Midway Corridor is expected to be available on February 25. A review process approved at the February 23 Regional Railroad Authority meeting is:

1. The report would be available to the Midway Corridor Task Force at its February 25 meeting. The Task Force would be asked to recommend a preferred alignment at its meeting one week later. Additional meetings could be scheduled as required to reach a conclusion. With the recommendation of a preferred alignment, the work of the Task Force would be concluded.
2. The report would be available to the Citizens Advisory Committee at its March 1 meeting. The Committee would receive the recommendation of the Task Force and could also recommend a preferred alignment as early as March 8. Additional meetings could be scheduled as required to reach a conclusion.

Although the work of the Committee is ongoing, because of the weekly meetings held during January, February and March, a break of one month in meetings of the group is recommended once a recommendation on preferred alignment in the Midway Corridor has been made.

3. Members of the Ramsey County Regional Railroad Authority (RCRRA) would receive copies of the report on February 26. A joint meeting of the RCRRA and Regional Transit Board is scheduled for February 29 at 4 p.m. to discuss the report. No action would be requested at that meeting.
4. A mailing list and draft letter (attached) have been prepared informing interested parties of the study and indicating that a copy of the study will be sent to them for review. Comments from the Task Force and Advisory Committee will also be mailed to them when those groups have completed their recommendations.
5. The Regional Transit Board, because it is a partner in the study, is absent from the mailing list. The Ramsey County Regional Railroad Authority would receive a recommendation on preferred alignment in the Midway Corridor from the Regional Transit Board.
6. An information meeting/open house will be scheduled in approximately one month. At that meeting information on alignment alternatives and on LRT in general will be explained to those who attend on a one-to-one basis to allow an opportunity

to answer their individual questions. Comment cards will be distributed to encourage written responses to the proposed alignments for subsequent consideration by Regional Railroad Authority Commissioners and Regional Transit Board. A record of public comments will be prepared.

7. After allowing a sufficient amount of time for review and evaluation of all comments received, the Ramsey County Regional Railroad Authority could select a preferred alignment for LRT in the Midway Corridor.

KD:m
atts.

KD RRA REVIEW

MAILING LIST
MIDWAY CORRIDOR ALIGNMENT STUDY

Mayor George Latimer
City of St. Paul
347 City Hall
St. Paul, Minnesota 55102

James Scheibel, President
St. Paul City Council
716 City Hall
St. Paul, Minnesota 55102

Representative Daniel Knuth
Chair, Ramsey County
House Delegation
345 State Office Building
St. Paul, Minnesota 55155

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

Mr. Frank Snowden, Chair
Metropolitan Transit Commission
560 Sixth Avenue North
Minneapolis, Minnesota 55411

Mr. Steve Keefe, Chair
Metropolitan Council
300 Metro Square Building
Seventh & Robert Streets
St. Paul, Minnesota 55101

Mr. Kermit McRae
District 9 Engineer
Minnesota Dept. of Transportation
3485 Hadley Avenue North
North St. Paul, Minnesota 55109

Commissioner Jeff Spartz
Henn. Co. Regional Railroad Auth.
A-2307 Hennepin Co. Govt. Center
300 South Sixth Street
Minneapolis, Minnesota 55487

Gary Grefenberg, Exec. Secretary
Capitol Area Architectural &
Planning Board
B-46 State Capitol
St. Paul, Minnesota 55155

Kenneth Keller, President
University of Minnesota
202 Morrill Hall
100 Church Street Southeast
Minneapolis, Minnesota 55455

Week of March 7

Dear:

Ramsey County Regional Railroad Authority and the Regional Transit Board have completed a study of alignments for light rail transit in the Midway Corridor of St. Paul. The study has been referred for recommendations to the Citizens' Advisory Committee and Midway Corridor Task Force of the Ramsey County Regional Railroad Authority.

A copy of the study is attached for your review. Recommendations from the two citizen groups will be forwarded to you when they are received. We would appreciate receiving your comments by April 20.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

Elliott Perovich, Chair
Regional Transit Board

JTF:m

41
1
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Public Works</u>		Board Action Requested
Originating Department		
<u>K. DeSpiegelaere</u>	<u>3/14/88</u>	Update on Midway Corridor Task Force and Citizens Advisory Committee
Authorized Signature	Date	
Request Justification		

See attached memo from K. DeSpiegelaere March 11, 1988 - Summary of Action from Midway Corridor Task Force Study, Minutes of March 2nd Task Force Meeting.

Budgeting and Accounting _____	Date / Time Received By
County Attorney _____	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 22, 1988	<i>J. L. Blundum</i>	3/16/88
Board Date	Signature	Date

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
From: Kathryn DeSpiegelaere *KD*
Subject: Summary of Actions, Midway Corridor Task Force
Date: March 11, 1988

The Midway Corridor Task Force held its final meeting on March 2, 1988. The attached summary of actions taken at that meeting was approved by task force members and distributed to Citizens Advisory Committee members of the Ramsey County Regional Railroad Authority.

Recommendation:

For your information.

SUMMARY OF ACTIONS
MIDWAY CORRIDOR TASK FORCE MEETING
MARCH 2, 1988

The Midway Corridor Task Force, comprised of representatives in the Midway Corridor of St. Paul (list attached), was appointed in January 1988 by the Ramsey County Regional Railroad Authority. The assignment of the task force was to recommend to the Citizens' Advisory Committee of the Regional Railroad Authority an alignment for light rail transit in the Midway Corridor between Downtown St. Paul and Downtown Minneapolis.

The task force reviewed information gathered in a joint study by the Regional Transit Board and Ramsey County Regional Railroad Authority.

At its March 2, 1988 meeting, the task force concluded its work. The following actions were taken:

1. It was agreed by the task force that alignments would be placed in rank order, based on the voting. There was consensus on the part of the task force that there need be no consensus on the alignment recommendation.
2. Eight alignment alternatives were considered (see attached list). One committee member asked to include an additional option that had not been studied.

The results of the vote were:

University Avenue, one mile station spacing, Alternative 3B	6 votes
Southern Burlington Northern/Como/Rice, Alternative 2A	4 votes
University Avenue, other unspecified station spacing	1 vote
I-94 Frontage Road, Alternative 4	1 vote
University Avenue, 1/4 mile station spacing, Alternative 3A	1 vote

3. The reasons for supporting or opposing alternative alignments were:

University Avenue	one mile spacing	Alternative 3B
- good patronage forecasts		
- good access to Capitol area		
- serves Midway-area residents		
- LRT reinforces important commercial area along street		
- least expensive capital costs		
- LRT on other alignments would siphon development from University Avenue		
- University Avenue is link between downtowns		
- has existing large transit ridership		
- has variety of transit users		
- would effectively serve transit dependents		
- would allow effective redeployment of bus service		
- savings in bus mileage is favorable		

- LRT on University Avenue would negatively impact vistas, signage
- does not serve commuter trips as well as other alignments
- street is reliever for I-94; LRT could interfere with that function
- traffic congestion if LRT is on street will be a problem
- one mile station spacing on University Avenue would not serve elderly or business people well
- access to businesses is a concern

Southern Burlington Northern/Como/Rice

Alternative 2A

- has opportunities for park/ride facilities
- longer station spacing as proposed would improve transit services
- has opportunities for development
- higher speed, less travel time offered is desirable
- not friendly area for patrons of transit
- lower ridership than some other alignments, according to forecasts
- right of way may not be available
- not much usable land would be available for development

University Avenue

1/4 mile spacing

Alternative 3A

- similar favorable comments as for University Avenue with one mile spacing
- station spacing that duplicates bus service is undesirable
- station spacing is not consistent with image or need for LRT
- similar concerns as for University Avenue with one mile spacing

I-94

frontage road

Alternative 4

- serves residents south of I-94 better than University Avenue alignment
- does not duplicate bus transit
- will not destroy development along University Avenue but will complement it
- operational concerns with tracks split on either side of I-94
- access to Capitol would be difficult
- potential conflicts with high speed traffic
- not compatible with pedestrians

University Avenue

other unspecified spacing

- similar favorable comments as for other University Avenue alternatives
- similar concerns as for other University Avenue alternatives

Soo Line (Shortline)/I-35E

Soo Line (Shortline)/Shepard Road

Alternative 6A

Alternative 6B

- access to downtown is a problem
- does not serve Midway residents as well as other alignments
- not much usable right of way available for development

Southern Burlington Northern/ECBD Bypass

Alternative 2B

- although this shares similar favorable comments and concerns as for the Southern Burlington Northern/Como/Rice alignment, access to downtown was felt to be less favorable with this alternative.

Other comments:

- Economic development is a question mark.
- All counties in area should coordinate work.
- Metropolitan Council should determine objectives for LRT.
- LRT will probably not bring major amounts of development to the Twin Cities area.
- Vehicle type is an important consideration if LRT is on University Avenue. Stations must be unobtrusive.

In addition, some task force members expressed reservations about the speed with which the task force work had been accomplished and expressed reluctance to vote at this meeting until their district councils had an opportunity to react to the study. Discussion about other avenues for public participation occurred. A motion was passed that, in addition to the information in this summary, the organizations represented on the task force should be encouraged to submit written comments on alignment alternatives for inclusion in the public record. It was agreed that the minutes of the meeting would indicate that three task force members expressed discomfort with the time frame of the study. All task force members present at the meeting participated in the vote.

KD/clm

MIDWAY CORRIDOR ALIGNMENT ALTERNATIVES

- 2A SOUTHERN BURLINGTON NORTHERN/COMO/RICE
- 2B SOUTHERN BURLINGTON NORTHERN/ECBD BYPASS
- 3A UNIVERSITY AVENUE 1/4 MILE SPACING
- 3B UNIVERSITY AVENUE 1 MILE SPACING
- 4 I-94 FRONTAGE ROAD
- 4 I-94 AERIAL
- 6A SOO LINE (SHORTLINE) / 35E
- 6B SOO LINE (SHORTLINE) / SHEPARD ROAD

KD:ptd

MIDWAY CORRIDOR LRT TASK FORCE

Membership

Clark Armstead, Chairman

David Bradshaw

Triesta Brown

Greg Crawford

Jerol Fleck

Steve Grochala

Michael Heffron, Vice Chairman

Ken Holdeman

Bill Jones

Bob Kren

Marc Manderscheid

Ray Mordorski

Kim Reckinger

Laurie Rockne

Maggie Schwichtenberg

John Sheehan

Ignatius Theisen

Nancy Tracy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Public Works</u> Originating Department <u>K. DeSpiegelaere</u> <u>3/14/88</u> Authorized Signature Date	Board Action Requested Informational Meeting - Midway Corridor LRT Alignments - March 23, 1988
---	---

Request Justification

See attached memo from K. DeSpiegelaere, March 9, 1988 with copy of proposed flyer, and listing of persons to whom the notice will be sent

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 22, 1988

Board Date

F. L. Blendenburg
Signature

3/16/88

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Information Meeting on Midway Corridor LRT Alignments

Date: March 9, 1988

At the February 23, 1988 Regional Railroad Authority meeting, you approved the scheduling of an information meeting on the **Midway Corridor LRT alignments**. **That meeting will be held on Wednesday, March 23, 1988, from 4 to 8 p.m. at Hamline Library, 1558 W. Minnehaha Avenue.**

Announcements of the meeting are being sent by the Regional Transit Board and Ramsey County Regional Railroad Authority (see list attached).

There will be stations set up at the meeting where information will be distributed on:

- . What is light rail transit
- . Why is light rail transit being considered
- . Outline of Midway Corridor study
- . Summary of decision-making process on Midway Corridor alignments
- . Information on transit services in general and impact on individual user of various alignments
- . Generalized drawings of Midway Corridor alignments
- . Comment card area to encourage individual responses on aspects of study

Staff from Ramsey County, the Regional Transit Board and BRW will be available at station areas to answer questions. No formal presentation will be made.

As you requested, refreshments will be available to those who attend the meeting.

Recommendation:

Please let me know if there is someone you think may have been overlooked in mailing of notices.

KD:ptd

Notices of Midway Corridor LRT Meeting Sent To:

Regional Transit Board members
Ramsey County Regional Railroad Authority members
Ramsey County Executive Director Terry Schutten
All mayors in Ramsey County
All St. Paul District Councils
Ramsey County Regional Railroad Authority
 Citizens Advisory Committee
 Midway Corridor Task Force
Ramsey County legislators
Regional Railroad Authority Chairs - Six Metro Counties
Metropolitan Council chairman and members representing Ramsey County
Commissioner, Minnesota Department of Transportation
District 9 Engineer, Minnesota Department of Transportation
St. Paul City Council members
University of Minnesota President
Chairman of Metropolitan Transit Commission
Midway Civic and Commerce Association
St. Paul Chamber of Commerce
Executive Director, Capitol Area Architectural and Planning Board
United Handicapped Federation
Members of technical staff on Midway Corridor Study (Core Group)
Newspapers for Twin Cities and Midway Corridor

KD:ptd

Public Meeting and Open House

Midway Corridor Light Rail Transit Analysis



Wednesday, March 23

Hamline Branch Library
1558 West Minnehaha Ave.
St. Paul



(Please use the west entrance, from the alley.)

4:00 p.m. - 8:00 p.m.

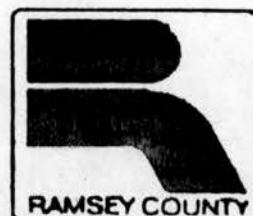
Information on the Midway Corridor Light Rail Transit (LRT) Analysis will be provided. There will also be the opportunity to ask questions and provide comments on the study. The public record on the Midway Corridor LRT Analysis will remain open until April 20.

Written comments may be brought to the public meeting or mailed to:

Kathryn DeSpiegelaere
3377 North Rice Street
St. Paul, Minnesota 55126

For more information on the Midway Corridor LRT Analysis public meeting and open house, call the Regional Transit Board at 292-8789 or the Ramsey County Regional Railroad Authority at 484-9104.

The Public Meeting and Open House are being co-sponsored by the



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Budget & Accounting</u> Originating Department		Board Action Requested Adopt resolution covering meeting expenses of the Volunteer/Committee Task Forces; approval of budget adjustment in amount of \$1,000.00
<u>James Van Houdt</u> Authorized Signature	<u>3/14/88</u> Date	
Request Justification		

See attached memo from J. Van Houdt, with copy of proposed resolution

Copy of County Board Resolution 84-376 covering County's present policy for reimbursement of citizen committees and volunteers for variety of meeting expenses.

Reviewed by Ed Glantz 3/16/88
Budgeting and Accounting
County Attorney Michele L. Jones
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

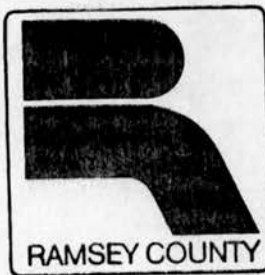
March 22, 1988

Signature

3/16/88

Board Date

Date



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: March 4, 1988

TO: Terry Schutten, Executive Director

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

SUBJECT: Regional Railroad Authority's Cash - January 22, 1988

The Ramsey County Regional Railroad Authority has indicated in Authority meetings that it approves paying for meetings expenses of Citizens Advisory Committee Task Forces, and for coffee and soft drinks to be served at informational public meetings. However, the Regional Railroad Authority minutes do not include, nor do we have a resolution authorizing the payment for meeting expenses of the volunteer/committee task forces.

The Ramsey County Board of Commissioners, in Resolution 84-376, May 14, 1984, established a policy regarding the payment of reimbursement for expenses of citizen committees and volunteers. A copy of this resolution is attached.

In order that the policy of the Ramsey County Regional Railroad Authority concerning this matter be formally established, a draft resolution authorizing reimbursement for expenses of citizens committees and volunteers is attached.

JVH:EG:ja/gco

DRAFT

RESOLUTION
BOARD OF
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:

No.

Page 1 of 1

WHEREAS, Ramsey County Regional Railroad Authority is in the process of obtaining information concerning the feasibility of Light Rail Transit within Ramsey County; and

WHEREAS, Citizens Advisory Committee Corridor Task Forces may be established to assist the Regional Railroad Authority in gathering information concerning Light Rail Transit for specific areas; and

WHEREAS, meetings will be held for the exchange of information between the public, civic groups, and governmental units; and

WHEREAS, a policy needs to be established for the payment or reimbursement for expenses of citizen committees and volunteers; and

WHEREAS, Funds are available in the Contingent Appropriations of the Ramsey County Regional Railroad Authority 1988 Budget to fund these expenses, NOW THEREFORE BE IT

RESOLVED, That the Transportation Planner assigned to the Ramsey County Regional Railroad Authority is authorized to submit claims for payment; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves the policy of payment or reimbursement for expenses of citizen committees and volunteers, and approves the following budget adjustment for this purpose:

TRANSFER FROM APPROPRIATION:

59101 001001 Contingent Appropriations \$1,000.00

TRANSFER TO APPROPRIATION:

59101 021408 Volunteer/Committee Meeting Expense \$1,000.00



DATE : May 22, 1984

TO : All County Departments

FROM : *Richard L. Brubacher*
Richard L. Brubacher
County Executive Director

SUBJECT: Reimbursement of Expenses for Citizen Committees and Volunteers

On May 14, 1984, the County Board adopted Resolution #84-376 (attached) establishing a policy for reimbursing expenses incurred by citizen committees and volunteers.

This resolution states that all funds for these purposes must be specifically appropriated by the County Board before expenses are incurred. Also, department heads are authorized as the only authority to approve these expenditures.

Most departments have already had their 1985 budget hearings with the Executive Director, and their proposed budgets have been finalized. However, expenditures for citizen committees and volunteers may be necessary and appropriate for 1985.

If this is the case for your department, I would ask that you submit a request to the Budgeting & Accounting Office no later than June 22, so that I can include these requests in the Executive Director's 1985 proposed budget.

Your request should include the following information:

1. The total dollar amount requested.
2. The number of volunteers and/or citizen committee members that serve your department.
3. The frequency of meetings attended by volunteers and citizen committees.
4. The type of expenditures incurred.
5. An explanation showing how you arrived at the requested dollar amount.

If you have any questions regarding this matter, please contact Vern Wehlage in the Budgeting & Accounting Office at 298-5726.

cc: County Commissioners
James Van Houdt

Attachment: County Board Resolution #84-376

Resolution

Board of *Ramsey County Commissioners*

Presented By Commissioner Salverda Date May 14, 1984 No. 84-376
 Attention: Budget & Accounting;

R. Brubacher, Executive Director; All Department Heads;
 S. Haigh, Assistant County Attorney;

WHEREAS, The present policy regarding county payment or reimbursement of citizen committees and volunteers for a variety of meeting expenses is unclear; and

WHEREAS, A series of County Attorney opinions dated October 17, 1977, October 22, 1980, March 11, 1981, and April 19, 1984 indicate that the County Board has the authority to authorize payments or reimbursements of committee meeting expenses under certain conditions; and

WHEREAS, This policy basically calls for a line item to be established in the individual department's budget for such meeting expenses with the expenses limited to the amount budgeted by the County Board; Now, Therefore, Be It

RESOLVED, That the Board of Ramsey County Commissioners hereby approves the following policy regarding the payment or reimbursement for expenses of citizen committees and volunteers:

1. Ramsey County department heads are authorized as the sole authority in each department to approve expenditures for citizen committees and volunteers, pursuant to opinions rendered by the Ramsey County Attorney, and limited to the amount budgeted by the County Board for each department. All supplemental appropriations shall be submitted to the County Board prior to incurring the expense.
2. Department heads shall not delegate this authority to anyone else in the department under any circumstances.
3. The Ramsey County Budget and Accounting Department shall establish the appropriate line item to account for these expenses.

WARREN W. SCHABER, Chairman

By *Warren W. Schaber*
 Chief Clerk - County Board

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Public Works		Board Action Requested
Originating Department		
K. DeSpiegelaere	3/16/88	Tunneling Conference Held March 14-15, 1988
Authorized Signature	Date	
Request Justification		

See attached memo March 16, 1988 from K. DeSpiegelaere with summary of Colloquiumshe attended.

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

Date / Time _____
 Received By _____

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 22, 1988

3/16/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Costs and Benefits of Underground Transit Alignments

Date: March 16, 1988

On March 14 and 15, the International Tunnelling Association and the American Underground Space Association sponsored a colloquium on the costs and benefits of underground transit alignments. The sessions focused on international, national and local perspectives on tunnelling transit systems. I attended the colloquium which consisted of lectures and a small group exercise and have summarized the information discussed there.

Debate has occurred in Hennepin County about tunnelling in the downtown Minneapolis area. At the colloquium, information was provided on why some cities have decided to construct LRT underground:

- decreases travel time by eliminating conflicts with vehicular traffic
- reduces congestion on street
- eliminates need to use restricted surface right of way
- avoids extreme variation in weather conditions
- allows integration with new development
- reduces operating and maintenance costs in snowy climates
- facilitates convergence of a number of LRT lines in one location.

There are several factors to consider in making the decision of surface vs. underground alignments. Some of them are:

- geology
The Twin Cities area is suitable for underground alignments from a geological perspective.
- costs
There can be great variation in costs depending on standards for the tunnel, geology, tunnelling methods, station amenities, etc.
- climate
The variation in climate in the Twin Cities area can be mitigated in an underground transit system where temperature is a constant 50 degrees.
- density of population and land use
European and North American cities where transit is underground have higher population and land use densities than the Twin Cities area, for the most part. Edmonton, Alberta is an exception. There, LRT is underground in the downtown area because of street conflicts.

- security
Personal safety is critical in an underground transit system. The greater the patronage, the better the security. Other methods of enhancing safety are closed circuit TV monitors, security personnel, retail activity and station design.
- effect on retail businesses
Businesses near underground stations in other cities see the effect of LRT as positive. It brings pedestrian traffic to the station areas. It has stimulated downtown renewal in Pittsburgh. Businesses in Edmonton believe LRT increases business by concentrating people at station locations. Toronto estimates \$30 billion has been spent since 1954 in development around subway stations. A study for the city estimates an additional \$20 billion in development in those areas by 2001.
- patronage
The benefits of underground transit alignments have, in some cities, increased transit patronage.
- travel time
Avoiding conflicts with intersecting streets encountered in surface alignments can increase travel speed and reduce travel time.
- impacts on street traffic
Adding LRT to a street reduces its traffic capacity. An underground transit system can alleviate that conflict.
- construction impacts
Underground transit systems may be disruptive during the time they are being constructed. In Pittsburgh, the city maintained access to business during underground construction and made a strong effort to keep businesses informed during the process. The streets were restored on schedule. The construction was planned to affect no more than one Christmas shopping season.
- aesthetics
The perception of underground as an undesirable location is mitigated in some cities by attractive stations. Classical music is played in station areas in Pittsburgh.
- alignment location
There is greater flexibility with an underground alignment, given suitable geological factors, because it need not be restricted to a street or railroad right of way.

The point that many of these factors are not quantitative, but qualitative, was emphasized.

Recommendation:

For your information.

KD:m

KD MEMO RRA 3/16

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>Public Works</u>		Board Action Requested
Originating Department		
K. DeSpiegelaere	3/14/88	
Authorized Signature	Date	
Request Justification		

See attached memo to Ramsey County Regional Railroad Authority from K. DeSpiegelaere dated March 7, 1988

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

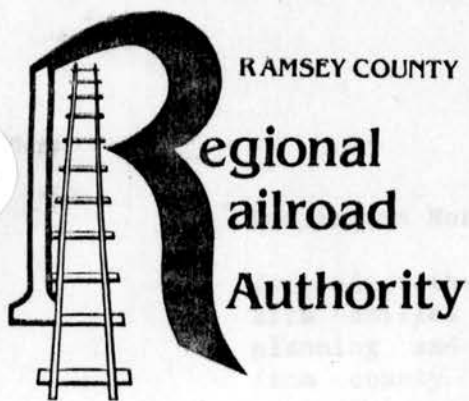
March 22, 1988

Board Date

Signature

3/16/88

Date



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

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

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Study of Northeast Burlington Northern Corridor

DATE: March 7, 1988

At the February 23 meeting of the Ramsey County Regional Railroad Authority, a study of the northeast Burlington Northern Railroad Corridor was authorized. It was also decided that a corridor task force should be appointed.

I have prepared a brief outline of work that could be accomplished for your consideration, along with suggestions of how it could be accomplished.

1. Conduct a study of the northeast Burlington Northern Corridor from downtown St. Paul to the north Ramsey County border. The study should address:
 - definition of geographic area in corridor
 - potential uses of the corridor
 - opportunities for interim and long-term use of the corridor
 - conflicts in continuity of the right of way
 - compatibility with adjacent land uses
 - integration with potential long-term railroad uses of portions of the corridor
 - potential liabilities in acquisition of the corridor
 - cost of appraisals, legal work associated with acquisition
 - cost of right of way
 - maintenance costs of corridor
 - assessment of structures, such as bridges, within the corridor
 - sources of funding for costs associated with northeast corridor.

The study should be structured to answer the question, "Should the Ramsey County Regional Railroad Authority acquire the northeast

Burlington Northern abandoned railroad right of way?"

To conduct the study, it is proposed that the services of a consulting firm skilled in recreation and transportation analysis be used. The planning and graphic capabilities required exceed the time available from county staff. Transportation planning staff would prepare the work program, request for proposals and administer the consultant contract.

2. The Northeast Corridor Task Force will be formed consisting of one representative from each affected St. Paul district council, one representative from Maplewood, Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township and Washington County, and representatives from the business community. In addition, members of the Ramsey County Regional Railroad Authority Citizens' Advisory Committee in the affected area will be members of the Northeast Corridor Task Force. The Task Force will participate in the study of the corridor and vote on the question to be answered by the analysis performed.

Transportation planning staff would coordinate the work of the Task Force.

3. The Regional Railroad Authority Citizens' Advisory Committee will participate in the study of the corridor, will review the Northeast Corridor Task Force recommendations and will make a recommendation to the Regional Railroad Authority on the question, "Should the Ramsey County Regional Railroad Authority acquire the northeast Burlington Northern railroad right of way?"

Transportation planning staff would coordinate the work of the Advisory Committee.

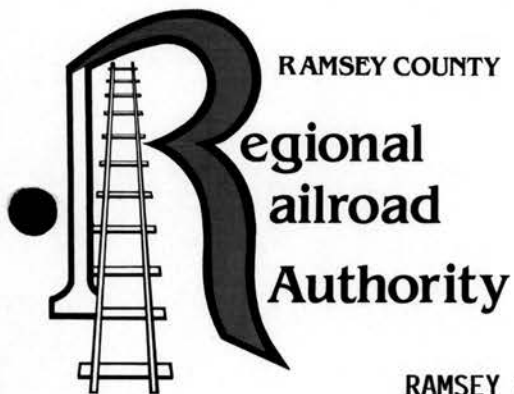
4. The formation of a technical committee to review and direct the study is proposed to assist Regional Railroad Authority staff. This committee could include representatives of Ramsey County Executive Director's office, Ramsey County Parks Department, Washington County, city staff from affected areas and staff from agencies such as Minnesota Department of Transportation, Minnesota Department of Natural Resources and Metropolitan Council.

The technical committee would be coordinated by transportation planning staff.

Recommendation:

Your concurrence in the outline of work proposed and assignment of responsibilities for the work is requested.

KD/clm



AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tuesday, April 12, 1988

11:00 A.M. - Conference Room 316

1. Minutes of the March 22, 1988 meeting.
2. Chairman's Comments
3. Report on Informational Open House Meeting of March 23, 1988
4. Update on Citizens Advisory Committee
5. Burlington Northern Corridor
6. Light Rail Transit - Goals for LRT System in Ramsey County
7. Light Rail Conference May 8-11, San Jose, California
8. Committee Compensation for Citizen Members of Advisory Committee, Task Force Committee; approve budget transfer \$4,000.00
9. Quarterly Report of Payments January - March, 1988

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

MEETING

MARCH 22, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, March 22, 1988, at 11:00 A.M. in the Conference Room of 316, Court House. Chairman Finley called the meeting to order.

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

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

1. Minutes - of the February 23, 1988 Meeting

Commissioner Norgard introduced the following motion, which was seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority approves the minutes of the February 23, 1988 Board Meeting as written.

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

2. Chairman's Comments

Chairman Finley said the Midway Corridor Task Force has gone through the study which was completed by BRW, and Ms. DeSpiegelaere has provided very in depth minutes to all of us, and if the Board members have not had a copy, she has one for you. These are very detailed as to the statements made by the members, their feelings, and this is a good way to look at it. The same is true of the minutes of the Citizens Advisory Committee which have not been approved.

Chairman Finley called on Ms. DeSpiegelaere to explain the process, the way it went at the Task Force, and the differences between the Task Force and the Citizens Advisory Committee, as it was substantially different and there were some concerns raised regarding this, and he asked that Ms. DeSpiegelaere share these concerns with the entire Board, rather than have a written report on it. The detailed minutes were sent out, but actually you get a different perspective if you had been present.

Rec'd 5/13/88

Ms. DeSpiegelaere said that the Summary of Actions taken by the Task Force are included in this meeting's documentation, in addition there were minutes of the meeting which she has available at the meeting today.

The Task Force was the group set up in the Midway Corridor on a short term basis to look at the study and make recommendations to the Advisory Committee. The Advisory Committee is the ongoing committee appointed to represent the entire County. So, the Task Force made their recommendations first, they met on March 2nd, the process that the Task Force had then agreed upon between the Chairman and herself, the main concern that they wanted to accomplish was to allow each member to voice their opinions on what was good or bad about a particular alignment so that the Regional Rail Authority Members would be able to read what they said and understand not only why they voted the way they did, but what had allowed them to feel the way they did. That meeting went very smoothly. Six days later the Advisory Committee met, and asked their members to consider the recommendations from the Task Force, and also make a recommendation on the alignments in the Midway Corridor.

The Chairman of the Advisory Committee and Ms. DeSpeigelaere met prior to this meeting, and they did not reach complete agreement on how this would be approached. At the meeting she was quite concerned that some members who voted did not have an opportunity to explain why they felt the way they did.

Commissioner Hunt has read the minutes in detail about the Advisory Committee but she is in the dark about the Task Force, and she asked that Ms. DeSpiegelaere touch briefly on what the Task Force recommendations were.

Ms. DeSpiegelaere explained that the Task Force recommended first of all, that they would place the alignment in rank order, as one member said, they had consensus not to achieve consensus. They voted what alignment was appropriate in the Midway Corridor, and the tally of the votes was 6 for University Avenue, with one mile station spacing; 4 for the Southern Burlington Northern by way of Como and Rice; and there were three added votes, as shown in the summary of actions dated March 2, 1988.

Chairman Finley, to follow up on the Citizens Advisory Committee, then said they did not do it the way the Task Force did. Ms. DeSpiegelaere said they did not do it this way even though she had given the Chairman ^{the process} that the Task Force had followed, but he decided he wanted to use a matrix system, a blank evaluation that each members was given. She did not disagree with the Chairman giving the matrix, but she did, however, disagree with the way in which it was used. The matrix could be used in allowing people to focus in on what they thought was important, however, people were told what scoring system they should use, they did not weight the evaluation factors, so that all of them were considered of equal importance. To many people this was a real problem.

Chairman Finley commented that it appeared that everything was dealt the same, ridership, financing, were all of equal importance as opposed to setting

up some type of criteria or importance.

Ms. DeSpiegelaere said they ended up with a rank order, some people were uncomfortable with using that, they did end up with a vote. Another difficulty in the meeting was that before the meeting one of the members who was not able to be present called, and asked if the Committee would consider his comments, so before the meeting and during the meeting she asked the Chair to have the Committee discuss whether this member's comments should be read, but this never occurred.

Chairman Finley asked if the Advisory Committee considered the Task Force recommendations prior to their discussion and vote, and Ms. DeSpiegelaere said no, it kept coming up over and over during the meeting, no one commented on the Task Force recommendations.

Chairman Finley mentioned that BRW had also provided a ranking which was not going to be their recommendation, but they had given this to certain members of the Advisory Committee, but not others. Ms. DeSpiegelaere said BRW information was given to the Chairman before the Committee, and she had not seen them previously.

Commissioner Ahrens asked if the BRW recommendations were discussed at the Advisory Meeting, and Ms. DeSpiegelaere said they were not.

The different criteria used in the matrix system were about ten, Ms. DeSpiegelaere said in response to Chairman Finley's question.

Commissioner Salverda asked for a copy of the Advisory Committee Minutes which have not been approved, as the Committee has not met as of this date. Ms. DeSpiegelaere distributed copies of these minutes to the Board.

Chairman Finley was concerned when Ms. DeSpiegelaere brought this situation to his attention, and he felt that the Board should be advised of what happened, as we have been committed to having as open a process as possible, and for everyone to have an opportunity to express themselves, in the purpose of the Task Force, Advisory Committee and everything else. Chairman Finley said that Ms. DeSpiegelaere has been trying to stress this to all members, and he had done this also when he appeared before them. We do not care how they vote, but we want you to gather as much information as possible, and what they believe to be important, or whatever you think, that is whatever we are looking for as input. In Ms. DeSpiegelaere's ^{opinion} this was being steered away from in being overly influenced by certain members. What concerned him in reading the minutes was two things, one the evaluation matrix, right of way availability and land use compatibility may or may not be of the same importance, or developmental potential may not be as important as traffic impact or ridership, but everything was being treated the same way, as if it was of equal importance, and they had not voted on priorities, or what they felt was priorities. The other thing that concerned Chairman Finley

in reading the minutes was that we have a little bit of over abundance of influence of planning commission, the St. Paul Planning Commission staff and members, and maybe we should have looked at this in the beginning. It appears there is a lot of planning commission input, and it is almost like from professional planners, and we are looking for citizens advisory type people. If you read through the minutes, you will see the conversation was amongst only two or three people for 90% of the meeting. This concerned him enough to bring this matter to the Board's attention, the term of the Citizens Advisory Committee elected Chairman was for a six month period, which has now expired. It was thought that maybe it best that Ms. DeSpiegelaere convene the next meeting, and on that agenda, they could determine whether or not they wanted to make any changes,

Chairman Finley has been asked as to how the Board is going to proceed from now on, and he has explained that the Study has been received, and it is his feeling that the Board is going to have to take some time. He reported this to the Met Council Chairman and the RR Chairmen on Friday, that he feels it is going to be some time before our Board members absorb the details that have been received from BRW, it will be some time before we get to the posture of voting. Ms. DeSpiegelaere said that before we even start voting on this alignment, that this Board should be looking at some overall goals as to what we want to accomplish, if anything, with light rail transit, and maybe determine those goals, set our priorities for light rail, if that is going to be our choice, before we start going haphazardly into recommending any corridor, so that we do not get into the same posture that they do where everything is of the same importance. We should determine what we believe to be important, and then apply that criteria to a corridor, if any, if it is to be selected. Chairman Finley said this seems to make some sense, and he suggested that we ask Ms. DeSpiegelaere to develop this as policy consideration for the Board at the next meeting, but he does not feel we have any reason to rush on a decision at this time.

Commissioner Hunt said this sounds reasonable to her, but she wished to respond to another area that should be addressed, should Chairman Finley be talking to the Chairman of the Advisory Committee to reconfirm our concern about an open process, as Ms. DeSpiegelaere has expressed concern about certain things not being presented to the overall Committee.

Chairman Finley had tried to reach the Chairman, but was unable to do so, as the Chairman did return the call on Monday when everyone was in Washington. He has not talked to him since, as he felt that it was best for Ms. DeSpiegelaere to handle that, as he did not really want to go out/without this entire Board knowing what some of the concerns might be. ^{and discuss this}

Chairman Finley asked what the Board should do as far as the Advisory Committee is concerned for the present, we have the reports, we have the recommendations, we have it from the Corridor Task Force, dealing first with the Advisory Committee setup, he asked what Ms. DeSpiegelaere would suggest at this time.

Ms. DeSpiegelaere said she would like to conduct the next Advisory Committee meeting herself, first of all, she would like to review with the Committee on concerns about the process of the last meeting, as members do share the concerns that she has. Secondly, the term of the chair has expired, and it is time for an election, also, we need to lay some ground rules for the Committee about an open process, and also the fact that they knew they were to consider the Task Force recommendation and they didn't, and the chairman should be in a position to facilitate the meeting.

Chairman Finley discussed whether this Board should have a motion, that we ask Ms. DeSpiegelaere to convene the next meeting, and in the meantime, he will talk to the chairperson as to what this Board has decided that is the decision that we go along with Ms. DeSpiegelaere's recommendation, and will discuss this with the chairperson.

Commissioner Hunt asked if we need some clarification as to the relationship between the Task Force and the Advisory Committee, it might not hurt to re-emphasize that as well as its relationship to the Board. Ms. DeSpiegelaere said this would be a topic for discussion, as we have a chart in the report which outlines the relationship, so she knows that these people know what that relationship is, but she would re-emphasize that.

Commissioner Hunt wished to express a vote of confidence in Ms. DeSpiegelaere's performance, as she is going a very Solomon-like job in a very difficult kind of relationship.

Chairman Finley agreed with Commissioner Hunt, and that is why because she is all by herself with many players to accommodate, ^{it} is very difficult in trying to provide them with fair information, much less trying to steer it, and follow this Board's desire of the process which is very difficult, when she became very frustrated with it, that it was important for these Board members to be aware of that frustration.

Commissioner Hunt asked that this vote of confidence be reflected in the minutes.

Commissioner Ahrens suggested that the Board have a letter go from the Board to all members of the Advisory Committee, indicating that we have received this information, and we have a concern that the Task Force's report recommendations were not discussed, and we think that it is important that they be discussed, they have to know that we expect them to take the Task Force seriously, and if they haven't even discussed it, it seems to her they are simply avoiding a very critical part of that process, and Commissioner Ahrens feels that the Board needs to say this to them.

Chairman Finley asked if this should be done by letter, or whether we should have it done through Ms. DeSpiegelaere. Commissioner Ahrens said it would depend on how strong you want it to be, if they all received a letter from this Board, indicating what we wanted done, that this would mean that Ms. DeSpiegelaere could step back from that issue, it would come directly from this Board to the members.

Chairman Finley said we have to keep in mind that Ms. DeSpiegelaere does have to work with these people on a day to day basis, and this may be a good suggestion that we separate her from our concern about that. Commissioner Ahrens said a letter could go to the Committee indicating that this Board has asked Ms. DeSpiegelaere to chair the next meeting, and the things that we are concerned about, so that she will be put in a neutral position.

Chairman Finley would be willing to do that, he did not want to do that without the Board feeling comfortable with the process, as we have all have our representatives on these committees. He will put together a letter to this effect, along with a copy of the motion that is on the floor.

Commissioner Ahrens said the impression the members need to receive from the Board is that regardless of where they come out on this, we are concerned about the process that they use to arrive at their decisions, it has to be an open process, and everyone has to participate, and they have to utilize the resources that we have set up for them. That should be what we are trying to say to them, not that we do not like whatever they come out with, but how they came to that report.

Commissioner Hunt feels that we have to be careful that we are putting additional weight on the Midway Corridor Task Force Recommendations, but only as Commissioner Ahrens has said, the process, we do not want to imply that we are passing judgment on the Task Force, and that they didn't give proper recognition to it.

Chairman Finley said we are not implying that we agree or disagree with their conclusions of the Task Force, but we like the openness of the Task Force, as they did have recommendations, and they should be looked at to either disagree or agree on an individual basis.

Commissioner Schaber asked for a point of clarification in the minutes on Page 12, "where Bob Van Hoef asked Ms. DeSpiegelaere to tell the committee

what the Midway Corridor Task Force had done. She reviewed a three page summary from the task force briefly and asked committee members to review it also." Then, Commissioner Schaber asked what happened.

Ms. DeSpiegelaere explained that at that point it was 9:45 P.M. and some people were very concerned, as the meeting at started at 7:00 P.M. and lateness of the hour was a concern. All she did was read this summary which the Board has, but they did not review it or discuss it before they took a vote. The Advisory Committee had not seen it prior to the meeting.

Chairman said we have a motion and a second for the vote of confidence, that Ms. DeSpiegelaere chair the next Citizens Advisory Committee meeting, and proceed along those lines, and he understands that he draft a letter to the committee members what we have done, and what our concern is, and then forward that to them prior to the meeting, so they can anticipate what will take place.

Commissioner Hunt moved adoption of the following motion, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority extends to Kathryn DeSpiegelaere a vote of confidence, and recommends that Ms. DeSpiegelaere proceed with the plan discussed, that Ms. DeSpiegelaere conduct the next Citizens Advisory Committee as the term of the chair has expired; that election of chair of the Citizens Advisory Committee be held at this meeting. And, we need to lay some ground rules for the Committee about an open process, the relationship between the County Board, the Citizens Advisory Committee and the Task Force should be re-emphasized, according to the organizational chart shown in the report. Further, that a letter be drafted by the Chairman outlining the concerns of this Board as to the open process to be forwarded to them prior to the meeting.

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

3. Revised Review Process - Proposed for Midway Corridor Light Rail Transit Study.

Chairman Finley asked Ms. DeSpiegelaere what changes are going to be done on this reievw process.

Ms. DeSpiegelaere discussed the revised memo which was included in the documentation, and the Open House.

Chairman Finley said the Open House Meeting will be held on March 23, 1988, at the Hamline Library from 4:00 to 8:00 P.M., and Ms. DeSpiegelaere is going to be there. He hopes that the Board Members have an opportunity to come and at least look at the Open House to see what is being done in relationship to the general public.

No formal action was necessary on this item.

4. Update on Midway Corridor Task Force and Citizens Advisory Committee

Chairman Finley discussed the minutes of the Midway Corridor Task Force, and asked if the Board just wished to receive these at this time, so no formal action was taken.

Chairman Finley had a question on the 1/4 mile spacing, they did not combine the two for University, so these were voted separately. Ms. DeSpiegelaere said that was voted on separately, and the full minutes of this Task Force will be supplied to the Board.

Ms. DeSpiegelaere said that the Chair of the Task Force, Mr. Armstead, was out of the city, and Mike Hefferon chaired this meeting. The committee members felt good about the process, as some of the Advisory Committee are members of the Task Force and they expressed confidence in the Task Force process.

Commissioner Salverda moved adoption of the following, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority accepts the report of the Summary of Actions of the Midway Corridor Task Force taken at the meeting of March 2, 1988.

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

5. Informational Meeting - March 23, 1988

Chairman Finley said the flyer for this meeting was furnished with the documentation, and this meeting was discussed earlier in this meeting.

Ms. DeSpiegelaere informed the Board that they are getting good publicity from the Midway Civic and Commerce Association, they are having meetings and are passing out information.

Chairman Finley has received numerous calls after the article appeared in THE MONITOR, as many people were not aware that there was a report in process.

6. Adopt resolution for task force/committee meeting expenses; approve budget transfer \$1,000.

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

WHEREAS, Ramsey County Regional Railroad Authority is in the process of obtaining information concerning the feasibility of Light Rail Transit within Ramsey County; and

WHEREAS, Citizens Advisory Committee Corridor Task Forces may be established to assist the Regional Railroad Authority in gathering information concerning Light Rail Transit for specific areas; and

WHEREAS, meetings will be held for the exchange of information between the public, civic groups, and governmental units; and

WHEREAS, a policy needs to be established for the payment or reimbursement for expenses of citizen committees and volunteers; and

WHEREAS, Funds are available in the Contingent Appropriations of the Ramsey County Regional Railroad Authority 1988 Budget to fund these expenses, NOW, THEREFORE BE IT

RESOLVED, That the Transportation Planner assigned to the Ramsey County Regional Railroad Authority is authorized to submit claims for payment; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves the policy of payment or reimbursement for expenses of citizen committees and volunteers, and approves the following budget adjustment for this purpose:

TRANSFER FROM APPROPRIATION:

59101	061001	Contingent Appropriations	\$1,000.00
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TRANSFER TO APPROPRIATION:

59101	021408	Volunteer/Committee Meeting Expense	\$1,000.00
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Roll Call: Ayes - 7
Motion Adopted.

7. Summary of Tunneling Conference held March 14-15

Chairman Finley said this is a summary of the conference, the report from Ms. DeSpiegelaere on underground transit alignment, she explained that this conference dealt primarily with non-engineering aspects of tunneling, so it was useful to those who are not engineers.

Chairman Finley commented that tunneling would work very well with our geology, and Ms. DeSpiegelaere said that is true.

Chairman Finley said because of the limestone in this area, the limestone can be self supporting, with the sandstone underneath it, so that you have a layer of limestone, and you do not have to have a lot of beaming, and the sandstone can be removed very easily for tunneling. This is one of the reasons why the sewer system has been so effective in the metropolitan area is because of the geology of the area which makes for natural tunneling. This is cheap in comparison to many areas.

8. Proposed Study of Northeast Burlington Northern Corridor

Ms. DeSpiegelaere addressed the Board, as at the last meeting this proposed study was authorized, with the request that she set up a Corridor Task Force for that area.

Ms. DeSpiegelaere feels it is important, before setting up the Task Force, that the Board agrees on what the particulars are to be studied, she outlined a few of them, with regard to the corridor if the definition of the corridor is from downtown St. Paul to the north Ramsey County Line, as there may be other options, just the abandoned rail corridor, another option would be to extend the study into Washington County.

Commissioner McCarty would move approval of the proposal as Ms. DeSpiegelaere has outlined, going to the north Ramsey County Line.

Commissioner Norgard asked as to who is going to pay for this, as there are other factors involved, the Park, etc., as we have more problems.

Chairman Finley said the question of money will not come up until it is decided whether we buy it at all.

Commissioner Schaber feels this is the lowest rated corridor of any in the metro area, and we have so much work to be done, he will go along with it, but if we have to hire a consulting firm, and look at recreation as well, so if the people who are interested in recreation, they should buy it. He referred to an article in the paper today. At some point in time we had better decide whether we can afford it. This is the lowest priority of all lines, he cannot see us affording it, when we are dealing seriously with a line that has some viability which is the one between Minneapolis and St. Paul. He will go along with the study, but we will never be able to afford this if we go along with the Minneapolis and St. Paul line.

Commissioner McCarty said this entire exercise is what it is all about. If we decide today that we will never use the BN line from St. Paul to White Bear, then we should stop this exercise right here. But, if we are going to be futuristic, to look forward, then we ought to consider that that line is not going to get any cheaper over the years. If we have any indication at

all that there is any reasonable evidence to pursue then we ought to look at the acquisition now, whether it is for light rail transit at this point, or whether it becomes a recreational effort, that is what this study is all about. If it is going to be a recreation effort, then that is where the money should come from.

Commissioner Hunt said if there are various forces out there who are concerned about this, what we should do before we decide to do this is to hear from all those who feel this is a good way to go. She noted that a representative from the Friends of The Parks is here, but we have never received any kind of testimony from anyone other than Councilperson Kiki Sonnen writing us about this. We should have something on the record that shows who is interested and why. Then, it would be appropriate to proceed.

Commissioner Schaber said the nuts and bolts of the question is do we ever perceive this to be a rail line in the pecking order of all the rail lines. He personally cannot ever perceive this to be developed into a rail line. For all reasons from the Met Council Study it is probably not the correct use for that line, if it is for parks and they need it, fine, then let them do it. We do not have the \$34 billion that Hennepin County has in taxable worth, and Ramsey County only has \$3 billion. We need to measure these things when we start talking about these significant dollars.

Commissioner McCarty said if he had some evidence in projecting the future in 50 years, he might be able to buy that, but you never know.

Chairman Finley has had some inquiries from the Legislators who suggested that we look at this line, and only reason we may be looking at it at all, as it is only the abandoned track in Ramsey County. If it was not an abandoned line, we might not even be looking at it as on the priority of track in the Metropolitan Study, it is way down in the pecking order, but it is abandoned, and his feeling is that we should probably come to a conclusion that we are not going to buy it while it is available, or we should look at it further, and that is the reason he supported the study. Five years from now it may not be available to make that decision.

Commissioner McCarty said we are not only talking about White Bear Lake but also Washington County, and development has to be considered.

Commissioner Schaber has talked to John Derus about line from Moorhead to the Twin Cities. He has some real difficulty with the costs involved. Chairman Finley said it is cheaper than highways, there is no question, it is cheaper than county roads, the difference is that Ramsey County government has not had to pay for those in the past, and that is why the numbers seem huge, but the alternatives are grayer, but they have always been paid for by other units of government or other sources of funding that might be available. Light rail is an alternative system to the highway system which has never been paid for by the local level, and the numbers are huge in relationship to county expenditures, they are not insurmountable in relationship to transit needs which we never had to be dealing with before.

Commissioner Norgard agrees this is a tough problem, some are in favor of light rail, some are in favor of recreation, some say let it go. He has tried to check the Maplewood area, which has the Soo line, the DNR has picked up the Soo line four or five years ago, this meets in the heart of Maplewood at Mississippi Street, this line comes into that. What we have to determine is if the land is there, it is not going to be there too long, you might as well get your feasibility study of what it is good for. Once the DNR picks it up they will never put anything else to go on there, but that is the real way to get into St. Paul if you put light rail in. Maplewood Council has passed a resolution that Ramsey County take a good look at this abandoned line, but they do not say what it should be for. He discussed the Arlington Bridge which should be taken out for safety reasons, it is just a narrow strip that goes through there. If you really want to come into St. Paul, you have to come in on those main lines.

Commissioner McCarty said the documentation from Ms. DeSpiegelaere lays out the options, and he agrees with the statements Commissioner Norgard made as these are the reasons for his motion.

Commissioner Salverda added this is the same discussion we had last time, and the it was agreed to ask the staff to deliver a game plan, and this is what Ms. DeSpiegelaere has done, and he thinks we should just follow through on what was discussed at the last meeting.

Commissioner McCarty said with respect to Commissioner Schaber's position, this may be the end result, we do not know, we will not know that until we perform this exercise.

Chairman Finley commented that this is something, within a relatively short period of time, that we should make up our mind to either exclude it from further consideration for light rail, we may end up with a recommendation that we ask the Metropolitan Parks to look at it, or Ramsey County to look at as park land.

Commissioner McCarty thinks that at least the County Board will have made a careful statement and the decision, and give the community the satisfaction that we considered seriously.

Commissioner Salverda had a question about Washington County, if we stop at the Ramsey County line, through the technical committee to get Washington County involved, will this be adequate. Ms. DeSpiegelaere is not sure at this point as to exactly what Washington County wants to do.

Commissioner McCarty explained that was a courtesy and recognition of the East-West Development Corporation, they have the option of coming in or not.

Commissioner Salverda feels that the member from Washington County who may be on the technical committee, the person should be apprised and they can monitor what is going on, as they may want to get officially involved in the future.

Chairman Finley was going to suggest that if we do this, Ms. DeSpiegelaere should get in touch with them right away. The Chairmen's Advisory Committee met Friday morning, and Russ Larkin was present, from Washington County, and this is the first time he had attended. Also, he has received a letter of inquiry from Sally Evert, as well as Mr. Jurgens who was interested in this line in the past, and he advised them that if we were interested we would get in touch with them. Washington County is expressing an interest in coordinating it, and Chairman Finley pointed out to Mr. Larkin that we in Ramsey County feel that East is very important to the growth of Ramsey County, and the East-Metro partnership, which is really a business entity, has an interest in coordinating, and that Washington County should be looking at it with the same interest as Ramsey County.

Commissioner Salverda suggested that we limit the debate on this, and all members were in agreement.

Michele Timmons informed the Board that Beth Sullivan of the County Attorney's Office has left Ramsey County and has gone into private practice. Ms. Timmons was here today, and she will be staffing these meetings in an interim period until a permanent assignment is made.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman Finley</u> Originating Department	Board Action Requested CHAIRMAN'S COMMENTS
<u>J. T. Finley (S)</u> Authorized Signature	<u>4/7/88</u> Date
Request Justification	

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 12, 1988

Board Date

J. L. Glendinning

Signature

4/7/88

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Public Works</u> Originating Department		Board Action Requested
<u>K. DeSpiegelaere (S)</u> Authorized Signature	<u>4/7/88</u> Date	Report on Informational Open House Meeting of March 23, 1988

Request Justification

K. DeSpiegelaere will give a summary of this event verbally, when the written report has been finalized, the members will be receiving the complete detailed report.

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

April 12, 1988

Board Date

Signature

Signature

Signature

Date

Date

4/7/88

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works Originating Department		Board Action Requested
K. DeSpiegelaere Authorized Signature		UPDATE ON CITIZENS ADVISORY COMMITTEE
4/7/88 Date		
Request Justification		

See attached Memo from K. DeSpiegelaere dated April 6, 1988, with Minutes of Citizens Advisory Committee Meeting of April 6, 1988

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

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 12, 1988

Board Date

F. L. Glendinning
 Signature

4/7/88

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Citizens Advisory Committee

Date: April 6, 1988

After a three week break between meetings, the Citizens Advisory Committee met on March 29. At that meeting, the committee reviewed its assignment from the Regional Railroad Authority, its role in the decision-making process and discussed the process used at its March 8 meeting to develop a recommendation on the Midway Corridor LRT study. The committee elected Bob Kren as chairman and Bob Clarkson as vice chairman for six month terms.

The committee decided to continue discussion on the Midway corridor alignment recommendation at a meeting on April 5. The first portion of that meeting concentrated on a review of the recommendation made by the Midway Corridor Task Force. The committee passed a motion accepting the summary of the Midway Corridor Task Force recommendations.

A process for developing recommendations was presented to the committee and agreed upon by members. It was decided to list the pros and cons for each alignment remaining under discussion (some were eliminated at the March 8 meeting) using an easel and markers, as a group exercise.

The committee listed pros and cons for the Burlington Northern and University Avenue alignments and will conclude its work on these and other alignments on April 12. I will prepare a summary and the committee will meet on April 19 to review that. The goal is to have a recommendation to the Regional Railroad Authority by April 20. The summary will reflect group comments and the minutes will indicate which member made which comment on a particular alignments.

Recommendation:

For your information.

KD:ptd

1

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Citizens Advisory Committee

Date: April 6, 1988

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Recommendation:

For your information.

KD:ptd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works Originating Department	Board Action Requested
K. DeSpiegelaere (S) Authorized Signature	Burlington Northern Corridor Discussion
4/7/88 Date	
Request Justification	

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

April 12, 1988

Board Date

Signature

Date

Signature

Date

Signature

Date

J L Glendenning

4/7/88

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Public Works</u> Originating Department	Board Action Requested Light Rail Transit
K. DeSpiegelaere (S) Authorized Signature	Goals for LRT System in Ramsey County
3/24/88 Date	

Request Justification

See attached memo from K. DeSpiegelaere dated March 23, 1988

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

April 12, 1988

Board Date

Signature

Signature

Signature

Date

Date

3/24/88

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KA*

Subject: Light Rail Transit - Alignment Decision

Date: March 23, 1988

As the time approaches when the Ramsey County Regional Railroad Authority may be called upon to make a decision on a Light Rail Transit (LRT) alignment appropriate to the Midway Corridor in St. Paul, I suggest that the study prepared on that corridor, while it contains a vast quantity of information, is not sufficient to make the alignment decision. I believe it is necessary to take a step backwards before moving ahead. Although the study discusses transit philosophy (high or slow speed, exclusive right of way), I believe that the goals decision-makers select for an LRT system should precede the selection of a transit philosophy and the selection of an alignment. The study contains no goals for LRT.

Furthermore, I suggest that the multitude of agencies engaged in LRT planning have differing goals. A metropolitan agency responsible for planning transit systems may have provision of a cost-effective transit system as a primary goal. A single city within a county may have a primary goal that differs from that of a county containing several cities and townships.

Therefore, I have outlined goals for Ramsey County's consideration in selecting an alignment or corridor for LRT. I define corridor as a broad geographic area and alignment as a particular route within the corridor. These goals were developed on the premise that it is likely that if LRT is constructed in Ramsey County, over the years more than one alignment (a system) would be constructed. An additional suggestion is that not all goals may be appropriate to any given corridor. A selection from the set of goals could be made for each corridor, although some of the goals may be appropriate in all corridors.

Goals for an LRT system in Ramsey County:

- Provide an alternative means of transportation to private automobiles.
- Reduce the need for expansion of major roads.
- Decrease congestion on major roads.
- Reduce travel time for transportation users.
- Minimize the disruption of existing land uses.
- Enhance the development potential of the area in which it is located.
- Reinforce the importance of existing development concentrations.

Regional Railroad Authority Commissioners
March 23, 1988
page 2

- Reduce the costs of transportation services.
- Decrease environmental impacts associated with automobiles.
- Integrate a Ramsey County LRT system with other LRT systems, with other transit services and with other transportation services in the area.

Recommendation:

For your consideration.

KD:ptd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Public Works		Board Action Requested
Originating Department		
K. DeSpiegelaere	4/7/88	Light Rail Conference May 8 - 11, 1988
Authorized Signature	Date	San Jose, California
Request Justification		

See attached memo from K. DeSpiegelaere dated March 23, 1988 with attached brochure outlining schedule of conference.

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time
Received By

***SPECIAL NOTE:

As the cut-off date for this conference was April 8th, we have contacted the Conference Committee, and they have extended the date to APRIL 20th - It will be necessary that we confirm ~~any~~ reservations by this date.

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
April 12, 1988

Signature

Date

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Light Rail Transit Conference

Date: March 23, 1988

Commissioner Finley and I have discussed a conference on light rail transit to be held on May 8-11 in San Jose, California, followed by a trip on May 12 to Portland, Oregon to view the light rail transit system there. He asked me to forward the information to you.

The conference information is attached. Several representatives from other Twin Cities agencies engaged in LRT activities will be attending.

Recommendation:

This may be of interest to Ramsey County representatives also.

KD:ptd

1

NATIONAL CONFERENCE ON LIGHT RAIL TRANSIT

May 8-11, 1988

Fairmont Hotel

San Jose, California

LRT: NEW SYSTEM SUCCESSES AT AFFORDABLE PRICES

The Transportation Research Board is pleased to announce the National Conference on Light Rail Transit to be held at the Fairmont Hotel, San Jose, California, May 8-11, 1988. This will be the fifth in a series of light rail transit (LRT) conferences that have been sponsored over the last 12 years.

LRT continues to attract the attention of policy makers, civic leaders, planners, and engineers, as well as the public at large. The number of U.S. cities considering new projects or adding to existing systems continues to grow. This increased interest, especially at the local level, is in no small way attributed to the decreased availability of federal capital funds. Many local officials envision LRT as an alternative system offering high-quality transit service for a smaller capital investment than more costly rapid transit options.

With the building of each new system or extension, new lessons are learned that need to be shared with others contemplating public transportation improvements for their cities. The conference setting has been found to be an effective way to exchange such information. The conference proceedings to be published following the conference will serve as a valuable compendium of the latest LRT developments.

A dedicated steering committee, chaired by David Minister, has devoted considerable effort to developing a balanced program. The response to the general call for papers has been impressive. Individuals have also been asked to prepare presentations on special topics. Altogether, the program will provide a comprehensive overview of current LRT developments.

General Information

The conference is open to all interested individuals. The Transportation Research Board extends a special invitation to representatives from transit agencies, local governments, state transportation and highway departments, regional and city planning agencies, federal agencies, universities, real estate developers, and private organizations and associations concerned with urban public transportation.

Registration

Registration is required for all attendees. The fee is \$160 if received by March 1, 1988. The fee covers the Sunday evening steam train excursion to Roaring Camp and chuckwagon barbecue dinner, a luncheon on Monday, a reception Monday evening, a breakfast Tuesday morning, transportation for the field trips (except Trip II to San Francisco and the postconference trip to Portland), and the conference proceedings. There is no registration fee for spouses. However, if the spouse plans to take part in any social events, extra tickets must be purchased at the listed price. For registrations received after March 1, 1988, and at the conference, the fee will be \$210.

Full refund will be made for cancellations received prior to March 1, 1988. After that date, a \$50 cancellation fee will be imposed. There will be no refunds for cancellations after May 1, 1988. Please return the attached conference registration form promptly to the Transportation Research Board, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

Hotel

All sessions will be held at the Fairmont Hotel, 211 South First Street, San Jose, California. The conference hotel is located on the new First Street transit mall, the terminus of the LRT line in downtown San Jose.

A special-rate room block has been reserved for the conference. Prompt room reservation is encouraged. Reservations should be mailed directly to the hotel.

LRT Videotapes and Slides

Arrangements are being made for firms, manufacturers, suppliers, agencies, or others to show LRT-related videotapes (beta or VHS) at the conference. A special room will be set aside for this purpose. A schedule for the showing will be developed in order to least interfere with the formal technical program. If you have videotape(s) to show, mail them to Glen Bottoms, Urban Mass Transportation Administration, 400 Seventh Street, S.W., Room 9305, Washington, D.C. 20590. For further information, he can be reached at 202-366/1660.

On Monday evening, a room will be reserved for individuals who would like to show LRT-related slides. This will be an informal get-together. To help in the scheduling, you are asked to contact Tom Parkinson, 111-1141 West Seventh Avenue, Vancouver, B.C. V6H 1B5, Canada, if you plan to show slides. For further information, he can be reached at 604-733/5430.

Conference Proceedings

In accordance with Transportation Research Board policy, all papers accepted for publication must be peer reviewed by at least three reviewers. This blind review is aimed at assuring that papers meet high quality standards. Authors are asked to bring preprints for distribution at the conference. Following the conference TRB will publish the accepted papers in a proceedings volume, a copy of which will be sent to each registrant.

Field Trips

On Sunday afternoon, May 8, starting at 12 noon, there will be field trips to the Guadalupe Corridor LRT Project to inspect the South Line construction, the transit mall, and the operating North Line.

On Monday afternoon following the technical sessions, there will be guided tours of the Guadalupe Corridor LRT system, including the light rail vehicle operations and maintenance facilities.

On Tuesday afternoon following the technical sessions, there will be a field trip to the San Jose Trolley Corporation's barn and test track where several vintage trolleys are being restored to run on the transit mall downtown during mid-day.

On Wednesday, May 11, two separate field trips will be offered. Registrants are asked to indicate their choice on the registration form.

Trip I—Sacramento. Buses will leave the Fairmont Hotel at 8:00 a.m. for the two-hour drive to Sacramento where the northeast LRT line will be toured in the morning. There will be a hosted lunch at the California State Railroad Museum in Old Town Sacramento. In the afternoon, the south LRT line—Folsom Branch—will be toured, and then the buses will return to the San Jose Fairmont Hotel by 6:00 p.m.

Trip II—San Francisco. Conferees will leave San Jose by 8:00 a.m. on a CALTRAIN Commuter train for San Francisco to tour the light rail facilities there. Morning and afternoon tours will be held. Conferees may return to the Fairmont Hotel by rail or continue their travel. (Commuter fare not included in registration fee.)

More detailed itineraries will be made available in later programs.

Depending on interest, a postconference trip may be planned to go by Amtrak overnight to Portland, Oregon, for a tour of the LRT system on Thursday, May 12. Please indicate your interest on the registration form. If there is sufficient interest, further details will be sent to you.

Roaring Camp Steam Train

On Sunday, May 8, a trip has been scheduled into the heart of the magnificent redwood forest of California's Santa Cruz Mountains on one of America's pleasant steam-powered passenger railroads. Buses will leave the hotel at 3:00 p.m. for Felton Station where passengers will board colorful steam trains that date back to the 1880s for an hour-long excursion to Bear Mountain over the steepest railroad grades in North America. Returning to Roaring Camp, a Gold Rush chuckwagon barbecue dinner will be served outdoors beneath the trees. The buses will return to the hotel by 9:00 p.m.

Tentative Program

This is a tentative program as of November 1987. Some listed presentations may not be fully committed and formal papers are subject to a required peer review before final acceptance.

Sunday, May 8

- 12:00 noon Registration
Field trips to Guadalupe Corridor LRT Project
- 3:00 p.m. Buses depart for Roaring Camp steam train trip

Monday, May 9

- 8:00 a.m. Registration
- 9:30 a.m. **OPENING, SESSION 1**
David Minister, presiding, Santa Clara County Transportation Agency, Conference Chairman
WELCOME, Tom McEnery, Mayor, City of San Jose
OPENING REMARKS, Dianne McKenna, Chairperson, Santa Clara County Transit District Board
LRT: THE SANTA CLARA COUNTY EXPERIENCE, Rod Diridon, Santa Clara County Transit District
WHAT'S NEW IN NORTH AMERICAN LRT PROJECTS, John Schumann, LTK Engineering Services
WHAT'S NEW IN EUROPEAN AND OTHER INTERNATIONAL LRT PROJECTS, Tony M. Ridley, London Underground Ltd.
- 12:00 noon Luncheon
Keynote Speaker, James R. Mills, Chairman, San Diego Metropolitan Transit Development Board
- 2:00 p.m. **SESSION 2**
THE GREAT DEBATE, Richard M. Stanger, Los Angeles County Transportation Commission, presiding
This session is intended to be a lively and candid debate among the modal advocates for busways and conventional and automated light rail systems.
SESSION 3
DESIGN OF LRT USING CITY STREET RIGHTS-OF-WAY, Jack W. Boorse, City of Philadelphia, presiding
ON-STREET RAILWAY OPERATION BY LRT, Phillip Webb, University of Toronto
LIGHT RAIL TRANSIT TRACKS IN PAVEMENT, Robert E. Clemons, Bechtel Civil, Inc.
LRT AS A LOCAL TRANSIT SERVICE ALTERNATIVE, R. M. Topp, Toronto Transit Commission
OPERATIONAL ENHANCEMENTS: MAKING THE MOST OF LIGHT RAIL, Paul C. Taylor, Los Angeles County Transportation Commission
OPERATIONAL ANALYSIS OF AT-GRADE LRT, W. A. Tighe, DKS Associates
- 4:15 p.m. Field trip: guided tours of the Guadalupe Corridor LRT Project
- 6:00 p.m. Reception
- 8:00 p.m. LRT slide shows
Tom Parkinson, BC Transit, presiding

Tuesday, May 10

7:45 a.m.

BREAKFAST, SESSION 4

LIGHT RAIL VEHICLE PERFORMANCE EXPERIENCE, Joseph S. Silien, Gibbs & Hill, Inc., presiding

This session will highlight operator experience with the newest vehicle fleets in service in Portland, Sacramento, San Jose, Pittsburgh, and Buffalo. The systems represented are based in geographically and climatically diverse sections of the country. Operating conditions are similarly diverse and include street running, reserved, and grade-separated rights-of-way. Single- and multiple-unit train service and articulated and nonarticulated cars will be described.

BREAKFAST, SESSION 5

UPDATE ON CITIES PLANNING, DESIGNING, AND BUILDING NEW LRT SYSTEMS, Daniel L. Jones, Stone & Webster Engineering Corporation, presiding

The Dallas LRT system is moving into design for subway sections in the CBD and under the North Central Expressway. St. Louis' central corridor has received funding to enter final design and begin construction of a 20-mile line. Major improvements to the MBTA's Green Line in Boston, featuring two station relocations and a new yard/shop, will be covered.

Promising projects are scheduled to enter preliminary engineering in Houston and along the Hudson River waterfront in New Jersey with innovative procurement approaches utilizing public and private-sector partnerships. Denver's newly created Transit Construction Authority anticipates a similar approach for an LRT line connecting the CBD to the Tech Center southeast of downtown.

10:00 a.m.

SESSION 6

LESSONS LEARNED FROM NEW LRT START-UPS, Thomas G. Matoff, Santa Clara County Transportation Agency, presiding

Five papers will be presented on the experiences gained at new LRT start-ups in Portland, Sacramento, Buffalo, San Jose, and Los Angeles. Items to be discussed include organizational structure, recruitment, training, union matters, prerevenue testing, marketing, fare collection, and others.

SESSION 7

ISSUES AND REQUIREMENTS OF REAL ESTATE DEVELOPERS, Charles P. Elms, Lea and Elliot, presiding

The real estate developer can be a valuable and supportive player in planning, designing, and funding light rail transit systems. Projects that pay close attention to the needs and interests of the real estate development community will have a better chance of becoming funded and built. The purpose of this session is to have leading real estate developers identify the critical issues they consider when determining to either support or reject a proposed transit project. Session speakers are leaders from large real estate development concerns throughout the nation. Each speaker will discuss a set of key issues and requirements that have been experienced in coordinating public transit with real estate development projects.

12:00 noon

Lunch break

2:00 p.m.

SESSION 8

LRT SYSTEMS DESIGN FOR COST-EFFECTIVENESS, William Lieberman, San Diego Metropolitan Transit Development Board, presiding

The session will examine engineering and design practices that can reduce both the initial expense of LRT construction and the later costs of system operation and maintenance. Topics to be explored include sketch planning techniques for examining many route alternatives quickly, limitation of the initial system investment to its essential elements, and traffic engineering considerations in implementing on-street operation. Possible low-cost right-of-way acquisition, both through utilizing existing railroad corridors and by creating new corridors on land dedicated by developers, will be discussed. The session will also involve discussion of light rail research needs and of recent cost-effective approaches used in western European LRT systems.

SESSION 9

LRT OPERATIONS AND MAINTENANCE, John E. Reid, Edmonton Transit, presiding

There will be five presentations on LRT operating and maintenance issues, including security, fare collection, overhead wire maintenance, track maintenance, vehicle maintenance, rule books, signal systems, and accident reporting.

- 4:15 p.m. Buses leave for tour of San Jose Trolley Corporation's historic trolleys restoration shop
6:00 p.m. Buses return to hotel
- 8:00 p.m. **SESSION 10**
POLICY AND PLANNING ISSUES, Wendy J. Hoyt, Sacramento Regional Transit District, presiding
- There will be presentations on policy and planning issues that must be taken into consideration when new LRT systems and extensions of existing lines are considered. Community involvement, environmental concerns, media relations, and public policy matters are some of the items that will be discussed.

Wednesday, May 11

- 8:00 a.m. Field trips
Trip I—Sacramento
Trip II—San Francisco
(for details of these trips, see descriptions under Field Trips)

Thursday, May 12

Possible postconference tour of Portland LRT system. See details under Field Trips and indicate your interest on the registration form.

**PROGRAM COMMITTEE FOR NATIONAL
CONFERENCE ON LIGHT RAIL TRANSIT**

Chairman:

*DAVID MINISTER, Santa Clara County Transportation Agency

Members:

- *JACK W. BOORSE, City of Philadelphia
- GLEN D. BOTTOMS, Urban Mass Transportation Administration
- *CHARLES P. ELMS, Lea and Elliott
- *WENDY J. HOYT, Sacramento Regional Transit District
- *DANIEL L. JONES, JR., Stone & Webster Engineering Corporation
- ROBERT J. LANDGRAF, Greater Cleveland Regional Transit Authority
- THOMAS F. LARWIN, San Diego Metropolitan Transit Development Board
- *WILLIAM LIEBERMAN, San Diego Metropolitan Transit Development Board
- *THOMAS G. MATOFF, Santa Clara County Transportation Agency
- JEFFREY MORA, Urban Mass Transportation Administration
- TOM E. PARKINSON, Consultant, Vancouver, B.C., Canada
- *JOHN E. REID, Edmonton Transit
- JOHN SCHUMANN, LTK Engineering Services
- *JOSEPH S. SILIEN, Gibbs & Hill, Inc.
- *RICHARD M. STANGER, Los Angeles County Transportation Commission
- BRIAN E. SULLIVAN, Alberta Department of Economic Development
- VUKAN R. VUCHIC, University of Pennsylvania

TRB Staff

Wm. Campbell Graeb

*Session Coordinator

REGISTRATION FORM

Transportation Research Board
National Conference on Light Rail Transit
May 8-11, 1988, San Jose, CA

Please Print

NAME _____
Last name first
ORGANIZATION _____
ADDRESS _____
CITY _____ STATE/COUNTRY _____ ZIP _____ TELEPHONE _____

Please check below the field trip(s) you plan to attend:

- Roaring Camp Trip, May 8
- Trip I—Sacramento, May 11
- Trip II—San Francisco, May 11
- I am interested in trip on Amtrak to visit the Portland, Oregon, LRT Project May 12 (tentative)

Spouse participation in activities is encouraged. You may purchase a ticket for all activities for \$75.00. Tickets may also be purchased individually. Please indicate the number of additional tickets needed:

Roaring Camp, May 8;	_____	additional tickets at \$30 each	\$ _____
Lunch, May 9;	_____	additional tickets at \$20 each	\$ _____
Reception, May 9;	_____	additional tickets at \$15 each	\$ _____
Bus tour, May 10;	_____	additional tickets at \$10 each	\$ _____
Preregistration fee (\$160)			\$ _____
Registration fee after March 1, 1988 (\$210)			\$ _____
		Total	\$ _____

Please complete and return by March 1, 1988, with your check to

Angelia Arrington, Conference Manager
Transportation Research Board
2101 Constitution Avenue, N.W.
Washington, D.C. 20418

Make check payable to Transportation Research Board. Payment must be made in U.S. funds drawn on a U.S. bank or by international money order. Payment by Visa or MasterCard will also be accepted.

Visa _____ MasterCard _____ Number _____ Expiration Date _____
Signature _____



Fairmont Hotel — San Jose

At Fairmont Plaza

170 South Market Street

San Jose, CA 95113-2395

Attn: Reservation Department

The Fairmont Hotel
Welcomes

NATIONAL CONFERENCE ON LIGHT-RAIL TRANSIT — May 8-11, 1988

NAME (Please Print)		COMPANY		I WILL ARRIVE ON		DEPART ON	
ADDRESS		CITY & STATE		ZIP			
TO MAKE RESERVATIONS A DEPOSIT OF \$85.00 PER ROOM OR PER SUITE OR YOUR CREDIT CARD NUMBER AND EXPIRATION DATE MUST ACCOMPANY THIS RESERVATION.		ACCOMMODATIONS  Singles: \$85 Doubles: \$95 Suites: From \$300 Cut-off date: April 8, 1988					
If the reservation is not honored on the day of arrival or is not cancelled before 6:00 p.m. on that date, the room will be billed for one night and then the reservation will be cancelled. If room at the rate requested is unavailable, one at the nearest available rate will be reserved.		☐ AMEX ☐ DINERS CLUB ☐ CARTE BLANCHE ☐ VISA ☐ MASTER CARD		CREDIT CARD: CARD NUMBER: ICA# EXPIRATION DATE			
All rooms subject to city room tax. Your reservation must be received 30 days prior to the starting date of the meeting. Reservations received after that date, subject to availability.		WE LOOK FORWARD TO SERVING YOU HAVE A SAFE JOURNEY TO THE FAIRMONT HOTEL If you have further questions call: U.S. (800) 527-4727					

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

BUDGETING & ACCOUNTING

Originating Department

J. Van Houdt (S)

Authorized Signature

4/7/88

Date

Board Action Requested

Committee Compensation for Citizen Members of
Advisory Committee, Task Force Committee

Approve budget transfer \$4,000

Request Justification

Memo from J. Van Houdt dated April 7, 1988 with Draft Resolution,
Memo from K. DeSpiegelaere dated April 1, 1988
Ramsey County Board Resolution 78-957

Budgeting and Accounting

Ed Glauity 4/8/88

County Attorney

Michele L. Timms 4/8/88

Risk Manager

NA

Data Processing

NA

Date / Time

Received By

Previous Action taken on Request

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 12, 1988

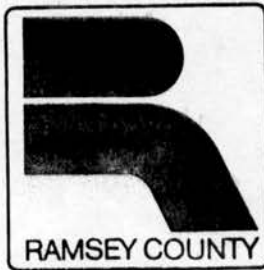
Board Date

J L Henderson

Signature

4/7/88

Date



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: April 7, 1988

TO: Terry Schutten, Executive Director

FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Regional Railroad Authorities Cash - Committee Compensation

Kathryn DeSpiegelaere, Transportation Advisor to the Ramsey County Regional Railroad Authority, has asked if Citizens Advisory Committee members can be reimbursed for mileage expenses incurred in attending meetings. A copy of her memorandum, dated April 1, 1988, is attached.

The policy established by the Ramsey County Board of Commissioners in Resolution 78-957, August 7, 1978, authorizes a standard expense payment of \$5.00 for citizen members of advisory committees, not to exceed \$60.00 per year. A copy of this resolution is attached.

Ms. Despiegelaere informed this office that the Ramsey County Regional Railroad Authority Citizens Advisory Committee consists of 14 members, and they will have approximately 25 meetings during the remainder of 1988. The cost of reimbursement at the rate of \$5.00 per member per meeting would be \$1,750.00. In addition, the Northeast Burlington Northern Corridor Task Force will consist of approximately 20 members, who will meet approximately 20 times. The cost of reimbursement for this committee would be approximately \$2,000.00. The estimated amount required for the remainder of 1988 is \$4,000.00.

In the event the Ramsey County Regional Railroad Authority should approve reimbursement to committee members, we recommend that they establish a similar standard reimbursement for committee meetings, rather than a mileage reimbursement which is more difficult to administer. Attached is a draft Resolution to establish this procedure and to transfer funds from the contingent account for this purpose.

JVH:EG:dks/xlr

DRAFT
RESOLUTION
BOARD OF
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has determined that broad citizen representation on regional railroad committees is in the best interest of the county, and

WHEREAS, Citizen members of advisory committees and task forces incur certain necessary expenses as a result of their participation on an advisory committee; and

WHEREAS, A policy needs to be established to authorize a standard expense payment for citizen members of the Ramsey County Regional Railroad Authority Advisory Committee and Corridor Task Forces, and

WHEREAS, Funds are available in the Contingent Appropriations of the Ramsey County Regional Railroad Authority 1988 Budget to fund these expenses, NOW THEREFORE BE IT

RESOLVED, That the Ramsey County Regional Railroad Authority hereby authorizes a standard expense payment for citizen members of the Authority Advisory Committees and Task Forces of Five Dollars (\$5.00) per meeting, upon receipt of quarterly submitted requests; and Be it Further

RESOLVED, That eligible "citizen members" shall be defined as any member of an advisory committee who is not an employee or elected official of Ramsey County; and Be It Further

RESOLVED, That each advisory committee chairperson shall submit expense claims on a quarterly basis to the Transportation Planner, who shall authorize payment in the form prescribed by the Executive Director for those members of the committee who wish to receive the expense allowance; and Be It Further

RESOLVED, That new members who are appointed to advisory committees or task forces shall be instructed by the committee chairperson or the Transportation Planner of the procedure for reimbursement; and Be It Further

RESOLVED, That the Executive Director is hereby directed to implement this policy and its procedures effective April 1, 1988, and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment for this purpose:

TRANSFER FROM APPROPRIATION:

59101	061001	Contingent Appropriations	\$4,000.00
-------	--------	---------------------------	------------

TRANSFER TO APPROPRIATION:

59101	021226	Committee Compensation	\$4,000.00
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MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Mileage Reimbursement

Date: April 1, 1988

Bob Kren, the newly-elected chairman of the Ramsey County Regional Railroad Authority Citizens Advisory Committee, asked if reimbursement to advisory committee members for mileage expenses incurred in attending meetings is possible.

Bob is a member of a Metropolitan Transit Commission advisory committee. Members are reimbursed for mileage and receive a free bus pass.

Recommendation:

Is it the wish of the Ramsey County Regional Railroad Authority to consider reimbursing committee members for expenses in attending committee meetings?

KD:ptd

Resolution
Board of
Ramsey County Commissioners

Presented By Commissioner Salverda

Date August 7, 1978

Attention:

All Department Heads; ✓ Budget & Accounting;

No. 78-957

WHEREAS, Chapter 481, Minnesota Laws of 1978, authorizes the payment of per diem allowances to members of boards or agencies authorized by statute, and members of advisory boards and committees performing duties for all or part of the county the board or agency does not itself have power to make expense allowances for its members, and

WHEREAS, The Board of Ramsey County Commissioners has determined that broad citizen representation on county advisory committees is in the best interest of the county, and

WHEREAS, Citizen members of advisory committees incur certain necessary expenses as a result of their participation on an advisory committee; Now, Therefore Be It

RESOLVED, That the Board of Ramsey County Commissioners hereby authorizes a standard expense payment for citizen members of the following advisory committees of Five Dollars (\$5.00), not to exceed Sixty Dollars (\$60.00), per year upon receipt of quarterly submitted requests:

- Adult Detention Center Building Committee
- Agricultural Extension Committee
- CETA Youth Council
- Chemical Dependency Advisory Committee
- Community Corrections Advisory Board
- Community Health Services Advisory Committee
- EMS-Task Force
- Data Processing Advisory Committee
- ✓ Environmental & Engineering Advisory Committee
- Income Maintenance Div. Citizens Advisory Committee
- Juvenile Service Center Building Committee
- Lake Owasso Residence Advisory Committee
- Library Board - Ramsey County Public Library
- Manpower Planning Council
- Mental Health Advisory Board
- Mental Illness Advisory Committee
- Mental Retardation Advisory Committee
- Ramsey Action Program
- Ramsey Nursing Home Project Committee
- St. Paul-Ramsey Hospital Building Committee
- Social Services Advisory Committee

and, Be It Further

WARREN W. SCHABER, Chairman

5

RESOLUTION
Board of
Ramsey County Commissioners

Presented By Commissioner Salverda

Date August 7, 1978

Attention:

Page 2

No. 78-957

RESOLVED, That eligible "citizen members" shall be defined as any member of an advisory committee who is not an employee or elected official of Ramsey County; and Be It Further

RESOLVED, That each advisory committee chairperson shall submit expense claims on a quarterly basis to the department associated with the committee in the form prescribed by the Executive Secretary for those members of the committee who wish to receive the expense allowance; and Be It Further

RESOLVED, That new members who are appointed to advisory committees shall be instructed by the committee chairperson of the procedure for reimbursement; and Be It Further

RESOLVED, That the per diem allowance for members of the Ramsey County Library Board is to be the same as all other Committees; and Be It Further

RESOLVED, That the per diem allowance for members of the Civil Service Commission shall remain at Thirty-Five Dollars (\$35.00) per meeting, and shall not exceed One Thousand Seven Hundred Fifty Dollars (\$1,750) per year; and Be It Further

RESOLVED, That the Executive Secretary is hereby directed to implement this policy and its procedures effective January 1, 1979.

WARREN W. SCHABER, Chairman

By *Warren W. Schaber*

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

<u>Budgeting & Accounting</u> Originating Department		Board Action Requested Ramsey County Regional Railroad Authority Quarterly Report of Payments January - March, 1988
<u>J. Van Houdt (S)</u> Authorized Signature	<u>4/7/88</u> Date	
Request Justification		

See attached memo from J. Van Houdt dated April 6, 1988 with copy of report, and status of the RRA budget as of March 31, 1988

<u>Budgeting and Accounting</u> <u>County Attorney</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By
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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> April 12, 1988	<u>Signature</u> <i>J. L. Henderson</i>	<u>Date</u> 4/7/88
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: April 6, 1988

TO: Terry Schutten, Executive Director

FROM: JvH James Van Houdt, Director - Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: January - March 1988

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority 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.

I am attaching a report of payments made from the Regional Railroad Authority budget for the period January through March 1988 and a copy of the budget as of March 31, 1988.

JVH:EG:ja/gcl
Attachments

PERIOD OF REPORT:

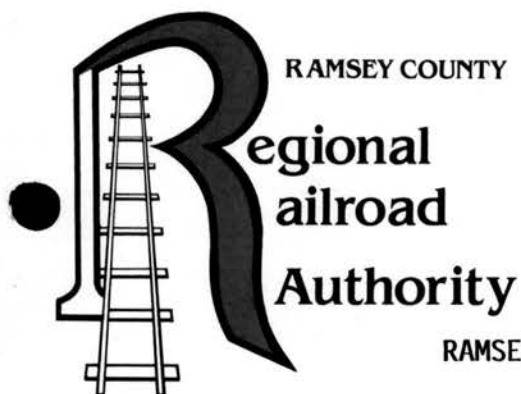
January - March 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
22-Jan-88	Ramsey County	1,893.14	399416	Transportation Planner Services 10/5/87-10/23/87
22-Jan-88	Ramsey County	1,882.57	399416	Transportation Planner Services 10/26/87-11/13/87 and 11/23/87-11/27/87
22-Jan-88	Ramsey County	1,739.79	399416	Transportation Planner Services 11/16/87-11/20/87
22-Jan-88	Ramsey County	1,606.61	399416	Transportation Planner Services 11/30/87-12/02/87
22-Jan-88	Ramsey County	1,859.21	399416	Transportation Planner Services 12/07/87-12/18/87
22-Jan-88	Ramsey County	956.02	399416	Transportation Planner Services 12/21/87-12/31/87
22-Jan-88	Ramsey County	10.45	399416	Duplicating of Authority agenda, minutes, and background material. December 1987.
05-Feb-88	Ramsey County	1,770.74	402734	Executive Director services 7/8/87-9/29/87
05-Feb-88	Ramsey County	915.90	402734	Executive Director services 10/5/87 to 10/29/87
12-Feb-88	Ramsey County	50.71	403910	Duplicating of Authority agenda, minutes, and background material. January 1988.
19-Feb-88	Ramsey County	2,921.61	405497	Ramsey County Attorney services 1/1/87-12/31/87
04-Mar-88	John T. Finley	1,091.91	407935	Reimbursement for San Diego trip 1/19/88-1/24/88
04-Mar-88	American Underground Space Assn	195.00	407936	Dinner and Registration for Colloquium, 3/13/88-3/15/88
18-Mar-88	Ramsey County	269.60	410540	Duplicating of Authority agenda, minutes, and background material. February 1988.
29-Mar-88	Midway Hospital	16.86	412503	Payment for coffee at Committee meetings, Jan 21 and 28, 1988.
	Total Payments:	17,180.12		

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
PROFESSIONAL SERVICES								
020100	43,580.00	0.00	0.00	43,580.00	43,580.00	0.00	0.00	
— PUBLISHING MINUTES & NOTICES								
020401	1,500.00	0.00	0.00	1,500.00	1,500.00	0.00	0.00	
— PRINTING & STATIONERY								
020501	2,500.00	320.31	0.00	2,179.69	2,179.69	0.00	0.00	12.81
— INTEREST								
021192	2,420.00	0.00	0.00	2,420.00	2,420.00	0.00	0.00	
— OTHER TRAVEL								
021407	10,000.00	1,286.91	0.00	8,713.09	8,713.09	10,000.00	0.00	12.87
— VOLUNTEER/COMMITTEE MEETING EXPENSE								
021408	1,000.00	16.86	0.00	983.14	983.14	1,000.00	0.00	1.69
—								
TOTL 02	61,000.00	1,624.08	0.00	59,375.92	59,375.92	11,000.00	0.00	2.66
CONTINGENT APPROPRIATIONS								
061001	39,000.00	0.00	0.00	39,000.00	39,000.00	0.00	11,000.00	
DUE TO COUNTY REVENUE								
070201	25,000.00	0.00	0.00	25,000.00	25,000.00	0.00	0.00	
CURR ORG-TOT	125,000.00	1,624.08	0.00	123,375.92	123,375.92	11,000.00	11,000.00	1.30
R87 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
ORG-TOT	143,325.00	17,180.12	0.00	126,144.88	126,144.88	19,000.00	11,000.00	11.99
ACT-TOT	143,325.00	17,180.12	0.00	126,144.88	126,144.88	19,000.00	11,000.00	11.99
5 FCT-TOT	143,325.00	17,180.12	0.00	126,144.88	126,144.88	19,000.00	11,000.00	11.99
FUND CURR TOT	125,000.00	1,624.08	0.00	123,375.92	123,375.92	11,000.00	11,000.00	1.30
FUND R87 TOT	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
FUND TOTAL	143,325.00	17,180.12	0.00	126,144.88	126,144.88	19,000.00	11,000.00	11.99



AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, June 14, 1988

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

11:00 A.M. Large Conference Room - 316

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

1. Minutes of the April 12, 1988 meeting.
2. Report on San Jose LRT Conference, May, 1988
3. Anoka County Summary
4. Legislation
5. Mn/DOT LRT Grant
6. Response to Metropolitan Council's Transportation Plan
7. Midway Corridor Update
 - a. Time line for comments
 - b. Citizens Advisory Committee/Task Force Recommendations
 - c. B.N. Tour
 - d. Right of Way Availability
8. Citizens Advisory Committee Issues
9. N.E. Burlington Northern Corridor Study
10. Goals and Objectives for Ramsey County for LRT
11. Chairman's Comments

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MEETING
April 12, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, April 12, 1988, at 11:00 A.M. in the Conference Room of 316, Court House. Chairman Finley called the meeting to order.

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: Tom Foley, Michele Timmons represented the County Attorney's Office, Frances Glendenning, James Van Houdt, Ed Glaubitz, Robert S. Rossman, Hugh Faville, Karen Tero, Mary Lou Grahek, Howard Blin, Jan Bull, Linda Grandmaison, Patrick T. O'Malley, Kathryn DeSpiegelaere, Paul Gustafson, Dave Nelson

1. Minutes of the March 22, 1988 Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the March 22, 1988 Board Meeting as written.

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

2. Chairman's Comments

Chairman Finley informed the Board that last week he appeared at a meeting at the request of District 12, the Land Use Committee, and they voted that District 12 recommend that we proceed to try to find out the availability of the Burlington Northern Route as a preferred corridor. Tonight there will be a meeting with District 10, and the Metropolitan Systems Committee is meeting right now to consider their staff recommendation, which has not changed from their recommendation of over a year and a half ago which is University Avenue. Next week they will have a meeting of the Joint LRT Committee.

Chairman Finley said he had sent a letter down to the Metropolitan System Staff, was that the staffs of the Metropolitan Council and the RTB and the consultant had been meeting, but they have not invited Ms. DeSpiegelaere to attend this meeting. He felt that the members of the Metropolitan Systems Committee ^{should be aware} as to what was taking place. He will copy the Board members on this letter.

Chairman Finley has met with Mayor Latimer on this study, and they are going to try to get to us his recommendations, his main staff person on Light Rail Transit also sits on our Citizens Advisory Committee as well as the Midway Task Force, Steve Grochola. The Mayor has no strong personal feelings one way or the other. Chairman Finley advised the Mayor that to proceed further we are now going to be taking our time now that the study is in, we will be evaluating all the corridors that still remain from the study, as well as setting up goals and objectives which are part of the agenda here today. To sum it up, it is out into the communities, the Citizens Councils are essentially looking at the report. One of the things that had concerned the District Councils that we are going to act as quickly as the study was completed, that was the biggest concern that we were going to be proceeding quickly in making recommendation, but he told him that he didn't think we were, that our course would be slow, we will be setting up goals, looking at the criteria of the study as it relates to the goals that are most important for Light Rail Transit in Ramsey County.

Commissioner Ahrens asked for a clarification regarding the Land Use Committee, and Chairman Finley said he met with the Land Use Committee of District 12, they had taken a position for the railroad corridor to be their preferred alignment that they would be recommending that to District 12. Also, the Mayor does not have his personal mind made up, but he does know that his staff person Steve Grochola who has been a member of the Advisory Committee and the Task Force has been a strong advocate for University Avenue since he has been on the Mayor's staff. The Mayor is aware of that.

3. Report on Informational Open House Meeting of March 23, 1988

Kathryn DeSpiegelaere addressed the Committee, on March 23rd meeting was held, approximately fifty people attended to view information on LRT and the Midway Corridor Study in particular. Her personal reaction was that she was disappointed in the turnout, as she had expected many more people. In thinking about why that might true, she thought perhaps the subject was not immediate enough for some residents in that area, as it affects them directly, they may become more interested. There was a lot of information available at this meeting. Only one comment card was received.

Chairman Finley said the BRW staff had put this informational meeting together. They were available at the District 12 meeting and they did an excellent job in highlighting the results of the study regarding ridership, cost, where the areas are, with very large graphics. He asked if it would be worthwhile to have another

Open House as we get down the road, prior to the Board making any determination. Ms. DeSpiegelaere was asked that, but personally she did not think so, however this is an option.

Chairman Finley said one member of District 11 mentioned that they did not have a full membership meeting in the Community between the time that we picked the date and the open house was being held, so they were not aware in time to get it out. Possibly, if we got the District Councils involved if we gave adequate time for a turnout, but as Councils look at it, they will be attending their Council meetings.

4. Update on Citizens Advisory Committee

Chairman Finley asked Ms. DeSpiegelaere if she wished to expand on her memo which was included in the documentation, as some meetings have been held since that time.

Ms. DeSpiegelaere said this group met three weeks ago, and she is pleased to report that things are going much better. There was a meeting on March 29, at that meeting the role of the Committee was reviewed, and there was a change in Chairman, Bob Kren was selected as Chair. The Committee has been meeting weekly since then and last week they decided to take another look at the Midway Corridor recommendations. At the last meeting they listed some of the pros and cons of the alignment. In preparing those minutes which are available to the Board today, she noticed that every member of the Committee did speak at least three time, and this was a much better meeting. They will be meeting again tonight, and possibly next week also to have this recommendation finalized.

Chairman Finley asked if there were any questions about the Advisory Committee as it is being structured, and he asked Ms. DeSpiegelaere to keep the Board informed if they make any changes or input, even if their ultimate recommendation does not change.

5. Burlington Northern Corridor

In his discussion with Mayor Latimer, Chairman Finley said that the Mayor offered his assistance in facilitating a meeting with the powers that be at Burlington Northern if possible so that we can really get down to determining whether or not it was available as far as the BN site north of University Avenue. Chairman Finley is taking the Mayor up on his offer, and his office is trying to set up a meeting for us.

Commissioner Schaber asked about the memo of March 25th which was sent out and Chairman Finley said that was about the eastern route. Commissioner Schaber said the concern was raised that we had initially talked about getting the people together, community councils, Payne Avenue Association, business associations should also be part of the process. These people were not listed on this particular memo which went out, and some people have contacted him as they thought they should be.

Ms. DeSpiegelaere explained when she approaches a problem, the method that she usually uses, is to first of all clarify what it is, the issues to be discussed, at the last meeting the subject regarding this corridor the way you wanted the study structured. Secondly, get together information, the technical information would be gathered, tell the technical people that Ramsey County would be conducting this study, and gather what was relevant to the study. The groups that Commissioner Schaber mentioned would be a part of the Corridor Task Force, and it was felt that it would be premature to set up a task force at this time.

Commissioner Schaber said the paranoia is rampant, and this could be shared with the business associations in the area so that they know they will be involved in the process, they do not want to be involved at such a late date that they do not have the input that they should have.

Chairman Finley asked if this could be remedied in the early going here, as in the other Task Force the Midway Civic Organization did participate, and they had people involved. In fact, the Minnesota State Fair Board was involved, and they were not originally included in the citizen participation. He would like to know if there is a way that we can make sure that the civic associations are a part now of any information that is distributed to anyone or gathered from anyone.

Ms. DeSpiegelaere said they can be informed about this meeting, if they want to attend, secondly, if you think the time is right to set up the corridor task force, we could begin this now. The notice about the April 18th meeting went out to the agencies involved, but not the citizens groups. This was set up as a meeting for technical staff. Once the information is received from the technical staff, then they will proceed to the next step to involve all concerned.

Commissioner McCarty suggested that we send notices to everyone any way, if they wish to attend the technical meeting. Commissioner Schaber feels that is a good idea, as there is the concern we are not involving every one, this should go to district councils and affected business associations.

Ms. DeSpiegelaere said that she would get the meeting notice out to these people.

Commissioner McCarty thinks the process is good, but you will have to handle that carefully, so they do not get too far ahead of you, so they do not destroy the meeting, so that you are not giving them a direction to sidetrack the intent of the meeting, it will just be a notification of the meeting at this point. Chairman Finley said they should understand that involvement of these people will occur as the Corridor Task Force is formed, when we are seeking representation.

6. Light Rail Transit -Goals for LRT System in Ramsey County

Chairman Finley discussed the suggested goals which Ms.DeSpiegelaere has set forth, these might not be inclusive of every goal we want to set. The primary goal he believes is the alternative means of transportation to the private automobile, and this is where we deviated from University Corridor as just a replacement for the bus, as the goal is we have two mass transit systems were we to end up with them. The Bus System will be augmented by the LRT system, and we are really trying to get people from the automobile to the transit system, which is always a very difficult goal to reach. He believes this is the laudible goal for mass transit, and not just a replacement to a different mode of transit.

Commissioner Schaber feels this is laudible, but he referred to an article in the Minneapolis paper which said this transit system may not have very minor effect on the use of automobiles according to their study.

Commissioner McCarty asked if these goals are for information, or should we be adopting them. Chairman Finley feels that we should start moving toward some type of direction for goals, whether we adopt these, eliminate these, maybe more should be added at a later date.

Commissioner Hunt said these are all good goals that we should subscribe to all of them, but it is not practical to expect that we are going to need all of them. It is laudible to reduce the cost of transportation services, but we could end up with increased cost of transportation services if you look at the whole gamut.

Chairman Finley said this may probably increase the cost of mass transit overall, but the reduction of the use of the automobile could be a reduction in the overall transportation system.

Commissioner Norgard said that one of the important goals is working with others in the seven county area, we have to work together, and not have everyone go in a different direction. We are trying to stay on pace with the rest of the area. Hennepin County of course is way out in front, but there is more than Hennepin County in this area, and we should be working as a group to come up with some plans, this is a big goal, as to what the whole community is going to do, it is a big picture.

Commissioner Salverda feels that these goals is one of the most important things that we should be talking about, we should have a special session, where we talk through each one of these goals and alternatives, rank them in order, the driving force of much of what has been happening in the last months is purely Hennepin County, trying to keep them from getting too far ahead of us so that they do something where we may have lost a lot of time. It is imperative for us to sit down and really get into these goals, to determine what we really want in Ramsey County, what influences the other forces, the Legislature, Metropolitan Council, will have and get as much

input as we possibly can to end up with a statement that drives the total system. We should not do that right now, we should have a special meeting and get into it.

Commissioner McCarty agrees with Commissioner Salverda's comments, as he sees the overall goal to be improved transportation systems, and he sees these more as anticipated results at this time rather than goals, for example, decreased congestion on roads, whether or not people were use the new system, and he does not know enough about Hennepin County to know whether they have gone through all of this.

Commissioner Schaber thinks we should also check with other places that have existing systems in place, as they may have gone through this particular process, what their goals were, and the actual results, so that we can get a feel for what our goals and objectives will be.

Commissioner Salverda said the goal of "keeping up with the Jones" is not a priority of our taking action on light rail, just because there is a momentum going, that should not become the driving force as to why we are doing this.

Commissioner McCarty asked about the information Hennepin County used to make their decisions.

Chairman Finley has read some material on their system, and what they are utilizing, a very elaborate advisory system, looking at the financial, different parts of a corridor, etc. Two things stand out, and he does not think that they are that much further ahead than we are other than the fact that they physically have in their ownership hands a corridor. In discussions with owners, there is also the possibility another corridor, the southwest corridor. The issue of availability of the lines or the access of the lines has put Hennepin County ahead of us. He does not know if their data is any sounder than what we have been able to gather from studies that have been performed by Metropolitan Council, this particular BRW study, there have been studies on the metropolitan system throughout, and Hennepin County data is not any more significant than ours. We have received interpolations by BRW and our staff as to how things affect some of the things Hennepin has done from their Advisory Committee, as to dollars needed to be paid for by 1¢ sales tax, gas tax, we have this, they may have it in more of a compact booklet, but we have a lot of data as it relates to us. The number one priority is that we have to look at whatever we do has to be a part of the entire system, and this is our goal. He agrees with Commissioner Salverda that now we do not have to be pulled any more, and that was the reason for the letter he sent to the Legislature. Chairman Finley thinks we are at the posture where we have the data, we have to sit down, sort it out, and determining our own priorities. We know there is congestion in certain parts, we do not know whether that congestion is going to be alleviated. That could be a goal. We can get down to more definitive goals than this with adequate time spent. Is our real goal movement of people from one point to another point in the fastest possible way? With the least possible infringement of other transit vehicles, automobile, bus, etc. If it is, then we should adopt that as our goal. It may not fit

with the overall concept of the transportation system in a metropolitan area because those criteria that we adopt may eliminate a corridor from further consideration because it does not fit within our plan.

Commissioner McCarty does not wish to be in a position to be in a simple corridor acquisition race with Hennepin County and then find out that we do catch up with the Jones' in an empty trolley car. Maybe we could use some more technical data.

Chairman Finley said it could be put together, we do have data, we do have fragmented data, we should put it together, and then sit down and evaluate it, setting forth our goals and objectives in a very positive way. Then we can get to the specifics of the Midway Corridor and see where those six alignments fall based on our goals and objectives that we adopt. He asked Commissioner Salverda if this was the process he had in mind.

Commissioner Salverda feels we need a block of time so we can analyze, determine our number one goals, and others in order, to determine where we are at.

Ms. DeSpiegelaere said it would take about four weeks. Chairman Finley said we are not looking at this as it relates solely to Midway Corridor, what we are looking for is a philosophy and enough data for the Board to analyze what our goals and objectives should be as we see it. Chairman Finley asked that the other Board members should inform Ms. DeSpiegelaere if there have any particular goals or objectives which should be included.

Ms. DeSpiegelaere asked if what Commissioner Schaber has referred to should also be included.

Commissioner Schaber thinks it would be good information if there are some areas that we have not thought about in this particular list. He has been critical of LRT, and one of the questions we have to ask is why we are here, and we cannot really afford it. Why are we here - we should start getting into this, as to why we are in to Light Rail Transit. Hopefully, this can be answered - this is a critical issue, take a look at the problem, what are goals and objectives to correct this problem.

Ms. DeSpiegelaere said it should take about a month, but if you want her to contact other agencies, that would take more time.

Commissioner McCarty suggested that these meetings should be at the call of the Chair, until Ms. DeSpiegelaere has an opportunity to complete this project on goals and objectives.

Chairman Finley said there will be no sense in meeting in two weeks, if it is going to take a month for her to prepare this.

Chairman Finley said to Ms. DeSpiegelaere that it is evident from the comments today that the entire Board feels very strongly that we want to spend some time on the goals and objectives, and they are willing to give her the time for the data gathering, etc. They would like to meet again as the Railroad Authority before the budget hearings. Chairman asked for a tentative target date from Ms. DeSpiegelaere, four weeks, etc., and she said that would be fine. She asked for a summary, a clarification of just exactly what the Board would like to have her do.

Chairman Finley suggested she use the goals that we have set out here, and give us some analysis, for example, is it a good goal? Or, why is it bad, as everyone is using private automobiles, what problem is that creating in Ramsey County? This triggers from that - pollution, congestion, or whatever, what basis is there to know that there is congestion, and documentation of the pollution if any. This would affect the other goals, but that is the type of data the Board needs to make the decision, yes, we should proceed with a LRT system in Ramsey County. This is the first question that we want to get over the hurdle.

Commissioner McCarty called attention to the first goal, providing an alternative means of transportation for automobiles, obviously we can do that, however, he is interested in whether there is some case history that this actually did occur, to have some data that can show us that the people will ride the LRT, or is it just a replacement for a mass transit system, and if it is, what are you really saving. This is the type of information we need.

Commissioner Schaber said that is why he suggested taking a look at some of the other areas who have a similar type of operation, whether they had some goals, and if they were met.

Commissioner Hunt thinks this is all fraught with a certain amount of problems, she has seen things written on the San Diego system that are very positive, and then she has seen it analyzed from another point of view which says it is not happening, and both points of view sound very authoritative. This puts Ms. DeSpiegelaere in a difficult position to come up with the kinds of conclusions that are going to substantiate any goals.

Commissioner McCarty is asking Ms. DeSpiegelaere that she brings the information as it exists, that she does not have to give a personal analysis, it would be up to the Board to divide the subject from the object, etc.

Ms. DeSpiegelaere agreed that it is very appropriate that this Board should want to spend time on this.

Commissioner Salverda suggested an off-site retreat for a day to cover this subject.

Chairman Finley recommended that we leave the next meeting to the call of the Chair, as suggested by Commissioner McCarty, and if that is acceptable, we could give direction to Ms. DeSpiegelaere to put this together, and hopefully in about four weeks we can decide whether we have a meeting to receive the documents, or just distribute the documents for a special meeting. Then we could make a decision on how to proceed at that point. The Board agreed that this was acceptable to them.

Commissioner McCarty said there is financial information available, he talked to a bonding attorney who informed him on a \$500 million project, in order to retire that debt over a thirty year period, it would require a \$7 to \$8 cost per ride on the LRT to do it if you are going to do it with the ridership fees alone. That type of information we should have.

Chairman Finley said we could use the study with the data on ridership, he feels that some of that ridership information is serving more to replace the existing system, rather than the automobile.

7. Light Rail Conference May 8 - 11, San Jose California

Chairman Finley had suggested that this information be furnished the Board, in case anyone wishes to go, and that the Board authorize Ms. DeSpiegelaere to go, or some of the Administrative Aides may wish to go. Also, he suggested that someone from the Executive Director's Office, in case Mr. O'Malley should wish to go.

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

The Ramsey County Regional Railroad Authority authorizes the attendance at the Light Rail Conference, May 8 to 11, 1988 in San Jose for Kathryn DeSpiegelaere, as well as any Administrative Aides who may wish to go, and that Patrick O'Mally also attend if possible.

Roll Call: Ayes - 6, Nays - 0 (Commissioner Ahrens had left the meeting.)
Motion adopted.

8. Committee Compensation for Citizen members of Advisory Committee, Task Force Committee.

Chairman Finley discussed this proposed resolution, we ask these people to do a yeoman's job, and he suggested that this be made retroactive, as there has been excellent support from the Advisory Committee and the Task Force. He asked Ms. DeSpiegelaere to furnish a list of these people to the Budget and Accounting Department.

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

Whereas, The Ramsey County Regional Railroad Authority has determined that broad citizen representation on Regional Railroad Committees is in the best interest of the County, and

Whereas, Citizen members of advisory committees and task forces incur certain necessary expenses as a result of their participation on an advisory committee; and

Whereas, A policy needs to be established to authorize a standard expense payment for citizen members of the Ramsey County Regional Railroad Authority Advisory Committee and Corridor Task Forces, and

Whereas, Funds are available in the Contingent Appropriations of the Ramsey County Regional Railroad Authority 1988 Budget to fund these expenses, NOW THEREFORE BE IT

Resolved, That the Ramsey County Regional Railroad Authority hereby authorizes a standard expense payment for citizen members of the Authority Advisory Committees and Task Forces of Five Dollars (\$5.00) per meeting, upon receipt of quarterly submitted requests; and Be It Further

Resolved, That eligible "citizen members" shall be defined as any member of an advisory committee who is not an employee or elected official of Ramsey County; and Be It Further

Resolved that each advisory committee chairperson shall submit expense claims on a quarterly basis to the Transportation Planner, who shall authorize payment in the form prescribed by the Executive Director for those members of the committee who wish to receive the expense allowance; and Be It Further

Resolved, That new members who are appointed to advisory committees or task forces shall be instructed by the committee chairperson or the Transportation Planner of the procedure for reimbursement; and Be It Further

Resolved, That the Executive Director is hereby directed to implement this policy and its procedures, effective April 1, 1988, that this be retroactive to formation of these Committees and Task Forces, and BE IT FURTHER

Resolved, That the Ramsey County Regional Railroad Authority approves the following budget adjustment for this purpose:

TRANSFER FROM APPROPRIATION

59101	061001	Contingent Appropriations	\$4,000.00
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TRANSFER TO APPROPRIATION

59101	021226	Committee Compensation	\$4,000.00
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Roll Call: Ayes - 6, Nays - 0
Motion adopted.

9. Quarterly Report of Payments - January - March, 1988.

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

The Ramsey County Regional Railroad Authority accepts the Quarterly Report of Payments for the period of January through March, 1988.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

KATHRYN DE SPIEGELAERE Originating Department PATRICK O'MALLEY Authorized Signature		Board Action Requested REPORT ON SAN JOSE LRT CONFERENCE May 8 - 11, 1988
	6/6/87 Date	

Request Justification

See attached memos from K. DeSpiegelaere dated May 20, 1988 and from Patrick O'Malley dated May 25, 1988 on Conference

See attached memo from K. DeSpiegelaere re: News Article on Light Rail published May 12, 1988.

Budgeting and Accounting _____ County Attorney _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____		Date / Time Received By
---	--	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
June 14, 1988	<i>J. L. Henderson</i>	6/6/88
Board Date	Signature	Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Light Rail Transit Conference Summary

Date: May 20, 1988

From May 8 to 11 I attended a conference, "LRT: New System Successes at Affordable Prices" in San Jose, California. During the conference I participated in technical sessions and field trips to view and ride light rail transit (LRT) systems in San Jose and Sacramento. I also toured the LRT system in Portland, Oregon the day after the conference.

The conference was attended by over 400 people from 24 states and 10 countries. The exchange of information that occurred among participants outside sessions was beneficial. Representatives of agencies which have constructed LRT systems are most willing to share their knowledge.

The information I obtained is voluminous. I have attached a list of papers I collected at the conference and will supply a copy of any you'd like (Attachment 1). Rather than present a lengthy list of statistics about LRT, I offer my observations on what I learned.

Why LRT?

- San Jose has chosen to construct LRT to alleviate freeway congestion and to encourage economic development. The system will open in June, 1988.
- Portland chose LRT because "it was the community's choice over building a new freeway" and because of labor savings of LRT over buses. Other benefits mentioned are creation of construction jobs and economic development.

Complexity

- LRT systems constructed have experienced a lengthy, involved, sometimes controversial planning process. That experienced in the Twin Cities thus far is lengthier than most, however. The U.S. LRT systems are constructed with involvement of many agencies.
- The use of federal funds increases the complexity of an LRT project. Federal approvals for environmental reports may be difficult to obtain.
- Statistics used to calculate costs and measure performance of LRT systems are not uniform. Comparison of data for LRT systems is difficult.

Successful Systems

- Calgary, San Diego and Portland are cited as examples of successful new LRT systems in North America. Their cost effectiveness is one factor in their being distinguished from other systems.

Communication

- The importance of community involvement was cited by a San Jose planner as something that could have been done better there. Sending out meeting notices may not result in good attendance unless community leaders are contacted for help in reaching the public.
- Some examples of what I consider effective communication techniques used by LRT implementing agencies are attached (Attachment 2).

Alignment Alternatives

- LRT can operate effectively in a variety of locations. In Sacramento, for example, the LRT system is constructed on railroad right of way (47%), streets (26%), abandoned freeway (25%) and on new right of way (2%).
- The resolution of which alignment is preferable for LRT sometimes cannot be made until preliminary engineering is undertaken.

Handicapped Accessibility

- The three systems I viewed handle accessibility in varying ways. Sacramento's system is simplest. A ramp is folded down by the transit operator to bridge the gap between the platform where the handicapped person waits and the light rail vehicle. San Jose and Portland use lifts. Minnesota's weather would have to be carefully considered in assessing handicapped access if LRT is implemented here. Talking to users of existing systems is beneficial in determining how well they work.

Ridership

- Ridership projections in Calgary have not been met because the economy has deteriorated in that city since the LRT system was planned. Population projections for Calgary were far greater than what has occurred. Ridership projections were based in part on population increases.
- LRT ridership estimates in San Diego and Portland have been exceeded.
- LRT ridership in Sacramento is two thirds of what was estimated. The system has been in operation for about one year. Ridership is less than predicted because gasoline prices were anticipated to be higher when projections were made, resulting in increased driving costs. Other factors are availability of new parking facilities in the downtown and the reduction of hours of LRT operation to decrease its operating costs.

Development

- Development at LRT station areas is dependent on encouragement of that by the responsible agency. Developers are interested in minimizing time, cost and bureaucratic approvals. San Jose is actively encouraging development along its LRT system.

Image

- LRT has an image of reliability, permanency and attractiveness that may be more successful in drawing nontraditional transit users from their automobiles than buses.
- LRT is quieter than I expected it to be. The type of tracks used influence the level of noise made by light rail vehicles.
- Station areas may be simple or elaborate. Grade separated stations require an elevator for handicapped accessibility.

The conference was a worthwhile learning experience.

Recommendation:

For your information.

KD:m

Papers from May, 1988 San Jose LRT Conference

1. What's New in North American LRT Projects?
John W. Schumann
 2. Toronto's Harbourfront LRT Line:
LRT In Reserved Right-Of-Way As A Local Transit Service Alternative
R.M. Topp, Manager - Operational Planning
 3. The Case for AGT
G.J. Pastor
 4. The Great Debate - Advocacy for Conventional Light Rail
Tom Parkinson, P. Eng.
 5. Light Rapid Transit in Greater Manchester - (England)
Author: Greater Manchester
 6. LRT: New System Successes at Affordable Prices
A.P. Young
 7. A Track Record
Progressive Architecture
LTK Engineering Services
 8. Keynote Address
James R. Mills, Chairman, San Diego Metropolitan Transit Development Board
 9. APTA Rail Transit Report - 1987
American Public Transit Assoc.
 10. The Great Debate - Exclusive Busway versus Light Rail
Allen Biehler, Director, Port Authority of Allegheny County, PA
 11. Preliminary Geometric Design Analysis for Light Rail Transit
Gary A. Weinstein, Consulting Engineer
 12. Assessing the Performance of Portland's New LRV's
Dennis L. Porter
- 4

Papers (cont.)

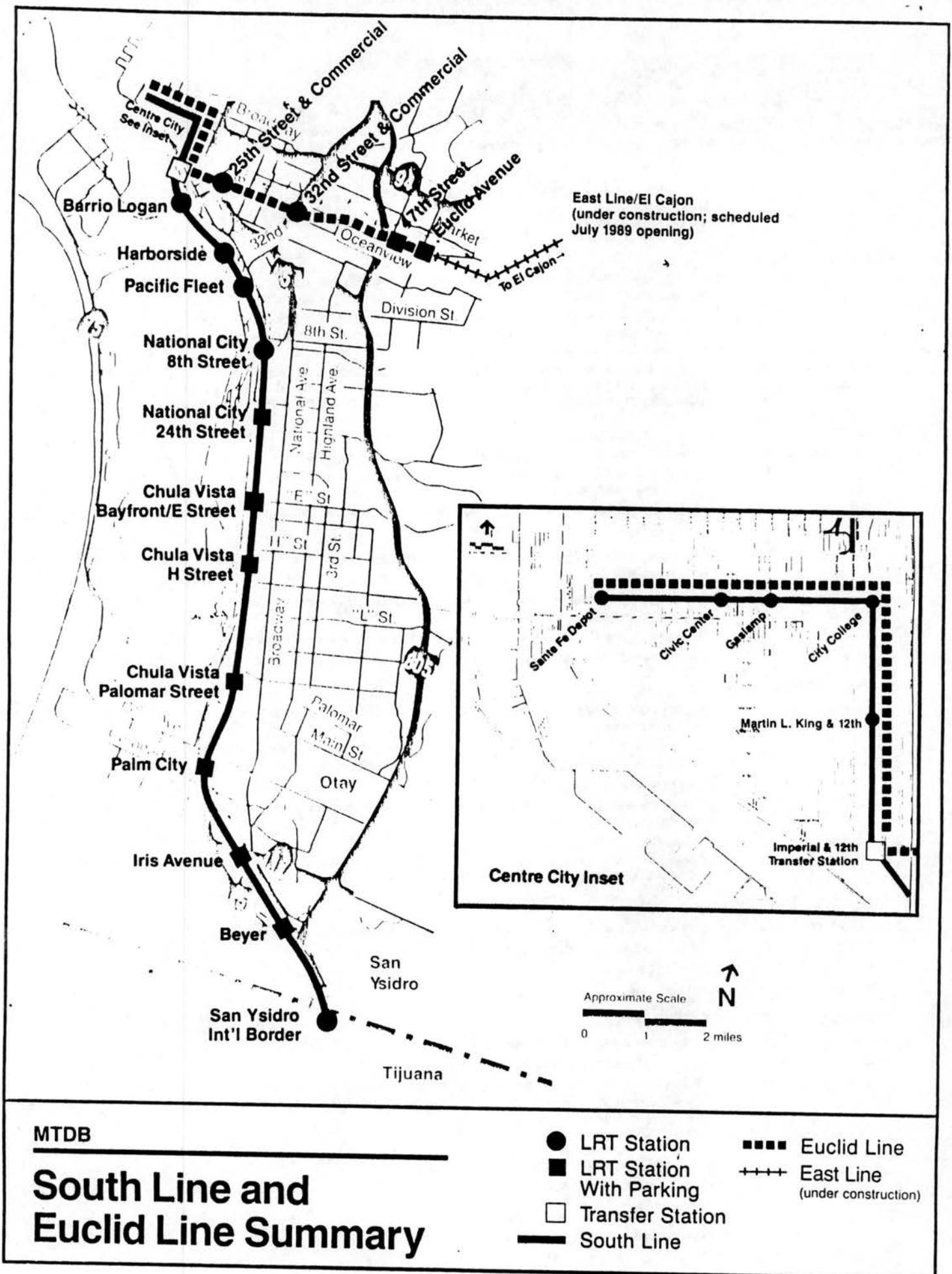
13. Santa Clara County Transit
 - a) Rider's News
 - b) Stop Look & Listen-Light Rail Vehicles Are on the Mall
 - c) Rider's Guide to County Transit
 - d) Light Rail Rider's Guide
14. Integrating LRT into Development Projects on the Hudson River Waterfront
Joseph A. Martin
15. Pittsburgh's LRV's - How Well Are They Performing?
Ed Totin & Rick Hannegan
16. Performance of Buffalo's Light Rail Vehicle
Ben J. Antonio, Jr.
17. West Side Manhattan Transitway Study
Gregory P. Benz
18. Hudson River Waterfront Transitway System
Joseph Martin, Director
19. A New Start of Public Transportation in Metropolitan St. Louis
Douglas R. Campion
20. The Streetcars for Toronto Committee
Howard J. Levine
21. Elderly and Handicapped Accessibility
The California Ways
Robert E. Kershaw
22. California Public Utilities Commission
Light Rail Transit Regulatory Development Program
W. R. Schulte, Principal

Papers (cont.)

23. Spring & Summer Transit Guide
Edmonton Transit
24. Edmonton Transit's LRT Experience
John F. Nicoll, P. Eng.
25. Design of LRT Overhead Contact Systems at Complex Intersections
Willard D. Weiss
26. Operational Enhancements - Making the Most of Light Rail
Paul Taylor

KD:ptd

KD TITLE/AUTHOR LIST



THE SAN DIEGO TROLLEY SOUTH LINE AND EUCLID LINE SUMMARY

ROUTE CHARACTERISTICS

Limits-South Line

From Santa Fe Depot area in Centre City, via C Street, 12th Avenue and San Diego & Arizona Eastern (SD&AE) Railway to San Ysidro at the International Border with Mexico; total route length — 15.9 miles (25.6 km).

Euclid Line

From Santa Fe Depot, 1.7 miles common path with South Line to Imperial & 12th Transfer Station, turning east on Commercial Avenue along existing SD&AE Railway through Southeast San Diego to Euclid Avenue; total route length — 6.2 miles (9.9 km).

Metropolitan Transit System

Total Trolley System is 20.4 miles (32.6 km) with both South and Euclid Lines serving as major routes in an areawide transit system, time-coordinated with buses at major transit points. Euclid Line will be extended 11 miles (project under construction and scheduled to open in July 1989), then becoming the East Line to El Cajon.

ACCESS

Stations-South Line

18: 6 in Centre City; 2,000 parking spaces distributed among stations along the right-of-way portion of the route.

Euclid Line

10: 6 in Centre City shared with South Line; 300 spaces distributed at 2 of the 4 suburban stations along the right-of-way portion of the route.

Disabled

All trains equipped with wheelchair lifts. Tactile mats at each station guide blind or visually impaired riders to Trolley door.

STATION FACILITIES

Standard station at each stop is equipped with shelter and fare vendomat; bicycle rack, and/or locker at suburban stations.

Fare Collection System

Self-service vendomats accept U.S. coins only; Euclid Line vendomats accept \$1 bills. Fare inspection by roving inspectors; fare evasion rate approximately 1%.

Bus

Bus connections at most stations, 3 South Line stations and 1 Euclid Line station serve as major transit centers.

Fares

Fares vary with distance traveled; reduced fares for seniors and disabled.

OPERATING PLAN

Frequency

South Line: 7 days a week, 5:00 a.m. to 1:00 a.m.; 15-minute service from 5:00 a.m. to 7:00 p.m.; 30-minute service thereafter.

Euclid Line: 7 days a week, 5:00 a.m. to 10:00 p.m.; 15-minute service during peak hours; 30-minute service during off-peak hours (scheduled to begin 15-minute service from 5:00 a.m. to 7 p.m. in February 1988).

Freight Service

Freight moved by San Diego & Imperial Valley (SD&IV) Railroad Company at night after Trolley service is ended.

Trolley Vehicles

Electrically-propelled articulated vehicles, wheelchair accessible; in trains of up to 4 cars; fleet of 30 Siemens/Duewag cars (41 on order).

Average Speed

Centre City	9 mph (14.5 km/hr)
Railway Portion	30 mph (48.0 km/hr)
Maximum Speed	50 mph (80.0 km/hr)

TROLLEY OPERATIONS

Operation

Operation by San Diego Trolley, Inc., a nonprofit organization owned by MTDB.

Patronage

FY 88 average daily ridership; 25,000

Farebox Recovery

FY 87: 86.9%

Schedule Performance

99% on time

FINANCIAL AND CONSTRUCTION PROGRAMS

South Line Costs

Phase I and II (includes 108 mile railway right-of-way and 24 vehicles) \$116.6 million

Euclid Line Costs

4.5 miles of new construction (includes 6 vehicles) \$33.6 million

Funding

State gas tax set aside for guideway (rail transit) development; Transportation Development Act (TDA) monies (resulting from 1/4 percent sales tax proceeds); State Transit Assistance (STA) funds; private sector sales and leaseback arrangements.

Development

South Line: Engineering initiated	January 1979
Revenue service opens	July 1981
Double tracking completion	February 1983
Euclid Line: Engineering initiated	October 1982
Construction initiated	June 1984
Revenue service begins	March 1986
March 1988	

For Your Safety

Being safe in the Downtown San Jose Transit Mall means getting acquainted with a whole new meeting place for pedestrians, drivers and transit riders. New streets and traffic lanes. New light rail vehicles and transit stations. New rules and signs.

Make sure you have a safe trip by observing the following rules:

Pedestrians



- ⚡ **Never walk in the trackway.**
- ⚡ Always walk on the green granite sidewalks or median.
- ⚡ Cross the tracks with caution. Always look in both directions.

Transit Riders



- ⚡ Wait for light rail vehicles and buses at transit station platforms only. Look for the transit shelter and raised pavement at all stations.
- ⚡ Wait behind the **grooved warning band** on the station platform until the light rail vehicle comes to a complete stop.
- ⚡ Let the light rail vehicle leave before you exit the station. Do not climb between two connected vehicles.



Automobile Drivers



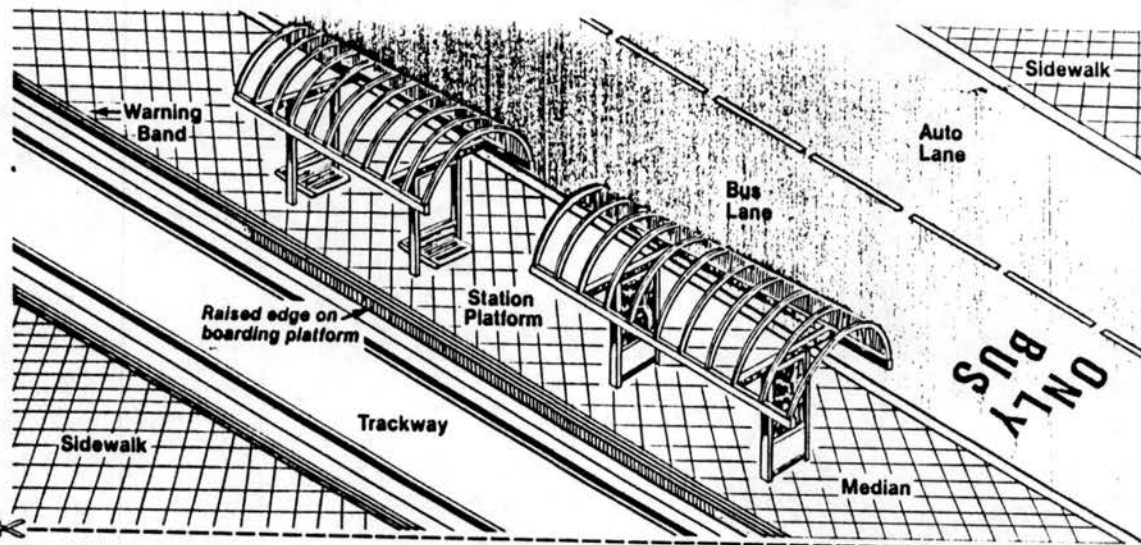
- ⚡ Don't drive in the trackway or stop on the tracks.
- ⚡ Stop before crossing the tracks to enter or leave a driveway. Look in both directions.
- ⚡ Stay in the left lane. Right lanes in the mall are for buses and right turns only.
- ⚡ Stay behind the white line if stopped at a traffic signal.
- ⚡ Do not make your turn if you see the lighted "No Right Turn" or "No Left Turn" signs.
- ⚡ "T"- and "I"-shaped signal lights are for light rail vehicles only.

Everyone



- ⚡ Remember, light rail vehicles are very quick and quiet. Keep an eye on small children at all times. Before you make a move, always **Stop, Look and Listen.**

The San Jose Transit Mall



The Choice Is Yours! Receive Free Transportation To The Transit Mall!

Answer the true/false questions and return this completed form. We'll send you a free Day Pass, good for a day of free rides on both light rail and all County Transit buses.

Send your form to: **Santa Clara County Transit**
Marketing Division
P.O. Box 4009
Milpitas, Ca 95035-2009

NAME _____

ADDRESS (St/Apt#) _____

CITY-STATE-ZIP _____

TELEPHONE _____

TRUE OR FALSE (Circle the correct answer)

☐ T ☐ F

1. Look both ways and use caution when crossing the tracks.

☐ T ☐ F

2. In the Transit Mall, it's easy to remember where you should walk. Look for the purple striped poles.

☐ T ☐ F

3. You're at an intersection in the Transit Mall, ready to make a right turn. Do not turn if you see the lighted "No Right Turn" sign.

☐ T ☐ F

4. Wait behind the grooved warning band on the station platform until the light rail vehicle comes to a complete stop.

Transit by Rail — Still a Good Idea.

Perhaps a photo taken in 1906 says it best. The perspective is from Southwest Fifth Avenue and Morrison Street—the heart of Portland's commercial and financial district.

On the left side of Morrison is the Pioneer Courthouse, already an historic landmark by the turn of the century. Across the street stands the stately Meier & Frank building. Off in the distance the Portland Hotel—the elegant meeting place of the city—dominates the horizon. And in the foreground, a Mt. Tabor streetcar readies to take on passengers.

A half-century later the streetcar tracks are gone and diesel buses serve downtown. By 1986 the picture will change again. Standing at the same corner, a pedestrian will be able to watch as Banfield Light Rail cars head westbound up Morrison, gliding past the Courthouse and Meier & Frank toward Pioneer Square, a public plaza erected on the old hotel site.

After a three-decade absence, rail transit will return to Portland. The 15-mile, Portland-to-Gresham Light Rail line represents a \$211.7 million investment in public transportation for the region. Fast, efficient, and comfortable, Light Rail will offer commuters a quick 45-minute ride from east Multnomah County to downtown. The Banfield line will connect Gresham, Rockwood, East Burnside, Gateway, Hollywood, Lloyd Center, Old Town and downtown Portland, forming the backbone of public transit on the east side.

The view from Southwest Fifth and Morrison in 1906 (right), when the streetcar was king, and an artist's concept of what the same intersection will look like in 1986, when the Banfield Light Rail line begins operation. (Photo courtesy of Oregon Historical Society.)



117th & Burnside



What is Light Rail?

Light Rail is the modern version of the streetcar—but far more efficient and safer than yesterday's trolleys. Powered electrically through an overhead wire, a two-car Light Rail train may carry more than 300 passengers. Unlike expensive all-subway systems, Light Rail is a flexible rapid transit concept which may operate in an exclusive right-of-way or operate at street level next to auto and bus traffic.

Why Was Light Rail Chosen?

Tri-Met's goal is to carry an increasing number of passengers in the most cost-efficient way—a way that will help keep fares from rising too rapidly. By adding Light Rail to the east side, Tri-Met will be able to provide more service for the same cost of providing today's level of service with an all-bus system.

Significant labor savings are gained in using Light Rail. Only one driver is necessary to operate a two-car train. That's one operator for over 300 passengers. It saves on fuel, too.

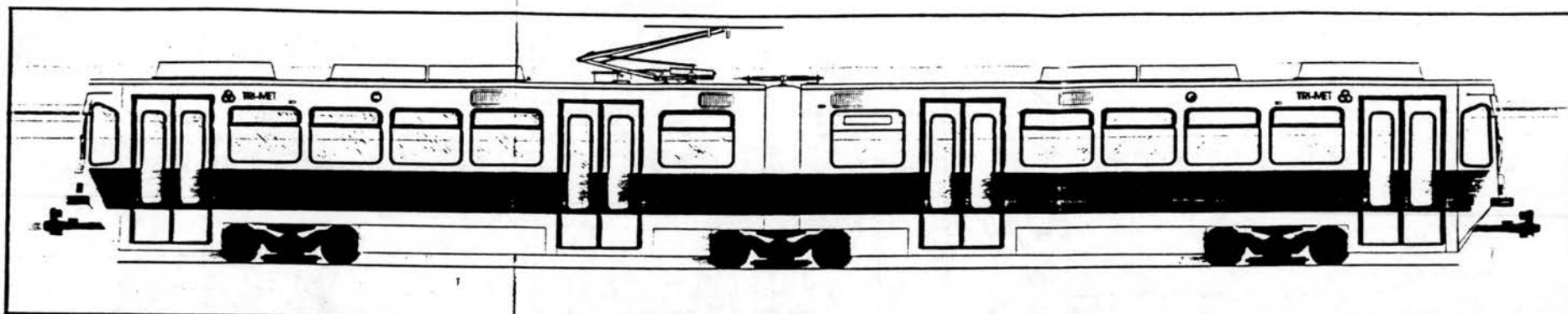
But the main reason Light Rail was chosen is that it was the community's choice over building a new freeway—a freeway which would have displaced hundreds of homes, families and businesses. State and local government leaders representing the cities of Portland and Gresham along with Multnomah County, Tri-Met, Metropolitan Service District, Oregon Department of Transportation, and the Oregon Legislature voted to build the project.

What is the Transitway?

After deciding against building the Mt. Hood Freeway, local governments in the region got together and set out on a new course. They decided to improve existing highways and transit.

As a result, the Banfield Transitway was proposed. The Oregon Department of Transportation is widening the nearly five miles of the Banfield Freeway (Interstate 84) between the Willamette River and the new Interstate 205 freeway to six standard-sized lanes. Even with this expansion of the freeway, the Banfield alone won't be able to handle auto traffic demands. So at the same time, a portion of the new Light Rail line will be constructed next to the freeway between Lloyd Center and Gateway.

2-4



Tri-Met Light Rail Vehicles

Tri-Met has ordered 26 vehicles from a Canadian mass transit equipment builder—Bombardier Inc. (Bom-BAR-dee-ay) of Quebec. Bombardier is building the cars under a licensing agreement with one of Europe's leading transit vehicle designers—BN of Belgium. Vehicle assembly is being completed in the United States at Bombardier's Barre, Vermont plant.

The six-axle cars are articulated—they bend in the middle like Tri-Met's extra-long buses. They feature four double doors on each side, allowing for quick loading and unloading.

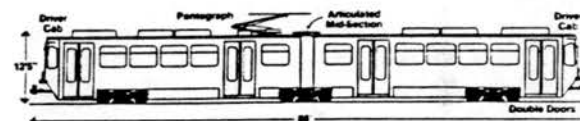
Purchased at a cost of about \$775,000 each, Light Rail cars last an average of 30 years—more than twice the active life of a bus.

Vehicle Specifications:

Manufacturer: Bombardier Inc. Mass Transit Division at La Pocatiere, Quebec, Canada and Barre, Vermont
Design: BN of Belgium
Delivery: To Portland starting in January 1984
Cost per car: \$775,521
Contract costs: \$21.6 million for 26 cars, spare parts, special tools and training, and technical support
Type: Single articulated, six axle, four double doors per side
Length: 88 feet
Width: 8 feet, 8 inches
Height: 12 feet, 5 inches
Floor height: 3 feet, 2 inches
Empty weight: 45 tons
Seats: 76
Standing and seated passengers: 166
Wheelchair spaces: 2 per trip
Maximum speed: 55 mph

Minimum radius curve: 82 feet
Nominal overhead voltage: 750 VDC
Brakes: Dynamic, disc, and magnetic
Wheels: Resilient*
Gauge: Standard railway gauge (56½ inches)

*Resilient wheels contain layered materials between the rim and axles to reduce vibration for quiet operation.

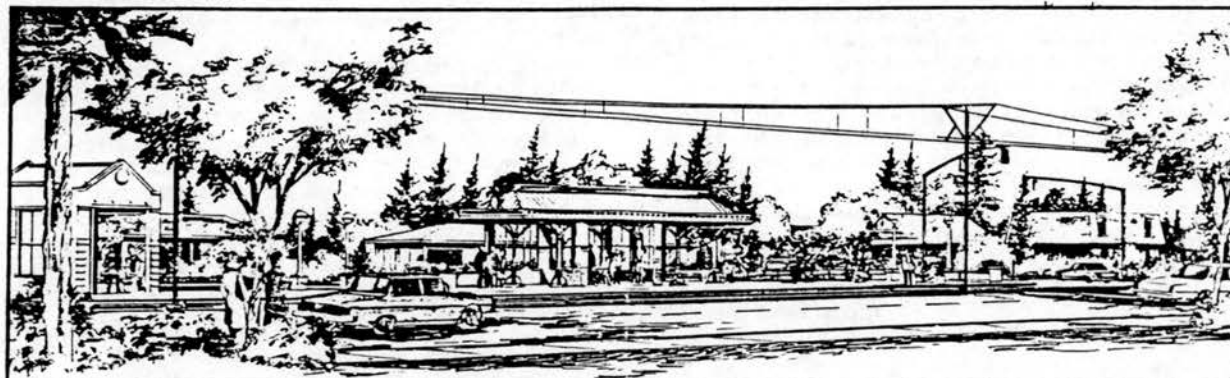


Light Rail Stations

Three different types of stations will dot the Banfield line. In the downtown area, simple shelters will be installed. Careful consideration has been taken to blend the stations in with the two historic districts—Yamhill and Skidmore/Old Town. The three stations along the Banfield—Hollywood, 60th and 82nd avenues—will be bi-level, connecting the trains with street traffic and buses. Elevators and stairs will connect the two levels.

Stations along East Burnside and in Gresham are designed to shield commuters from east county's winter weather. Stations will blend with the surrounding community.

148th & Burnside Station



Jobs for the Community

At a time of economic recession, the Banfield Light Rail Project means jobs. During its four-year building phase, the combined freeway widening and Light Rail projects will result in 665 direct jobs per year for the local construction trade industry. Whenever possible, local contractors and suppliers have been used. The impact of the project on the local economy is estimated at \$385 million.

The project, too, is seen as a chance to revitalize business along the rail alignment, especially in the Gresham area where an extensive commercial development plan is being studied for the downtown area.

Need More Information?

More detailed information on a variety of subjects may be obtained from:

Tri-Met Public Services
4012 S.E. 17th
Portland, OR 97202
(503) 238-4990

Find out about:

Displays: Light Rail displays, featuring scale-model replicas of trains and stations, are exhibited throughout the community. Find out where the one nearest to you is located.

Speakers Bureau: Get the big picture. Ask to see the Light Rail slide show. Call 238-5878 to make arrangements for a speaker before your group of 25 or more.



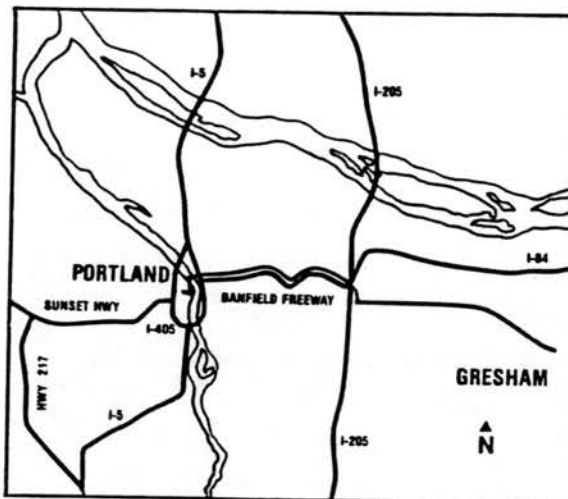
The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, under the Urban Mass Transportation Act of 1964, as amended.

June 1986

Route Description

Starting in downtown Gresham at Eighth & Cleveland, the Banfield line follows the old Portland Traction Co. rail right-of-way—a former trolley line—through Gresham. The old tracks have been removed and new ones laid.

At 11 Mile Avenue (199th) and Burnside the tracks leave the Portland Traction Co. right-of-way and run down the center of East Burnside to 97th Avenue. Burnside is being reconstructed with single auto lanes on both sides of the separated trackway.



Sidewalks, sewer lines and street lighting will be added to Burnside.

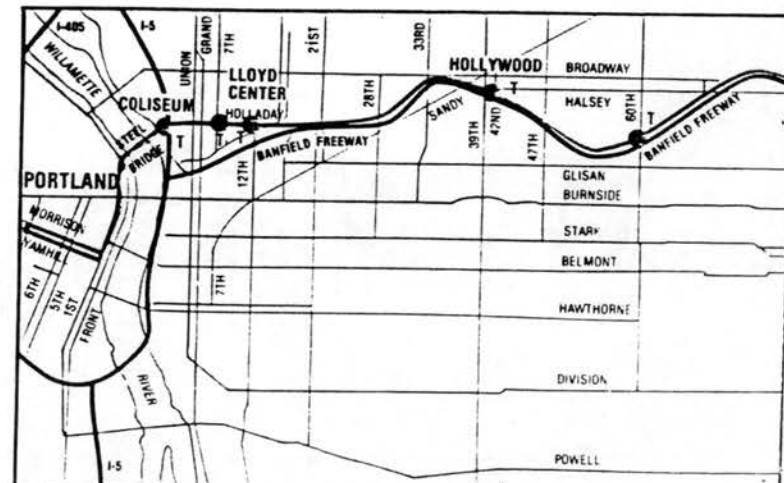
At 97th, the line follows the I-205 freeway, heading north to Gateway, and then it will run along the north side of the Banfield Freeway (Interstate 84) between Gateway and Lloyd Center. Stations in Sullivan's Gulch will be accessible by stairs and elevators.

Leaving the gulch at Lloyd Center, the line runs down the north side of Northeast Holladay Street, crossing the Willamette River on the upper center lanes of the Steel Bridge. Once in downtown Portland, the tracks will run along First Avenue to Southwest Morrison Street. Inbound trains will travel west on Morrison to Southwest 11th Avenue, the line's terminus. Outbound, or eastbound, trains will travel on Yamhill to First.

Operations

During commuter hours, two-car trains carrying as many as 300 riders will operate about every seven to fifteen minutes. Single-car trains will run about every fifteen to twenty minutes in the off-peak hours.

To speed up passenger loading and unloading, self-service fare collection will be used. Tri-Met has reviewed its experience with self-service fare and designed a reliable system. Riders may purchase tickets at the station and then validate them before boarding the train. Fare inspectors will randomly check riders for proof of payment—either a validated ticket or a Tri-Met Monthly Pass.





Gresham Central Station

The Light Rail and bus lines will be fully coordinated, allowing riders to transfer easily at no extra charge. Bus routes will be restructured to tie in with Light Rail stations. Buses will provide connecting service to many stations. Major transfer points will be established in Gresham and at Gateway.

The speed of Light Rail cars generally will match auto traffic, but will experience few of the delays. Trains will travel about 15 mph downtown, 55 mph next to the freeway and 35 mph on Burnside.

Construction Schedule

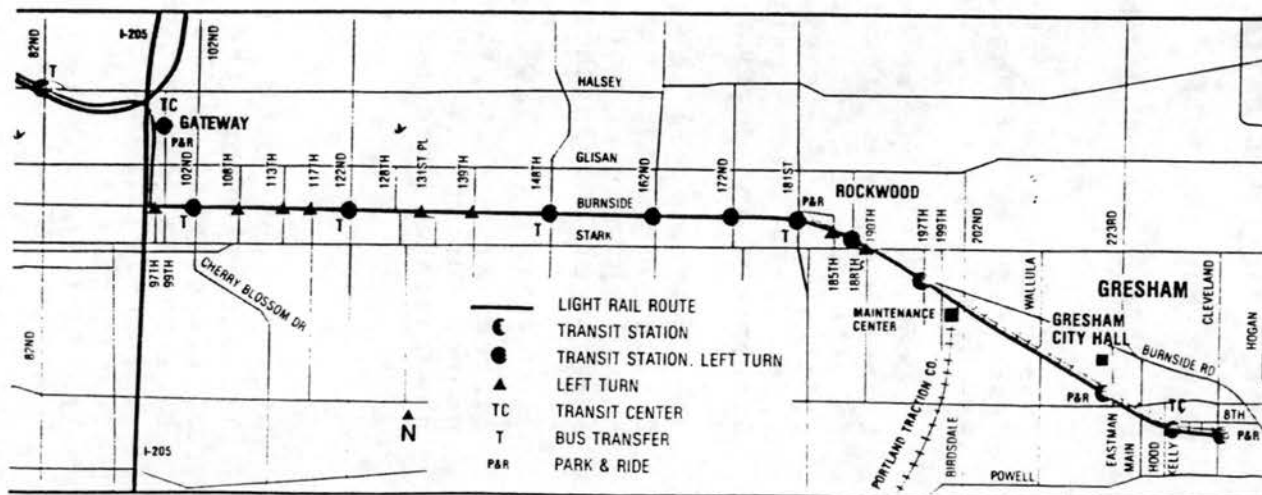
March 1982
July 1983

Construction started.
Ruby Junction operations center completed.

April 1984
July 1984
Spring 1986

First Light Rail vehicle arrived.
Vehicle test runs in Gresham began.
Last (26th) vehicle arrived.

September 5, 1986 Service start-up.





Office of the Executive Director

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Saint Paul, Minnesota 55102
(612) 298-5980

Terry Schutten, Executive Director

County Commissioners

Diane Ahrens
John T. Finley
Ruby Hunt
Duane W. McCarty
Hal Norgard
Donald E. Salverda
Warren W. Schaber

M E M O R A N D U M

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

FROM: Patrick O'Malley *PO*

DATE: May 25, 1988

RE: San Jose LRT Conference

This memorandum contains a summary of several key LRT issues discussed at the Regional Transportation Board Conference, which was held May 8 - 13, 1988, in San Jose, California.

During the trip, we had an opportunity to see several light-rail transit systems located on the West coast. Most of the members of the group were able to observe the new San Jose system, LRT trolley and the BART system located in San Francisco. In addition, some tour participants had the opportunity to view the Sacramento and Portland systems.

The tour gave all the participants an opportunity to see the different light-rail transit systems. We also had the chance to talk with numerous groups involved in the engineering or planning aspects of LRT in their communities.

The following key topics were discussed at the meeting. Also listed are some findings from conversations with either engineers, users or people from the planning departments of various governmental agencies.

Ridership Projections

When I got back from the trip, I read an article in the Star Tribune stating that LRT ridership figures for Sacramento and Portland were below projections. I was surprised at this, because in discussions with city officials of Portland and the engineering firm hired to work on that system, we learned that, for the most part, ridership figures were significantly higher than original projections.

This was also true in Sacramento. In both cities, park-and-ride lots were full and LRT vehicles were crowded during peak times. Portland is, in fact, discussing the possibility of leasing some LRT vehicles from Santa Clara County, California, because the City of Portland cannot accommodate all its riders during peak times.

The San Jose system was only about 10 percent operational. From information received regarding that operation, original projections were being recalculated to allow for approximately 20 percent more ridership.

With respect to the San Francisco system, city officials were looking at alternatives with respect to using LRT to replace some of the trolley cars. San Francisco had a number of transportation options within the community--bus service, trolley service, BART, and a combination of trolley/light-rail transit. However, existing LRT systems were somewhat primitive in nature. San Francisco was in the process of exploring alternative uses for LRT in some areas of the community.

Types of Corridors Used

We had an opportunity to see LRT being used in a rail corridor, freeway corridor and also operational within city streets. One of the things I noticed about the new LRT systems is that they are very quiet.

San Jose had an extensive ad campaign explaining the LRT system and had posted a number of warning signs along the operational right-of-way. However, with the LRT vehicles being "something new", it is felt that there could be accidents until the citizens become used to the system.

San Jose has also installed a warning bell system and louder horns to warn of approaching LRT vehicles. One of the biggest problems is that the systems are very quiet and people just don't hear the vehicles approaching.

We also had the opportunity to talk with a number of citizens where LRT was running in the street adjoining their property. They stated they were very apprehensive about LRT before it started up and were concerned about the noise factors associated with its operation. After its operation, they were surprised at how quiet it is.

In talking with public officials regarding LRT use, I learned that in most cases, property values had not been diminished in residential areas. Commercial property values had actually increased with respect to location accessibility to the LRT.

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System Configurations

The Sacramento system uses single track for a majority of its operations. City officials there had mentioned significant reductions in headway times with the use of a single track. One official stated that if they had it to do over again, they would seriously consider using double track throughout the system. The Sacramento system does use sidings and various other operations to increase headway times. They do feel that if they had used double track, they would be able to provide better service.

For the most part, Portland and San Jose use double track. However, San Jose does use single track on a loop system downtown, which allows flexibility for more train service during peak hours.

Traffic Signaling

For the most part, all of the systems we reviewed had track sensing devices. When an LRT vehicle approaches an intersection, the light either goes green or stops the traffic from crossing the path of the LRT vehicle when it was operational near an intersection. This particular situation allows LRT vehicles to operate at optimal speeds in high-traffic areas.

Costs for Labor

In most of the systems reviewed, more particularly Sacramento, Portland and San Jose, we found that mechanical workers from San Jose and Portland were originally recruited from the bus companies to do maintenance on LRT vehicles. Mechanics and LRT operators were formerly bus mechanics or bus drivers. One of the first things constructed were the shops/garages for the vehicles.

LRT vehicles were shipped in and assembled at the garage. This allowed mechanical workers to see the vehicles built from the ground up and, for the most part, learn vehicle maintenance from start-up of operations.

At the next Regional Railroad Authority meeting, I will bring pictures of various LRT vehicles showing their use and operation. All in all, it was a very good trip with many opportunities to see LRT services. We were also able to meet the various individuals involved in the planning aspects of light-rail transit. Most of the public officials we talked to estimated that the normal planning process takes eight to ten years and the average cost is \$10 - 15 million per mile for construction.

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Recent Newspaper Articles on Light Rail Transit

DATE: June 8, 1988

Two recent articles relating to light rail transit may be of interest to you. A copy is attached.

The first, by Steve Brandt, a staff writer, was published in the Star Tribune on May 12, 1988. The second is a letter to the editor in response to the May 12 article from George Isaacs, member of the Regional Transit Board.

Recommendation: For your information.

KD:mk

Light-rail transit has positive effects on the cities that have built it

Your May 12 article on the accuracy of ridership forecasts for light-rail transit continues your pattern of negative reporting on this transit mode.

The ridership estimates you quoted were arrived at when business climates were better and when higher gasoline prices were expected. As in the past, you reported only selected portions of information to support your conclusions.

First of all, San Jose is about three years from full operation due to a major change from light rail in an expressway to a six-lane freeway dictated by the California Department of Transportation. Now let's look at the other systems noted in your article.

Buffalo, N.Y., is carrying 30,000 weekday riders into a downtown that is slowly rebuilding its retail and cul-

tural offerings in response to good transit service. It is carrying a significant percentage of riders who formerly drove their cars. This transfer of people from automobiles to transit helps to relieve congestion on streets and highways serving downtown Buffalo.

The light-rail system in Sacramento, Calif., is operating at capacity during the morning and evening rush hours with 23 of its 26 light-rail vehicles. Three- and four-car trains (375 to 500 passengers) are required to bring workers into the downtown area and state office complexes, successfully eliminating the projected need for a new freeway. Currently Sacramento is negotiating for the lease of 11 light-rail vehicles from San Jose to increase rush-hour capacity. To increase the capacity of a freeway you have to add more lanes, which means taking more land, a solution that was

not acceptable to Sacramento.

Portland, Ore., is now operating at an average weekday ridership of 21,000, with a Saturday ridership of 23,000. Don't tell the merchants along the light-rail route that MAX (Metropolitan Area Express) is a failure because it falls short of ridership projections that were made during the fuel shortage of late 1978. Retail business is up in downtown Portland as it is all along the line. MAX successfully carried over 70,000 people on the day of the Portland Rose Festival.

San Diego, Calif., is not worrying about former ridership projections but about how to build more light-rail lines. Ridership on the South Line is now 23,000 on the weekday. Tourists are 16 percent of the South Line riders; the rest are commuters. San Diego residents responded favorably to good transit by voting for a ½

percent sales tax which will make \$250 million available for transit and urban transportation over the next 10 years.

It is interesting that one of the principal reasons the Twin Cities was rejected by the International Olympics Commission as a possible Summer Olympics site was our lack of a rail-transit system. Atlanta has one in service, a significant point in their favor.

It is high time that the Star Tribune's reporter be given an expense account to visit the new light-rail systems in North America and report on the positive effects light rail has had on their respective communities. George K. Isaacs, St. Paul, Director of engineering, Citizens Transit Action Committee.



The Metropolitan Area Express in Portland: good for downtown.

Star Tribune/Thursday/May 12/1988

11Bc

Four of five light-rail transit systems are falling short

By Steve Brandt
Staff Writer

Four of the five light-rail transit systems launched in the United States this decade have fallen short of the ridership estimates used when the projects were sold to the public.

The fifth system, buoyed by tourism in San Diego, still has a shot at meeting its ridership estimate.

"Our experience has been that these light-rail projects seldom draw the ridership they expect," said James Bynum, a spokesman for the federal Urban Mass Transit Administration. That agency has sought to end federal financing of rail projects.

In Hennepin County, commissioners will decide shortly whether to proceed with a rail system. Planners here say they've used more conservative methods to estimate ridership and are more confident in their figures.

An advisory committee has recommended to commissioners a 32.7-mile system, which is likely to be pruned. The county's rail consultant has estimated such a system would carry 97,800 riders on an average

Keefe favors combination of transit improvements

The greatest improvement in people-moving capacity on Interstate Hwy. 35W for the least property taken can be accomplished by a combination of high-occupancy vehicle lanes and light-rail transit, Metropolitan Council Chairman Steve Keefe said Tuesday at a meeting in Minneapolis.

But that's true only if rail is routed on an adjacent arterial street because putting both transit improvements within the freeway right-of-way would require more property, said Keefe. He formerly represented a legislative district in south Minneapolis bisected by 35W.

weekday in the year 2010.

What's happened in San Jose, Calif., provides the most striking illustration of how wrong ridership esti-

Such an approach would not require taking much property except at 35W's junction with Crosstown Hwy. 62, and the impact there would be diminished if people are willing to give up some existing access, Keefe said.

Keefe said he wasn't making a proposal and his opinions were based on studies made for possible highway improvements. He urged a group of appointed and elected officials from along the freeway to wait for results of environmental studies that are expected to take several years before taking firm positions.

mates can be.

In 1983, officials there told federal officials that they expected a daily ridership of 40,000 by 1990. But con-

struction was delayed, and the initial 6.5-mile section, which serves no residential areas, carries fewer than 1,000 riders daily.

When the remaining 13.5 miles are finished, revised forecasts estimate ridership will be 12,000 initially and 20,000 by the year 2000. Meanwhile, the system's cost has risen from \$276 million to an estimate of \$421 million, partially because of design changes.

San Jose last week hosted a national conference on light-rail transit, titled "LRT: New System Successes at Affordable Prices."

Other systems that have missed projections include:

■ Buffalo, N.Y., where a 6.4-mile system costing more than \$80 million per mile was forecast to carry 44,000 riders per day in its first year. The system carries about 30,000 after three years of operation, despite offering free rides along one mile of its route in downtown Buffalo. Its construction price rose from an estimated \$336 million in 1976 to \$540 million when it opened.

■ Sacramento, Calif., which opened an 18.3-mile system last year. Daily ridership has been running about 13,000, compared to a 1982 estimate of 20,000. Despite relatively frugal design, the cost to build the system jumped from an estimated \$131 million in 1983 to \$176 million.

■ Portland, Ore., which spent \$214 million to build a 15.1-mile system that opened in 1986. Originally, the system was planned to be open in 1983. In 1978, planners estimated 1990 average weekday ridership of 42,500. The average for the year ending in February was 19,300. The system has yet to match the 22,600 weekday average posted in its first month of operation.

The jury is still out in San Diego, the city light-rail proponents often cite as the home of a successful system. Its 15.9-mile southern route has achieved 22,000 daily riders since opening in 1981, compared to an estimated 30,000 by 1995. A short eastern line carries an additional 4,000 riders a day.

The record of missed forecasts recently prompted Railway Age, an industry magazine, to warn that overly

rosy ridership predictions can haunt rail transit supporters and provide ammunition to critics.

Cost and ridership forecasts have been wrong in part because of the economic outlook when they were made, and partly from excessive optimism about light-rail's potential, transit experts say.

The light-rail systems of the 1980s, the first opened in the United States since the decline of the streetcar, were planned during the energy-crisis years of the late 1970s and early 1980s. Planners predicted that gasoline prices would continue to shoot up, encouraging drivers to abandon their cars. They also overestimated economic growth.

"There was a tendency to be over-optimistic," said Natalio Diaz, transportation director for the Metropolitan Council. "That problem has been a very serious one. I'm very concerned about it. I don't think boosterism does anyone any good."

But Diaz said he has confidence in the estimates developed for five Hennepin County corridors under study.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

PUBLIC WORKS		Board Action Requested
Originating Department		ANOKA COUNTY REGIONAL RAILROAD AUTHORITY
K. De Spiegelaere	6/7/88	PLANS
Authorized Signature	Date	

Request Justification

See attached: Memo from K. DeSpiegelaere dated May 26, 1988, copies
Phase I Scoping Study and Phase II

Letter to Chairman Finley from County of Anoka dated May 31, 1988 with copy of resolution #88-2 adopted in response to the Metropolitan Council's Proposed Transportation Development Guide/Policy Plan as it relates to Light Rail Transit.

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1988

J L Glendinning

6/7/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Anoka County Regional Railroad Authority Plans

Date: May 26, 1988

Anoka County Regional Railroad Authority (ACRRA) met on May 24. At that meeting, Anoka County loaned the Authority \$500,000 to finance LRT work.

A Phase I Scoping Study for LRT in Anoka County was approved by ACRRA on May 24 and approval was given to initiate Phase II. Attachment 1 is a summary of Phase I. Page 1-11 is an overview of the Phase II work program.

Phase I examined the potential of several alternative locations for LRT. Some were eliminated from further consideration; others were retained. Alternatives eliminated that included portions in Ramsey County were:

- **Minnesota Commercial Railroad from Soo Line tracks to south**

Reason why eliminated - "Right of way is not available because of the NSP power lines and the operating railroad."

- **Silver Lake Road**

Reason why eliminated - "LRT requires approximately 27 feet of right of way and between 37 and 47 feet where stations are located. Silver Lake Road does not have the excess right of way without causing significant traffic congestion."

An alternative remaining for consideration in Phase II in a portion of Ramsey County is:

- **Central or University/Minnesota Commercial RR/T.H.88 (Map on Page 1-8)**

This alternative is located in part in Ramsey County cities of New Brighton and Roseville. The advantages and disadvantages of this alternative are listed in Attachment 2.

ACRRA staff is willing to consider an examination of other alternatives such as I-35W in Ramsey County as a joint effort if Ramsey County Regional Railroad Authority desires that.

Because most of the LRT alternatives extend into Hennepin County, conversations about cooperative studies (jointly financed) with Hennepin County Regional Railroad Authority have been initiated by Anoka County Regional Railroad Authority.

Recommendation:

For your information.

KD:ptd

1

Summary of

**ANOKA COUNTY LRT
PHASE I SCOPING STUDY**

Prepared for:

**Anoka County Regional Railroad Authority
Anoka County**

Prepared by:

**BRW, Inc.
700 Third Street South
Minneapolis, MN 55415**

May 1988

Attachment 1-1

LRT SCOPING STUDY PRESENTATION OVERVIEW

- **History of LRT Planning in Anoka County**
- **Why Light Rail Transit Is Being Considered in Anoka County**
- **Relationship of North Corridor to Metropolitan Council Draft Transportation Policy Plan**
- **LRT Planning Process Overview**
- **Initial LRT Alternatives**
- **Screening Criteria for Evaluation of Initial LRT Alternatives**
- **Recommended Alternatives for Comprehensive LRT System Plan Study**
- **Phase 2 Work Program Overview: Comprehensive LRT System Plan**
- **Phase 2 Participation/Communication Process**

HISTORY OF LRT PLANNING IN ANOKA COUNTY

- 1980 State legislation enables counties to establish railroad authorities
- 1985 Board of Commissioners creates Anoka County Transportation Advisory Committee
- 1986 Metropolitan Council Long-Range Transit Analysis identifies North Corridor as feasible, potentially cost-effective for capital investment
- 1987 Board of Commissioners establishes Anoka County Regional Railroad Authority
- 1987 Legislature establishes public hearing requirements, required development of Comprehensive LRT System Plan for Hennepin County, and sets allowable levy at 2 mills
- 1987/88 Anoka County coordinates LRT activities with other metro counties through Metropolitan Council Chair's LRT Advisory Committee
- 1988 JANUARY - Anoka County Transportation Advisory Committee completes Anoka County Transit Study
MARCH - Anoka County Transportation Overview completed
APRIL - Legislature allocates \$4.17 million for metro area LRT planning and development, to be administered by Mn/DOT
MAY - Anoka County RRA completes LRT Scoping Study

1-3

WHY LIGHT RAIL TRANSIT IS BEING CONSIDERED IN ANOKA COUNTY

Current Transportation Conditions:

- **Current high bus transit use in County**
- **Congestion on Central and University Avenues, East River Road, I-694, TH 10, and other north/south routes**
- **Year 2010 projections:**
 - 1,000,000 trips/day
 - 190% population growth between 1970 and 2010
 - 40,000 daily trips to downtown Minneapolis
- **No new north/south highways planned**
- **No major capacity improvements to Central or University planned**

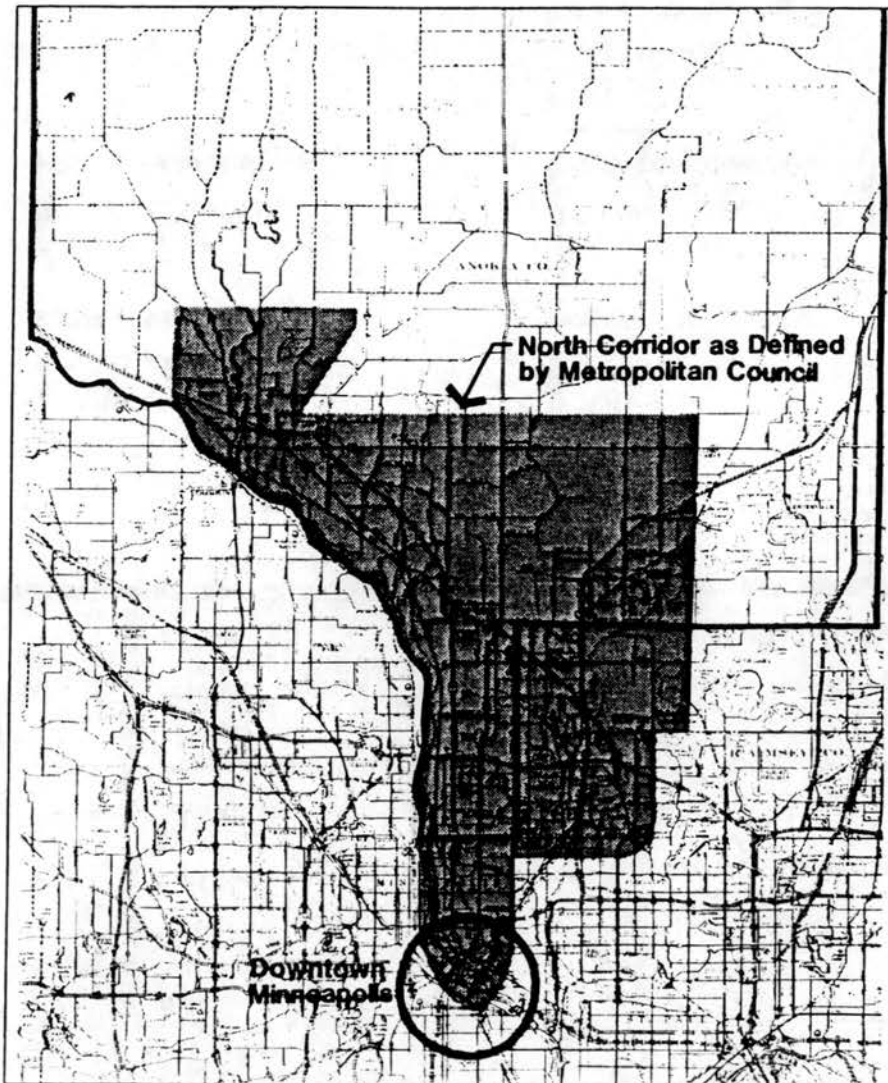
WHY LIGHT RAIL TRANSIT IS BEING CONSIDERED IN ANOKA COUNTY (cont.)

Potential Improvements with LRT:

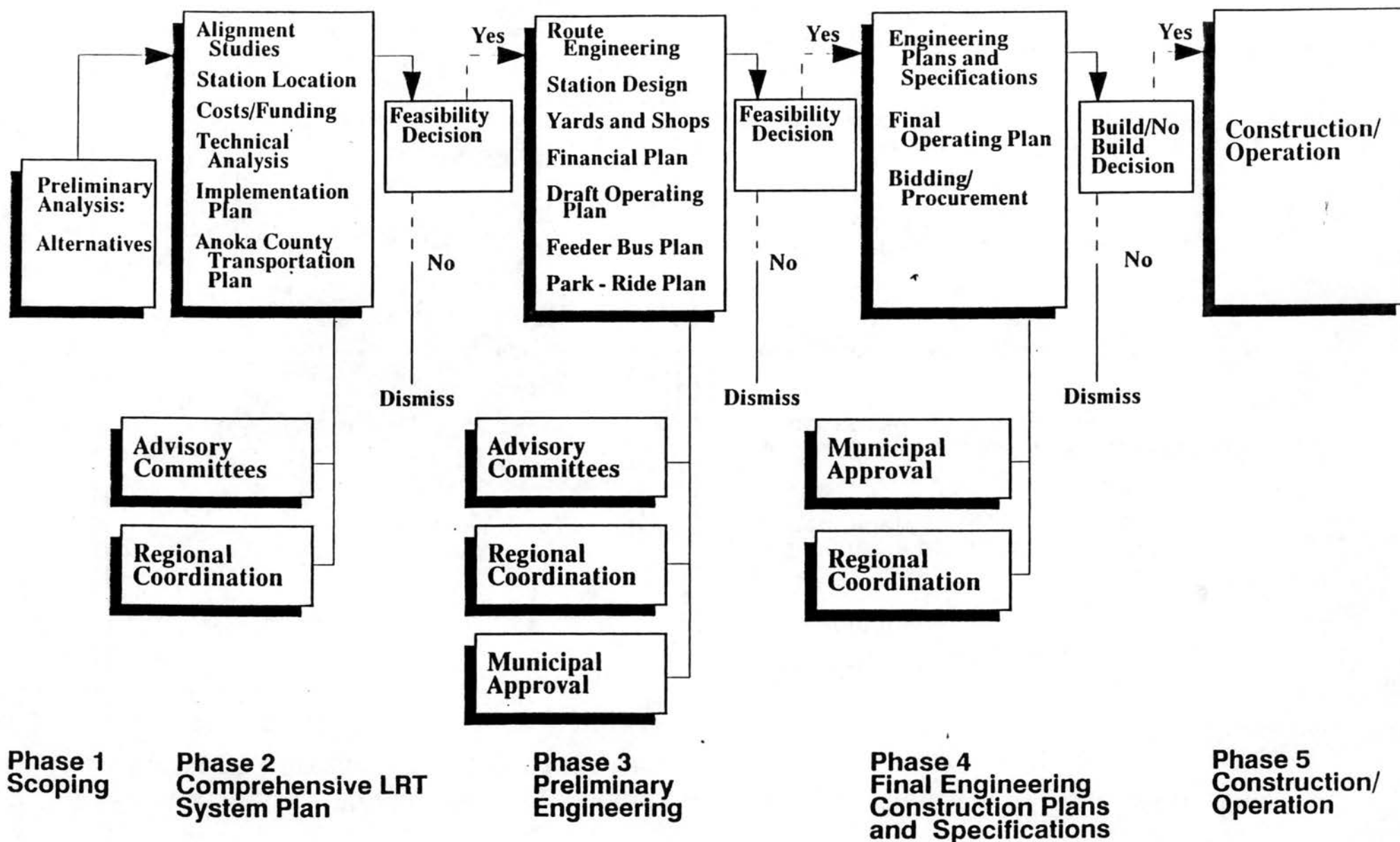
- Capacity added to North Corridor
- Service to fully developed area of Anoka County and Northtown Transit Hub
- Service to major employment centers
- Service to developing area with extensions to Riverdale/Anoka
- Enhanced service to the transit-dependent
- Improved travel time and image to attract new transit users
- Cost-effective component of total transportation system: roadways, buses and LRT
- New urban freeways cost between \$30-\$50 million/mile;
LRT costs between \$10-\$15 million/mile (1988\$)
- Regional access improved through connection to other planned LRT routes

RELATIONSHIP OF NORTH CORRIDOR TO METROPOLITAN COUNCIL DRAFT TRANSPORTATION POLICY PLAN

Based on previous studies, the Metropolitan Council has determined that LRT is appropriate in the North Corridor for the following reasons:



- Meets daily ridership thresholds for railroad and arterial street alignments
- Favorable service to the transit dependent
- Meets annual capital and operating cost per passenger thresholds
- Serves Minneapolis and St. Paul Central Business Districts
- Serves fully developed area of Anoka County
- Positive impact on congestion levels on Highways 65, 47, 10, and I-694
- Currently in Policy Plan - Alternative C: Six LRT Corridor System



LRT Planning Process Overview

Figure 11

INITIAL LRT ALTERNATIVES



Central Avenue (Highway 65)

University Avenue (Highway 47)

Central-University/Soo Line/Marshall

BN RR

East River Road/Marshall Street

Soo Line RR

Silver Lake Road

Minnesota Commercial RR/TH 88

Minnesota Commercial RR/Midway
Corridor

TH 10

BN RR (East Side of River)

Coon Rapids Boulevard

TH 610/252/TH 100/BN RR (West)

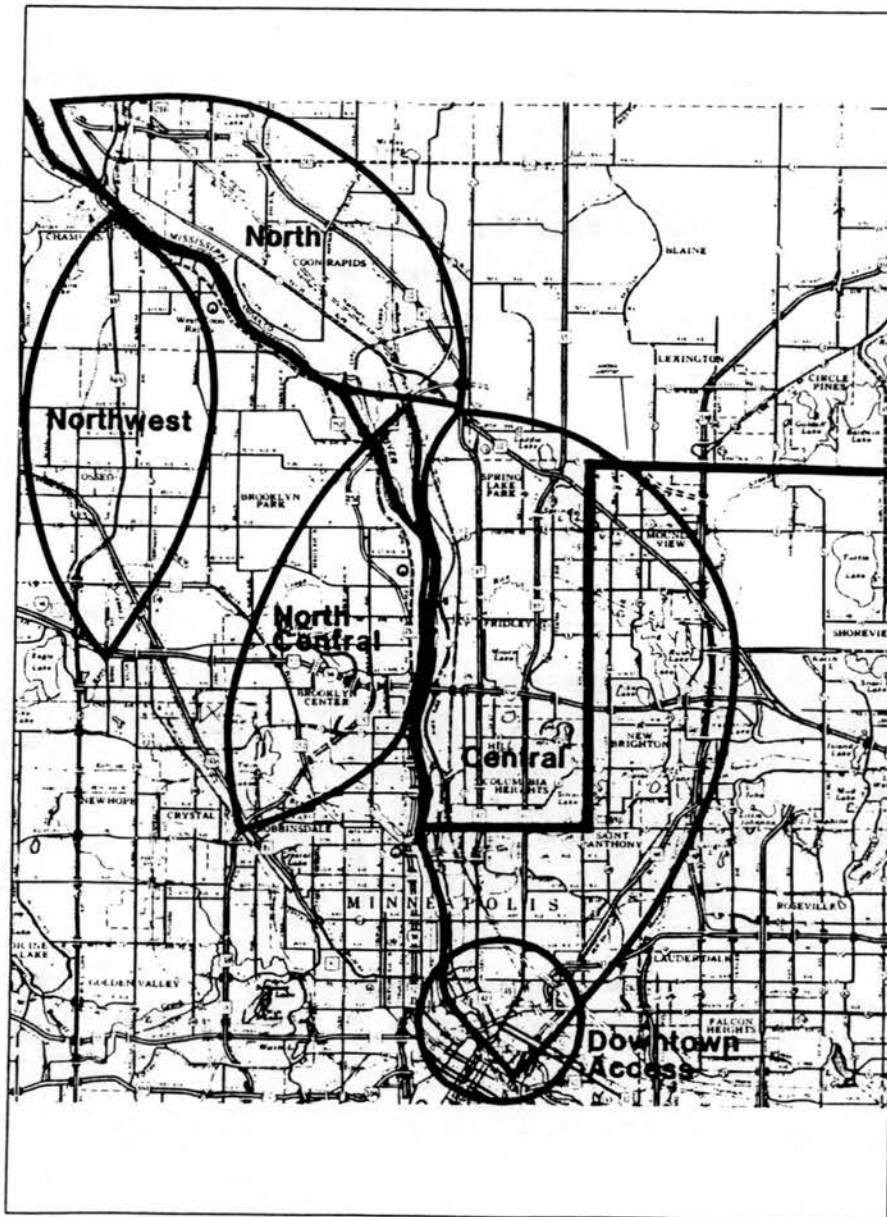
TH 169/CR 18 Corridor/BN RR (West)

I-694/TH 100/BN RR (West)

SCREENING CRITERIA FOR EVALUATION OF INITIAL LRT ALTERNATIVES

- Service to fully developed area of Anoka County
- Service to key employment centers within the County
- Service to Minneapolis and St. Paul Central Business Districts
- Service to the transit-dependent
- Right-of-way availability
- Consistency with regional planning completed by the Metropolitan Council and Regional Transit Board

RECOMMENDED ALTERNATIVES FOR COMPREHENSIVE LRT SYSTEM PLAN STUDY



● Central Study Area

North/South Corridors:

Central Avenue

University Avenue

BN RR

East River Road/Marshall Street

Central/Minnesota Commercial/

TH 88

East/West Transition Corridors:

TH 610

TH 10

Minnesota Commercial RR

I-694

Soo Line

● North Study Area

TH 10

BN RR

Coon Rapids Boulevard

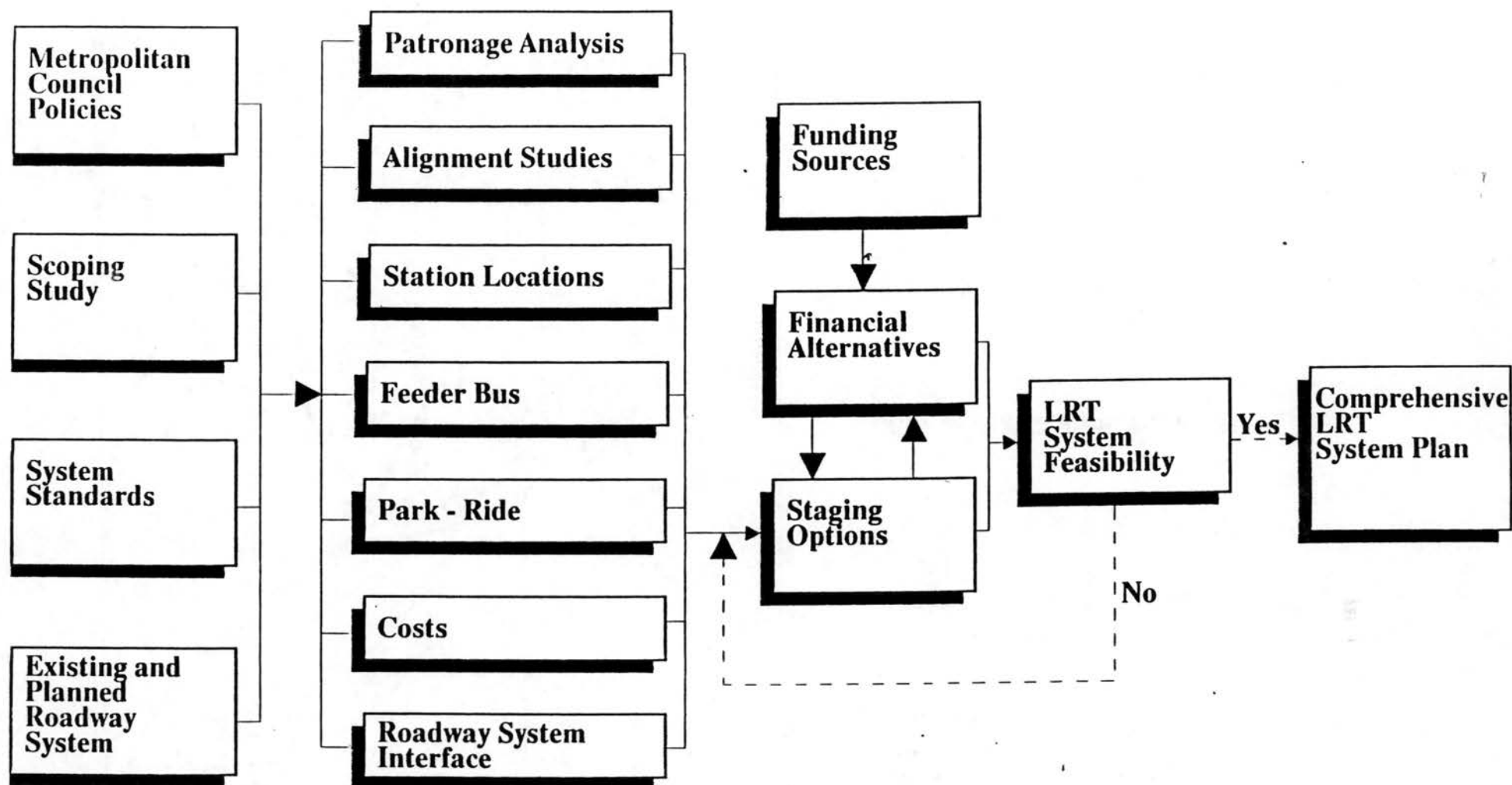
● Northwest Extension

TH 169/CR 18 Corridor to BN

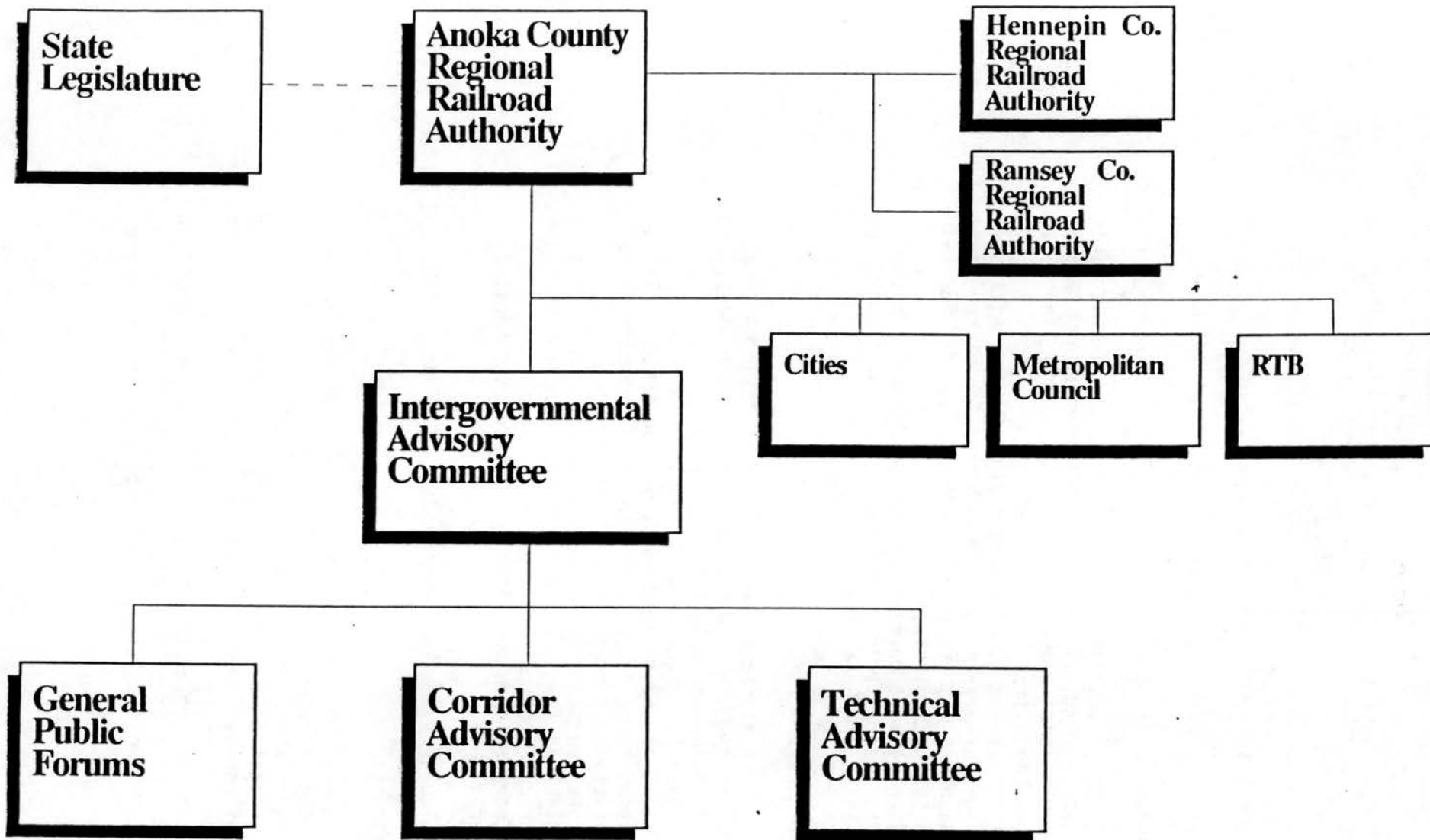
● North Central Extension

I-694/TH 100 to BN

TH 610/252/TH 100 to BN



**Phase 2 Work Program Overview:
Comprehensive LRT System Plan**



**Phase 2 Participation/
Communication Process**

Figure 10

Disadvantages:

- Serves west side of full developed area only; few bridges between 42nd Avenue North and TH 610 to counteract "single loading"
- Not exclusive right-of-way - would interact with traffic and pedestrians
- Few travel destinations along route

→ o Central or University/Minnesota Commercial RR/TH 88

Advantages:

- Central location through Fridley and Blaine would serve Northtown, airport area development, major employment centers (Onan, Medtronic) in fully developed area
- Shift to Minnesota Commercial would use exclusive right-of-way through New Brighton for higher speed
- Right-of-way available (median) on TH 88 (New Brighton Boulevard)
- Minnesota Commercial segment would serve internal east/west trips between Fridley and New Brighton/Mounds View

Disadvantages:

- Most of Minnesota Commercial outside Anoka County; would require coordination with Ramsey County and cities of New Brighton and Roseville
- Indirect, longer route to both CBDs
- Right-of-way not available for purchase or lease; joint operation possible north of Soo Line; possibility of shared use south of Soo Line
- Power lines and underground pipelines within right-of-way will make construction of separate tracks difficult
- Entry to downtown Minneapolis through congested area

→ o Central or University/Soo Line/Marshall Avenue

Advantages:

- Serves fully developed area and key destinations noted previously for Central and University alignments where right-of-way is available
- Changes to exclusive rail right-of-way just south of county boundary, avoiding right-of-way problems on arterials
- Avoids congested area to enter downtown Minneapolis on low-volume street
- Little disruption to Minneapolis portion of route



COUNTY OF ANOKA

Office of the County Board of Commissioners

COURTHOUSE ANOKA, MINNESOTA 55303 612-421-4760

May 31, 1988

PAUL McCARRON

Anoka County Commissioner
District #6 - Fridley
Spring Lake Park

Commissioner John T. Finley
Ramsey County Regional Railroad Authority
Ramsey County Courthouse
316 Courthouse
St. Paul, MN 55102

Dear Commissioner Finley:

I am writing today to inform you that the Anoka County Regional Railroad Authority at their most recent meeting of May 24th adopted the enclosed Resolution #88-2 - Response To The Metropolitan Council's Proposed Transportation Development Guide/Policy Plan As It Relates To Light Rail Transit.

As always, should you have any questions regarding this matter, please contact me or Tim Yantos, Deputy County Administrator, Anoka County.

Sincerely,

Paul McCarron, Chair
Anoka County Regional
Railroad Authority

pm
enclosure

REGIONAL RAILROAD AUTHORITY
ANOKA COUNTY, MINNESOTA

DATE: May 24, 1988

RESOLUTION #88-2

OFFERED BY COMMISSIONER Margaret Langfeld

ANOKA COUNTY REGIONAL RAILROAD AUTHORITY
RESOLUTION NO. 88-2

RESPONSE TO METROPOLITAN COUNCIL'S PROPOSED TRANSPORTATION
DEVELOPMENT GUIDE/POLICY PLAN AS IT RELATES TO LIGHT RAIL TRANSIT

WHEREAS, the Metropolitan Council has proposed revisions to its 1983 Transportation Development Guide/Policy Plan (the "Plan") and has solicited comments regarding those proposed revisions; and,

WHEREAS, the portion of the Plan regarding light rail transit recommends developing either four or six light rail transit corridors and sets forth a proposed time frame for development; and,

WHEREAS, the "Minneapolis North" and "Minneapolis Northwest" corridors identified by the Metropolitan Council, which are the only corridors which could serve Anoka County and the north metropolitan area, are both contained in the six-corridor alternative ("Alternative C") and are scheduled for development in the last time period, 2001-2010; and,

WHEREAS, previous studies completed by the Metropolitan Council have determined that light rail transit is feasible and potentially cost-effective in both the "Minneapolis North" and "Minneapolis Northwest" corridors connecting the north metropolitan area with downtown Minneapolis because the Metropolitan Council has found that these corridors:

- meet the daily ridership thresholds for LRT on railroad and arterial street alignments;
- meet the annual capital and operating cost per passenger thresholds;
- provide favorable service to the transit dependent;
- have a positive impact on currently congested highways; and,

WHEREAS, the Anoka County Regional Railroad Authority has completed a Scoping Study identifying recommended route alternatives for detailed study and inclusion in a Comprehensive LRT System Plan to be completed in early 1989:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Regional Railroad Authority (the "Authority") makes the following recommendations to the Metropolitan Council:

1. The Metropolitan Council should adopt the full six corridor recommendation.
2. The Metropolitan Council should revise the Plan to omit the timetable and sequence for corridor development in order to provide for greater planning flexibility in the metropolitan area.

3. The corridor designation contained in the Plan should be sufficiently flexible to allow for local decisions regarding the specific location of light rail transit routes.
4. The Metropolitan Council should not use the existing level of study of any particular corridor as a long range planning criterion to determine the priority of metropolitan investment in light rail transit.

BE IT FURTHER RESOLVED that:

1. The Authority is moving expeditiously to complete a Comprehensive LRT System Plan for Anoka County by early 1989, which will seek to coordinate existing transportation services and facilities in the most cost-effective and efficient manner.
2. Preliminary statistics prepared by the Metropolitan Council in its 1986 study entitled "Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors" indicates that both the North and Northwest Corridors compare favorably to other alternatives ranked higher in the proposed Plan.
3. The north metropolitan area and Anoka County in particular is in a stage of rapid development, with major metropolitan facilities scheduled for development, and its need for light rail transit has increased since the 1986 study.
4. Light rail transit service to the north metropolitan area is consistent with the philosophy and goals of the Plan and should be supported by the Metropolitan Council.

BE IT FURTHER RESOLVED that this Resolution shall be transmitted to the Metropolitan Council, the Hennepin County Regional Railroad Authority, the Ramsey County Regional Railroad Authority and the cities of Coon Rapids, Blaine, Fridley, Anoka, Columbia Heights, Spring Lake Park, Hilltop and Minneapolis.

	YES		NO
District #1 - Haas Steffen	<u> X </u>	Haas Steffen	<u> </u>
District #2 - Burman	<u> X </u>	Burman	<u> </u>
District #3 - Langfeld	<u> X </u>	Langfeld	<u> </u>
District #4 - Kordiak	<u> X </u>	Kordiak	<u> </u>
District #5 - Cenaiko	<u> X </u>	Cenaiko	<u> </u>
District #6 - McCarron	<u> X </u>	McCarron	<u> </u>
District #7 - Erhart	<u> X </u>	Erhart	<u> </u>

State of Minnesota)
County of Anoka) SS

I, Tim Yantos, Deputy County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the Regional Railroad Authority of said County with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said Authority at a meeting duly held on May 24, 1988, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said Authority at said meeting.

Witness my hand and seal this May 24th of May, 1988.

Tim Yantos
TIM YANTOS
DEPUTY COUNTY ADMINISTRATOR

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Public Works</u> Originating Department		Board Action Requested
<u>K. DeSpiegelaere</u> Authorized Signature	<u>6/7/88</u> Date	1988 Legislation Affecting Regional Railroad Authority Activities
Request Justification		

See attached memo from K. DeSpiegelaere dated May 6, 1988
with copies of Legislation S.F. 2565, and SF2491

<u>Budgeting and Accounting</u>	Date / Time Received By
<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:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1988

J. L. Henderson

6/7/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: 1988 Legislation Affecting
Regional Railroad Authority Activities

Date: May 6, 1988

The 1988 legislature passed two measures relating to activities of regional railroad authorities. Copies of the legislation are attached.

S.F. 2565 (page 11 to page 13)

- Provides for \$4,170,000 to metropolitan area regional railroad authorities as matching funds for planning, preliminary engineering, design or construction of light rail transit (LRT) facilities.
- No more than 60 percent of the funds are to be distributed to a single recipient.
- The funds will be distributed based on applications to the Commissioner of Transportation.
- The Metropolitan Transit Commission may operate LRT constructed by regional railroad authorities.

S.F. 2491 (page 8, line 35 to page 9)

- Provides for review of LRT comprehensive plans and preliminary design plans of regional railroad authorities by the Metropolitan Council and Regional Transit Board.
- Specifies that the Metropolitan Council and Regional Transit Board "shall, to the extent practicable, ensure the acquisition, lease or preservation of the right of way for planned light rail transit corridors, so that the planned corridors are ready for construction and development and so that corridor development and priorities are not determined by right of way ownership."

(page 12)

- Prohibits the Regional Transit Board from receiving federal capital grants for LRT and from owning or operating transit services.

Recommendation:

For your information.

KD:m

KD 88 LEG

AN ACT

S.F. No. 2565

CHAPTER No.

684

LRT PAGE 11, 12, 13.

1
2 relating to the organization and operation of state
3 government; appropriating money for the department of
4 transportation and other agencies with certain
5 conditions; providing for regulation of certain
6 activities and practices; requiring studies and
7 reports; providing for certain funds, accounts, and
8 fees; amending Minnesota Statutes 1986, sections
9 84B.11, subdivision 2; 174.32, subdivision 2; and
10 611A.71, subdivisions 1 and 4; Minnesota Statutes 1987
11 Supplement, sections 171.29, subdivision 2; and 473.17;
12 proposing coding for new law in Minnesota Statutes,
13 chapters 138 and 473.

14

15 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

16 ARTICLE 1

17 Section 1. [APPROPRIATIONS.]

18 The sums shown in the columns marked "APPROPRIATIONS" are
19 appropriated from the general fund, or another fund named, to
20 the agencies and for the purposes specified in this act, to be
21 available for the fiscal years indicated for each purpose. The
22 figures "1988" and "1989," where used in this act, mean that the
23 appropriation or appropriations listed under them are available
24 for the year ending June 30, 1988, or June 30, 1989,
25 respectively.

26

27 SUMMARY BY FUND

28	1988	1989	TOTAL
29 General	\$ 2,003,000	\$ 697,000	\$ 2,700,000

1	Special Revenue	538,000	538,000
2	Trunk Highway	-0-	36,600
3	TOTAL	\$ 2,003,000	\$ 1,271,600 \$ 3,274,600

APPROPRIATIONS

Available for the Year

Ending June 30

1988 1989

8 Sec. 2. TRANSPORTATION

9 The approved complement of the
10 department of transportation is
11 increased by one trunk highway fund
12 position.

13 The appropriation in Laws 1987, chapter
14 358, section 2, subdivision 7,
15 paragraph (b), includes \$685,200 the
16 first year and \$685,200 the second year
17 for data processing development. If
18 the appropriation for either year is
19 insufficient, the appropriation for the
20 other year is available for it.

21 The funding source for the
22 appropriations in Laws 1987, chapter
23 358, section 2, subdivision 7,
24 paragraph (b), is changed by shifting
25 \$20,000 the first year and \$21,000 the
26 second year from the trunk highway fund
27 to the state airports fund for data
28 processing development.

29 Sec. 3. TRANSPORTATION

30	REGULATION BOARD		36,600
----	------------------	--	--------

31 This appropriation is from the trunk
32 highway fund and is added to the
33 appropriation for the same purpose in
34 Laws 1987, chapter 358, section 4. The
35 approved complement of the
36 transportation regulation board is
37 increased by one position in fiscal
38 year 1989.

39	Sec. 4. PUBLIC SAFETY	1,940,000	543,000
----	-----------------------	-----------	---------

40 (a) The approved complement of the
41 department of public safety is
42 increased by eight positions in the
43 special revenue fund.

44 (b) \$1,940,000 is to pay the state's
45 share of the costs of damage to
46 individual and public property that is
47 eligible for payment assistance under
48 the presidential declaration of a major
49 disaster, FEMA-0797-DR. The
50 unencumbered balance remaining in the
51 first year does not cancel and is
52 available for the second year.

53 (c) \$5,000 is for printing of driver's
54 license renewal notice communications

1 about organ donation. The department
 2 may accept materials or contributions
 3 from voluntary or other organizations
 4 to aid the organ donor program.

5 (d) \$538,000 is appropriated from the
 6 bureau of criminal apprehension account
 7 in the special revenue fund. Of this
 8 amount, \$430,000 is for laboratory
 9 activities and \$108,000 is for grants
 10 to local officials for the cooperative
 11 investigation of cross-jurisdictional
 12 criminal activity.

13 Sec. 5. AGRICULTURE

14 Oak Wilt Control	20,000	40,000
---------------------	--------	--------

15 This appropriation is added to the
 16 appropriation for oak wilt control in
 17 Laws 1987, chapter 358, section 7,
 18 subdivision 2. The approved complement
 19 of the department of agriculture is
 20 increased by one position. The
 21 department shall cooperate with the
 22 department of natural resources and the
 23 University of Minnesota in Oak Wilt
 24 control activities. Any unencumbered
 25 balance remaining in the first year
 26 does not cancel but is available for
 27 the second year.

28 Sec. 6. BOARD OF WATER AND SOIL

29 RESOURCES

30 Comprehensive Local Water Planning	43,000	172,000
---------------------------------------	--------	---------

31 The approved complement of the board of
 32 water and soil resources is increased
 33 by three positions. The unencumbered
 34 balance remaining in the first year
 35 does not cancel but is available for
 36 the second year.

37 Sec. 7. CHARITABLE GAMBLING

38 CONTROL BOARD

39 Increased Enforcement		250,000
--------------------------	--	---------

40 The approved complement of the
 41 charitable gambling control board is
 42 increased by six positions.

43 The charitable gambling control board
 44 shall promulgate emergency rules to
 45 limit the amount charged for lease or
 46 rental of space used for charitable
 47 gambling purposes. The rules shall
 48 include, but not be limited to, a
 49 formula which assures a fair and
 50 equitable charge per square foot.

51 Sec. 8. MINNESOTA HISTORICAL

52 SOCIETY		145,000
------------	--	---------

53 (a) \$20,000 is for a grant to the
 54 Minnesota Humanities Commission

1 This appropriation is available only as
2 matched dollar for dollar by federal
3 money.

4 (b) \$25,000 is for new exhibits and a
5 film for the Lindbergh Interpretive
6 Center at Little Falls, to be available
7 until the project has been completed or
8 abandoned.

9 (c) \$40,000 is for a joint venture with
10 the Hubert H. Humphrey Institute of
11 Public Affairs for the purpose of
12 converting certain audio-visual
13 collections of the society into a form
14 usable by the institute for exhibit
15 purposes. The collection items to be
16 converted will be selected by the
17 institute with the society's prior
18 approval.

19 (d) \$40,000 is for a St. Anthony Falls
20 heritage interpretive zone and heritage
21 board.

22 (e) \$20,000 is for a grant to the
23 Southwest Regional Development
24 Commission to conduct a detailed
25 feasibility study and planning for a
26 facility to be located on marked
27 interstate highway No. 90 in Jackson,
28 Rock, or Nobles county to be known as
29 the Prairieland Expo Center. The
30 purpose of the proposed center is to
31 promote local attractions which have
32 historical or historically related
33 significance.

34 The Southwest Regional Development
35 Commission shall submit a report to the
36 legislature by February 15, 1989, on
37 the results of the study and planning
38 efforts.

39 Sec. 9. BOARD OF THE ARTS

75,000

40 This appropriation is to be distributed
41 as follows:

42 \$27,800 is for regional arts councils.

43 \$47,200 is for, on a prorated basis
44 using the same percentages applied to
45 the fiscal year 1988 distribution, the
46 following groups:

47 Group I

48 Group II

49 Series Presentors

50 Artists in Education

51 Artist Assistance

52 A.C.C. Craft Fair

53 Sec. 10. MILITARY ORDER OF THE

54 PURPLE HEART

1 Veterans' Assistance 10,000

2 This appropriation is to assist
 3 veterans in the preparation and
 4 presentation of claims to the United
 5 States government for compensation and
 6 other benefits to which they are
 7 entitled as a result of disabilities
 8 incurred in military service.

9 Sec. 11. [SPECIAL TOWN ROAD ACCOUNT.]

10 Subdivision 1. [ACCOUNT CREATED.] There is created in the
 11 state treasury a special town road account, consisting of money
 12 credited under subdivision 2.

13 Subd. 2. [ACCOUNT FUNDED.] Notwithstanding Minnesota
 14 Statutes, section 297B.09 or other law, in the fiscal year
 15 ending June 30, 1989, the first \$250,000 which would otherwise
 16 be credited to the highway user tax distribution fund under
 17 Minnesota Statutes, section 297B.09, must be set aside and
 18 credited to the special town road account created in subdivision
 19 1.

20 Subd. 3. [DISTRIBUTION OF ACCOUNT.] The commissioner shall
 21 distribute money in the special town road account and provide
 22 for distribution of money in the fund among towns for the
 23 purpose of aiding in the maintenance of town roads which provide
 24 substantial access to a state park, state institution, or unit
 25 of the state outdoor recreation system as defined in Minnesota
 26 Statutes, section 86A.04. The formula must give priority in the
 27 distribution of money in the fund to those towns maintaining
 28 town roads which provide access to a state park.

29 Subd. 4. [TERMINATION OF ACCOUNT.] The account created in
 30 subdivision 1 expires June 30, 1990. The state treasurer shall
 31 credit all undistributed money in the account on that date to
 32 the highway user tax distribution fund.

33 Subd. 5. [REPEALER.] This section is repealed effective
 34 July 1, 1990.

35 Sec. 12. Minnesota Statutes 1986, section 84B.11,
 36 subdivision 2, is amended to read:

37 Subd. 2. The committee shall conduct meetings and research
 38 into all matters related to the establishment and operation of
 39 Voyageurs National Park, and shall make such recommendations to

1 the United States National Park Service and other federal and
 2 state agencies concerned, regarding operation of the park as the
 3 committee deems advisable. A copy of each recommendation shall
 4 be filed with the legislative reference library. ~~The committee~~
 5 ~~shall not apply for and accept money from public or private~~
 6 ~~sources other than the legislature, except that the committee~~
 7 ~~may apply for and receive up to \$25,000 per biennium in money~~
 8 ~~from private sources.~~ Subject to the availability of
 9 legislative appropriation or other funding therefor, the
 10 committee may employ staff and may contract for consulting
 11 services relating to matters within its authority.

12 Sec. 13. [138.76] [PURPOSE.]

13 The legislature finds that the St. Anthony Falls area in
 14 Hennepin county and the city of Minneapolis has a concentration
 15 of outstanding and distinctive historical and architectural
 16 resources. There is a need to develop a comprehensive plan to
 17 interpret historical resources in that area to start the process
 18 of encouraging development of that area's historical resources.
 19 Sections 13 to 17 provide incentives for a joint board to
 20 develop and implement a comprehensive interpretive plan for the
 21 St. Anthony Falls area, complementing existing planning and
 22 development activities on the riverfront by using state,
 23 federal, and local funding for historic interpretation.

24 Sec. 14. [138.77] [DEFINITIONS.]

25 Subdivision 1. [SCOPE.] The definitions in this section
 26 apply to sections 13 to 17.

27 Subd. 2. [BOARD.] "Board" means the St. Anthony Falls
 28 heritage board created in section 15.

29 Subd. 3. [CITY COUNCIL.] "City council" means the city
 30 council of the city of Minneapolis.

31 Subd. 4. [HERITAGE INTERPRETIVE ZONE; ZONE.] "Heritage
 32 interpretive zone" or "zone" means the land and water area
 33 including air rights that begins at the intersection of Second
 34 Street North and Plymouth Avenue, crossing the Mississippi River
 35 on Plymouth Avenue; thence along the east bank of the
 36 Mississippi River to Hennepin Avenue; thence northeasterly on

1 Hennepin Avenue to University Avenue; thence easterly on
2 University Avenue to I 35W; thence southwesterly across the
3 river to Second Street South; thence along Second Street South
4 and Second Street North to the point of beginning.

5 Subd. 5. [MAYOR.] "Mayor" means the mayor of the city of
6 Minneapolis.

7 Subd. 6. [PARK BOARD.] "Park board" means the park and
8 recreation board of the city of Minneapolis.

9 Subd. 7. [PLAN.] "Plan" means a comprehensive interpretive
10 plan for the heritage enterprise zone.

11 Subd. 8. [PRESERVATION COMMISSION.] "Preservation
12 commission" means the heritage preservation commission of the
13 city of Minneapolis.

14 Subd. 9. [PRESERVATION OFFICE.] "Preservation office"
15 means the state historic preservation office.

16 Subd. 10. [SOCIETY.] "Society" means the Minnesota
17 historical society.

18 Sec. 15. [138.78] [ST. ANTHONY FALLS HERITAGE BOARD.]

19 Subdivision 1. [MEMBERSHIP.] There is a St. Anthony Falls
20 heritage board consisting of ten members with the director of
21 the Minnesota historical society as chair. The members include
22 the mayor, two members each from the city council and the park
23 board, and one each from the preservation commission, the
24 preservation office, Hennepin county historical society, and the
25 society.

26 Subd. 2. [REPORT.] The board shall report its actions to
27 the appropriate policy committees of the legislature in the
28 first year of each biennium.

29 Subd. 3. [COMPREHENSIVE PLAN.] The board shall develop and
30 make available to interested parties a comprehensive
31 interpretive plan for interpretation of significant historical
32 components in the zone. The plan must include, but is not
33 limited to, significant historic and natural features such as
34 the river, bridges, buildings, machinery that is part of the
35 milling story, underground canals, stone paving, waterfall,
36 railway components, and a heritage trail system that interlocks

1 historic features of the zone. The plan must evaluate
2 significant historic resources and interpretive options that
3 will tell the story of the zone and its relationship to the city
4 and the state.

5 Subd. 4. [GRANTS.] The board may make grants and shall
6 establish procedures to evaluate plans submitted for grants.

7 Subd. 5. [COMPENSATION.] Board members may be compensated
8 for expenses in accordance with section 15.0575, subdivision 3.

9 Sec. 16. [138.79] [GRANTS.]

10 The board may provide project assistance grants for the
11 interpretation of historical resources that are a part of the
12 plan. These grants must relate to a historical resource
13 identified in the plan and may not exceed half of the cost of
14 interpreting a specific historical resource.

15 Sec. 17. [138.80] [ZONE COORDINATOR.]

16 The Minnesota historical society is the coordinator of the
17 heritage interpretive zone and has a responsibility for public
18 education relating to the zone and for certification of all
19 historical resources established in the plan. The society may
20 use up to four percent of funds appropriated for sections 13 to
21 17 for coordination. The coordinator must be on the staff of
22 the Minnesota historical society and shall serve as secretary to
23 the board.

24 Sec. 18. [138.81] [MATCH.]

25 The city of Minneapolis and the park board shall provide
26 match in money or in kind for the project under sections 13 to
27 17 on a dollar for dollar basis.

28 Sec. 19. Minnesota Statutes 1987 Supplement, section
29 171.29, subdivision 2, is amended to read:

30 Subd. 2. (a) A person whose drivers license has been
31 revoked as provided in subdivision 1, except under section
32 169.121 or 169.123, shall pay a \$30 fee before the person's
33 drivers license is reinstated.

34 (b) A person whose drivers license has been revoked as
35 provided in subdivision 1 under section 169.121 or 169.123 shall
36 pay a \$200 fee before the person's drivers license is reinstated

1 to be credited as follows:

2 (1) 25 percent shall be credited to the trunk highway fund;

3 (2) 50 percent shall be credited to a separate account to
4 be known as the county probation reimbursement account. Money
5 in this account ~~is~~ may be appropriated to the commissioner of
6 corrections for the costs that counties assume under Laws 1959,
7 chapter 698, of providing probation and parole services to wards
8 of the commissioner of corrections. This money is provided in
9 addition to any money which the counties currently receive under
10 section 260.311, subdivision 5; and

11 (3) 25 ten percent shall be credited to a separate account
12 to be known as the bureau of criminal apprehension account.
13 Money in this account may be appropriated to the commissioner of
14 public safety and shall be divided as follows: eight percent
15 for laboratory costs; two percent for carrying out the
16 provisions of section 299C.065;

17 (4) 15 percent shall be credited to a separate account to
18 be known as the alcohol impaired driver education account.
19 Money in the account ~~is~~ may be appropriated to the commissioner
20 of education for grants to develop alcohol impaired driver
21 education programs in elementary, secondary, and post-secondary
22 schools. The state board of education shall establish
23 guidelines for the distribution of the grants. The commissioner
24 of education shall report to the legislature by January 15,
25 1988, on the expenditure of grant funds under this clause. Each
26 year the commissioner may use \$100,000 to administer the grant
27 program and other traffic safety education programs.

28 Sec. 20. [ALCOHOL IMPAIRED DRIVER EDUCATION ACCOUNT.]

29 Notwithstanding Minnesota Statutes, section 171.29,
30 subdivision 2, for the period July 1, 1988 through June 30,
31 1989, the amount credited to the alcohol impaired driver
32 education account shall be 15 percent and ten percent shall be
33 credited to a separate account to be known as the bureau of
34 criminal apprehension account. Money in this account may be
35 appropriated to the commissioner of public safety and shall be
36 divided as follows: eight percent for laboratory costs; two

1 percent for carrying out the provisions of section 299C.065.

2 Sec. 21. Minnesota Statutes 1986, section 611A.71,
3 subdivision 1, is amended to read:

4 Subdivision 1. [CREATION.] The Minnesota crime victim and
5 witness advisory council is established and shall consist of
6 ~~12~~ 15 members.

7 Sec. 22. Minnesota Statutes 1986, section 611A.71,
8 subdivision 4, is amended to read:

9 Subd. 4. [COMPENSATION.] Each member of the council shall
10 serve without compensation. However, members of the council
11 shall receive expenses in the same manner and amount as provided
12 in the commissioner's plan under section 43A.18, subdivision 2;
13 provided that payments for expenses incurred must be paid from
14 the existing appropriation for the administrative portion of the
15 operating budget for the crime victims reparations activity.

16 Sec. 23. [REPEALER.]

17 Sections 13 to 18 are repealed, effective July 1, 1997.

18 Sec. 24. [EFFECTIVE DATE.]

19 This article is effective the day following final
20 enactment, except that section 19 is effective July 1, 1989, and
21 section 20 is effective July 1, 1988.

22 ARTICLE 2

23 TRANSIT

24 Section 1. [APPROPRIATIONS.]

25 The sums shown in the columns marked "APPROPRIATIONS" are
26 appropriated from the general fund, or another fund named, to
27 the agencies and for the purposes specified in this act, to be
28 available for the fiscal years indicated for each purpose. The
29 figures "1988" and "1989," where used in this act, mean that the
30 appropriation or appropriations listed under them are available
31 for the year ending June 30, 1988, or June 30, 1989,
32 respectively.

33	APPROPRIATIONS	
34	Available for the Year	
35	Ending June 30	
36	1988	1989

1 Sec. 2. TRANSPORTATION

2 (a) Non-Metropolitan Transit

3 Assistance

3,580,000

4 This appropriation is added to the
5 appropriations for the same purposes in
6 Laws 1987, chapter 358, section 2.

7 (b) Light Rail Transit

4,170,000

8 Notwithstanding the provisions of
9 Minnesota Statutes, section 174.32,
10 this appropriation is for distribution
11 to regional railroad authorities in the
12 metropolitan area if matched by other
13 funds on a dollar for dollar basis for
14 planning, preliminary engineering,
15 design, and construction of light rail
16 transit facilities. None of these
17 funds may be expended by the
18 commissioner for administrative costs.

19 The appropriations in this section are
20 from the transit assistance fund.

21 Funds appropriated for light rail
22 transit should be considered as base
23 level funding for presentation in the
24 1990-1991 biennial budget.

25 **Sec. 3. REGIONAL TRANSIT BOARD**

26 (a) Regular Route Service

1,038,000

692,000

27 This appropriation may be used only to
28 replace reductions in federal operating
29 assistance to the transit commission
30 or, after replacing all such
31 reductions, to improve regular route
32 transit service levels.

33 (b) Metro Mobility

2,000,000

4,000,000

34 The board may establish policies
35 requiring financial participation by
36 institutions or organizations that
37 derive special benefits from Metro
38 Mobility services.

39 By June 1 and December 1, 1988, the
40 board shall submit a report on metro
41 mobility to the chairs of the
42 agriculture, transportation, and
43 semi-states divisions of the house
44 appropriations and senate finance
45 committees and the chairs of the house
46 metropolitan affairs and senate
47 transportation committees, for their
48 advisory comment and recommendation.
49 The report must summarize policies or
50 plans of the board and performance
51 statistics on: service standards,
52 service priorities, complaints,
53 certification, provider contracts, trip
54 reimbursements, and social agency cost
55 sharing. The report must also
56 summarize changes and planned changes
57 in communications, management, and
58 administration.

1 (c) Social Fares 700,000

2 This appropriation is available for
3 expenditure only to reimburse a regular
4 route provider for fare revenue lost if
5 senior fares remain unchanged in a
6 general restructuring of regular route
7 fares.

8 (d) New Service 1,600,000

9 The appropriations in this section are
10 from the transit assistance fund.

11 Sec. 4. Minnesota Statutes 1986, section 174.32,
12 subdivision 2, is amended to read:

13 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] (a) A
14 transit assistance fund is created for the purpose of receiving
15 money distributed under section 297B.09. Eighty percent of the
16 receipts of the fund must be placed into a metropolitan account
17 for distribution to recipients located in the metropolitan area
18 and 20 percent into a separate account for distribution to
19 recipients located outside of the metropolitan area. Except as
20 otherwise provided in this subdivision, the regional transit
21 board created by section 473.373 is responsible for distributing
22 assistance from the metropolitan account, and the commissioner
23 is responsible for distributing assistance from the other
24 account. Money placed in the metropolitan account is available
25 for distribution to regional railroad authorities established
26 under chapter 398A in the metropolitan area, by the commissioner
27 of transportation as provided in paragraph (b).

28 (b) The commissioner shall request applications from all
29 eligible regional railroad authorities. The commissioner shall
30 establish a reasonable deadline for submittal of applications.
31 The commissioner may not distribute more than 60 percent of the
32 available funds to a single recipient. Before distributing
33 money to any regional railroad authority, the commissioner shall
34 request review and comment on the applications from the
35 metropolitan council and the regional transit board. The
36 council and the board have 60 days to comment. The commissioner
37 shall consider the comments of the council and the board in
38 evaluating applications and distributing funds. Before
39 distributing any funds for construction, the commissioner shall

1 report to the legislature on the use and planned distribution of
2 construction funds.

3 Sec. 5. Minnesota Statutes 1987 Supplement, section
4 473.17, is amended to read:

5 473.17 [COOPERATION IN LIGHT RAIL TRANSIT.]

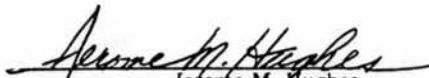
6 Notwithstanding section 473.398, the metropolitan council
7 may and the regional transit board shall cooperate with regional
8 rail authorities in the study, planning, and design of regional
9 rail authority light rail transit systems, and the metropolitan
10 transit commission may shall cooperate with regional rail
11 authorities in the operational planning and operation of
12 regional rail authority light rail transit systems.

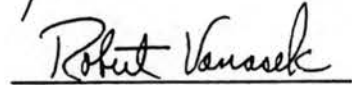
13 Sec. 6. [473.4051] [LIGHT RAIL TRANSIT.OPERATION.]

14 The transit commission may enter into an agreement to
15 provide for the operation of a regional rail authority light
16 rail transit system upon completion of construction of the
17 system by the regional rail authority. If a regional rail
18 authority enters into an agreement with the transit commission
19 for the operation of the system, the transit commission must
20 comply with the provisions of section 473.415.

21 Sec. 7. [EFFECTIVE DATE.]

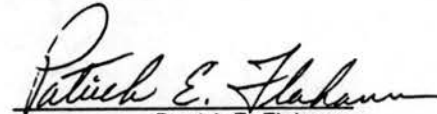
22 This article is effective the day following final enactment.


Jerome M. Hughes
President of the Senate.


Robert Vanasek
Speaker of the House of Representatives.

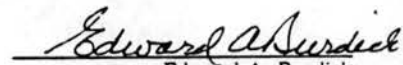
Passed the Senate this 20th day of April
nine hundred and eighty-eight.

in the year of Our Lord one thousand

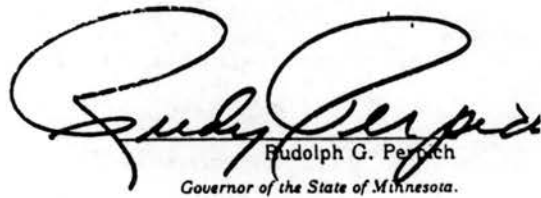

Patrick E. Flahaven
Secretary of the Senate.

Passed the House of Representatives this 20th day of April
one thousand nine hundred and eighty-eight.

in the year of Our Lord


Edward A. Burdick
Chief Clerk, House of Representatives.

Approved April 27, 1988


Rudolph G. Persch
Governor of the State of Minnesota.

Filed April 27, 1988


Joan Anderson Grove
Secretary of State.

AN ACT

S.F. No. 2491
CHAPTER No.

675 1

NOTE

This is the final version
of the bill and will be
transmitted to the governor's
desk. Check House Index Department
for updated status (296-6646)

1
2 relating to metropolitan government; establishing
3 various requirements on agency organization,
4 authority, work programs, budgets, and reports;
5 amending Minnesota Statutes 1986, sections 473.13,
6 subdivision 1, and by adding a subdivision; 473.146,
7 subdivision 3; 473.167, subdivisions 2, 3, and by
8 adding subdivisions; 473.173, subdivision 6; 473.249,
9 subdivision 1, and by adding a subdivision; 473.375,
10 subdivisions 4, 8, and by adding a subdivision;
11 473.38, by adding a subdivision; Minnesota Statutes
12 1987 Supplement, sections 473.1623, subdivisions 4 and
13 6; 473.446, subdivisions 1, 3, and by adding a
14 subdivision; and 473.711, subdivision 2, and by adding
15 a subdivision; proposing coding for new law in
16 Minnesota Statutes, chapter 473; repealing Minnesota
17 Statutes 1987 Supplement, section 473.393.

18

19 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

20 Section 1. Minnesota Statutes 1986, section 473.13,
21 subdivision 1, is amended to read:

22 Subdivision 1. [BUDGET.] On or before October 1 of each
23 year the council, after a public hearing, shall adopt a budget
24 covering its anticipated receipts and disbursements for the
25 ensuing year and shall decide upon the total amount necessary to
26 be raised from ad valorem tax levies to meet its budget. The
27 budget shall state in detail the expenditures for each program
28 to be undertaken, including the expenses for salaries,
29 consultant services, overhead, travel, printing, and other
30 items. The budget shall state in detail the capital
31 expenditures of the council for the budget year, based on a

1 five-year capital program adopted by the council and transmitted
2 to the legislature. After adoption of the budget, an increase
3 of over \$10,000 in the council's budget, a program or department
4 budget, or a budget item, must be approved by the council before
5 the increase is allowed or the funds obligated. After adoption
6 of the budget and no later than October 1, the council shall
7 certify to the auditor of each metropolitan county the share of
8 the tax to be levied within that county, which must be an amount
9 bearing the same proportion to the total levy agreed on by the
10 council as the assessed valuation of the county bears to the
11 assessed valuation of the metropolitan area. The maximum amount
12 of any levy made for the purpose of this chapter may not exceed
13 the limits set by sections 473.167 and 473.249.

14 Sec. 2. Minnesota Statutes 1986, section 473.13, is
15 amended by adding a subdivision to read:

16 Subd. 1a. [PROGRAM EVALUATION.] The budget procedure of
17 the council must include a substantive assessment and evaluation
18 of the effectiveness of each significant program of the council,
19 with, to the extent possible, quantitative information on the
20 status, progress, costs, benefits, and effects of each program.
21 The council shall transmit the evaluation to the legislature
22 annually.

23 Sec. 3. Minnesota Statutes 1986, section 473.146,
24 subdivision 3, is amended to read:

25 Subd. 3. [TRANSPORTATION CHAPTER OF THE DEVELOPMENT
26 GUIDE.] The transportation chapter must include policies
27 relating to all transportation forms and be designed to promote
28 the legislative determinations, policies and goals set forth in
29 section 473.371. In addition to the requirements of subdivision
30 1 regarding the contents of the policy plan, the nontransit
31 element of the transportation chapter must include the following:

32 (1) a statement of the needs and problems of the
33 metropolitan area with respect to the functions covered and,
34 including the present and prospective demand for and constraints
35 on access to regional business concentrations and other major
36 activity centers and the constraints on and acceptable levels of

- 1 development and vehicular trip generation at such centers;
2 (2) the objectives of and the policies to be forwarded by
3 the policy plan;
4 ~~(2)~~ (3) a general description of the physical facilities
5 and services to be developed;
6 ~~(3)~~ (4) a statement as to the general location of physical
7 facilities and service areas;
8 ~~(4)~~ (5) a general statement of timing and priorities in the
9 development of those physical facilities and service areas; and
10 ~~(5)~~ (6) a detailed statement, updated every two years, of
11 timing and priorities for improvements and expenditures needed
12 on the metropolitan highway system; and
13 (7) a general statement on the level of public expenditure
14 appropriate to the facilities.

15 The council shall develop the nontransit element in
16 consultation with the transportation advisory board and shall
17 transmit the results to the state department of transportation.

18 Sec. 4. Minnesota Statutes 1987 Supplement, section
19 473.1623, subdivision 4, is amended to read:

20 Subd. 4. [FINANCIAL REPORTING; BUDGETING.] (a) The
21 advisory committee, with the assistance of the state auditor and
22 the legislative auditor, shall develop uniform or consistent
23 standards, formats, and procedures for the budgets and financial
24 reports of the council and all metropolitan agencies. The
25 council shall report to the legislature from time to time on
26 progress made by the committee in improving the uniformity and
27 quality of budgets and financial reports and on legislation that
28 may be needed for this purpose.

29 (b) The council and each metropolitan agency shall prepare
30 a summary budget for agency fiscal year 1988 and each year
31 thereafter. The advisory committee, with the assistance of the
32 state auditor and the legislative auditor, shall develop
33 guidelines and models for the summary budgets. The purpose of
34 the summary budget is to increase public knowledge and agency
35 accountability by providing citizens outside of the agency with
36 a condensed, accessible, and graphic description of the

1 financial affairs of the agency. The document should contain a
2 coherent, effectively communicated, understandable statement
3 of: financial trends and forecasts; budget policies and policy
4 changes; agency financial assumptions, objectives and plans;
5 revenue sources and expenditures by program category; personnel
6 policies, decisions, and allocation; budgetary performance
7 measures; and similar matters serving the purpose of the
8 document.

9 (c) The council and each metropolitan agency shall include
10 in the annual budget:

11 (1) a statement of the reserve or fund balance carried
12 forward at the end of the budget year, for at least the two
13 preceding fiscal years;

14 (2) a comparison of budgeted and actual expenditures,
15 reported by department and, if the agency has a program budget,
16 by program, for at least the two preceding fiscal years;

17 (3) a listing of proposed or anticipated consulting
18 contracts or projects and the amount of each contract or project.

19 Sec. 5. Minnesota Statutes 1987 Supplement, section
20 473.1623, subdivision 6, is amended to read:

21 Subd. 6. [PERSONNEL AND ETHICAL PRACTICES; COMMUNICATION.]

22 By January 1, of each year, the council and each agency
23 represented on the advisory committee established under this
24 section shall report to the legislature on the following:

25 (1) agency personnel practices, including an analysis of
26 trends, compliance with legal requirements, health care and
27 other benefits, and salary levels in comparison with relevant
28 job markets; and

29 (2) ethical practices requirements for board members and
30 employees of each agency, including the sources of the
31 requirements, agency comparisons, and comparison with
32 requirements for state and local government officers and
33 employees; and

34 (3) the activities undertaken by each agency board member
35 and council member to regularly meet with and communicate with
36 local officials and legislators in the member's district about

1 issues before the agency or council.

2 The report on employee salaries under clause (1) must
 3 include details of: all lump sum payments or bonuses; and a
 4 description of all payments, expense accounts, allowances,
 5 including travel allowances, and other current benefits granted
 6 to individuals that are not made generally available to
 7 employees of the council or agency.

8 Sec. 6. Minnesota Statutes 1986, section 473.167,
 9 subdivision 2, is amended to read:

10 Subd. 2. [LOANS FOR ACQUISITION.] The council may make
 11 loans to counties, towns, and statutory and home rule charter
 12 cities within the metropolitan area for the purchase of property
 13 within the right-of-way of a state trunk highway shown on an
 14 official map adopted pursuant to section 394.361 or 462.359 or
 15 for the purchase of property within the proposed right-of-way of
 16 a principal or intermediate arterial highway designated by the
 17 council as a part of the metropolitan highway system plan and
 18 approved by the council pursuant to subdivision 1. The loans
 19 shall be made by the council, from the fund established pursuant
 20 to this subdivision, for purchases approved by the council. The
 21 loans shall bear no interest. The council shall make loans
 22 only: (1) to accelerate the acquisition of primarily
 23 undeveloped property when there is a reasonable probability that
 24 the property will increase in value before highway construction,
 25 and to update an expired environmental impact statement on a
 26 project for which the right-of-way is being purchased; or (2) to
 27 avert the imminent conversion or the granting of approvals which
 28 would allow the conversion of property to uses which would
 29 jeopardize its availability for highway construction. The
 30 council shall not make loans for the purchase of property at a
 31 price which exceeds the fair market value of the property or
 32 which includes the costs of relocating or moving persons or
 33 property. A private property owner may elect to receive the
 34 purchase price either in a lump sum or in not more than four
 35 annual installments without interest on the deferred
 36 installments. If the purchase agreement provides for

1 installment payments, the council shall make the loan in
 2 installments corresponding to those in the purchase agreement.
 3 The recipient of an acquisition loan shall convey the property
 4 for the construction of the highway at the same price which the
 5 recipient paid for the property. Upon notification by the
 6 council that the plan to construct the highway has been
 7 abandoned or the anticipated location of the highway changed,
 8 the recipient shall sell the property at market value in
 9 accordance with the procedures required for the disposition of
 10 the property. All rents and other money received because of the
 11 recipient's ownership of the property and all proceeds from the
 12 conveyance or sale of the property shall be paid to the
 13 council. The proceeds of the tax authorized by subdivision 3,
 14 all money paid to the council by recipients of loans, and all
 15 interest on the proceeds and payments shall be maintained as a
 16 separate fund. For administration of the loan program the
 17 council may expend from the fund each year an amount no greater
 18 than three percent of the amount ~~that a metropolitan area tax~~
 19 ~~levy of 5/100 of a mill would raise in~~ of the authorized levy
 20 for that year.

21 Sec. 7. Minnesota Statutes 1986, section 473.167,
 22 subdivision 3, is amended to read:

23 Subd. 3. [TAX.] The council may levy a tax on all taxable
 24 property in the metropolitan area, as defined in section
 25 473.121, to provide funds for loans made pursuant to
 26 subdivisions 2 and 2a. The This tax for the right-of-way
 27 acquisition loan fund shall be certified by the council, levied,
 28 and collected in the manner provided by section 473.13. The tax
 29 shall be in addition to that authorized by section 473.249 and
 30 any other law and shall not affect the amount or rate of taxes
 31 which may be levied by the council or any metropolitan agency or
 32 local governmental unit. The amount of the levy shall be as
 33 determined and certified by the council, except as otherwise
 34 provided in this subdivision. ~~The tax shall not be levied at a~~
 35 ~~rate higher than 5/100 of one mill. The tax shall not be levied~~
 36 ~~at a rate higher than that determined by the council to be~~

1 sufficient-considering-the-other-anticipated-revenues-of-and
2 disbursements-from-the-loan-fund-to-produce-a-balance-in-the
3 loan-fund-at-the-end-of-the-next-calendar-year-equal-to-twice
4 the-amount-that-a-tax-levy-of-5/100-of-a-mill-would-raise-in
5 that-year.

6 The property tax levied by the metropolitan council for the
7 right-of-way acquisition loan fund shall not exceed the
8 following amount for the years specified:

9 (a) for taxes payable in 1988, the product of 5/100 of one
10 mill multiplied by the total assessed valuation of all taxable
11 property located within the metropolitan area as adjusted by the
12 provisions of Minnesota Statutes 1986, sections 272.64; 273.13,
13 subdivision 7a; and 275.49;

14 (b) for taxes payable in 1989, except as provided in
15 section 13, the product of (1) the metropolitan council's
16 property tax levy limitation for the right-of-way acquisition
17 loan fund for the taxes payable year 1988 determined under
18 clause (a) multiplied by (2) an index for market valuation
19 changes equal to the assessment year 1988 total market valuation
20 of all taxable property located within the metropolitan area
21 divided by the assessment year 1987 total market valuation of
22 all taxable property located within the metropolitan area; and

23 (c) for taxes payable in 1990 and subsequent years, the
24 product of (1) the metropolitan council's property tax levy
25 limitation for the right-of-way acquisition loan fund for the
26 previous year determined pursuant to this subdivision multiplied
27 by (2) an index for market valuation changes equal to the total
28 market valuation of all taxable property located within the
29 metropolitan area for the current assessment year divided by the
30 total market valuation of all taxable property located within
31 the metropolitan area for the previous assessment year.

32 For the purpose of determining the metropolitan council's
33 property tax levy limitation for the right-of-way acquisition
34 loan fund for the taxes payable year 1988 and subsequent years
35 under this subdivision, "total market valuation" means the total
36 market valuation of all taxable property within the metropolitan

1 area without valuation adjustments for fiscal disparities
2 (chapter 473F), tax increment financing (sections 469.174 to
3 469.179), and high voltage transmission lines (section 273.425).

4 The property tax levied under this subdivision for taxes
5 payable in 1988 and subsequent years shall not be levied at a
6 rate higher than that determined by the metropolitan council to
7 be sufficient, considering the other anticipated revenues of and
8 disbursements from the right-of-way acquisition loan fund, to
9 produce a balance in the loan fund at the end of the next
10 calendar year equal to twice the amount of the property tax levy
11 limitation for taxes payable in the next calendar year
12 determined under this section.

13 Sec. 8. Minnesota Statutes 1986, section 473.167, is
14 amended by adding a subdivision to read:

15 Subd. 4. [STATE REVIEW.] The commissioner of revenue shall
16 annually determine whether the property tax for the right-of-way
17 acquisition loan fund certified by the metropolitan council for
18 levy following the adoption of its budget is within the levy
19 limitation imposed by this section. To the extent practicable,
20 the determination must be completed prior to November 1 of each
21 year. If current information regarding market valuation in any
22 county is not transmitted to the commissioner in a timely
23 manner, the commissioner may estimate the current market
24 valuation within that county for purposes of making the
25 calculation.

26 Sec. 9. Minnesota Statutes 1986, section 473.167, is
27 amended by adding a subdivision to read:

28 Subd. 5. [LEVY INCREASE.] For the purpose of determining
29 the levy limitation for taxes payable in 1989 under subdivision
30 3, the levy limitation for taxes payable in 1988 shall be
31 multiplied by two. The levy limitation so determined for taxes
32 payable in 1989 shall be the basis for determining levy
33 limitations for taxes payable in 1990 and subsequent years under
34 subdivision 3.

35 Sec. 10. [473.171] [LIGHT RAIL TRANSIT PLANS; METROPOLITAN
36 REVIEW.]

1 The council and the regional transit board shall review and
2 comment on comprehensive light rail transit plans and
3 preliminary design plans of regional railroad authorities. The
4 council and the board shall conduct their review and comment
5 before the regional railroad authority prepares final design
6 plans. The council and the board may undertake the study
7 necessary for this review, in accordance with the provisions of
8 section 473.17 and notwithstanding the provisions of section
9 473.398.

10 The council and the board shall review comprehensive light
11 rail transit plans in accordance with Laws 1987, chapter 405,
12 section 6. The council and the board in reviewing the
13 comprehensive light rail transit plans, and the authority in
14 preparing those plans, shall, to the extent practicable, ensure
15 the acquisition, lease or preservation of the right of way for
16 planned light rail transit corridors, so that the planned
17 corridors are ready for construction and development and so that
18 corridor development and priorities are not determined by right
19 of way ownership.

20 The authority's light rail transit plans shall provide for
21 the staged development of the light rail transit system.

22 The light rail transit plans and the comments of the
23 council and the board must be transmitted to the legislature.

24 Sec. 11. Minnesota Statutes 1986, section 473.173,
25 subdivision 6, is amended to read:

26 Subd. 6. The council and the advisory metropolitan land
27 use committee shall review and assess the rules following their
28 effective date and at least every two years thereafter. ~~On or~~
29 ~~before January 15 of each year, the council shall report to the~~
30 ~~legislature concerning metropolitan significance.~~ No major
31 alteration or amendments to standards for determining the
32 ~~necessity for a comprehensive review~~ metropolitan significance
33 shall be put into effect by the council until 90 days have
34 elapsed following the a report to the legislature in which the
35 alteration or amendment was proposed and recommended by the
36 council in the form of a proposed rule published under section

1 14.14, subdivision 1a, or 14.22. The report to the legislature
2 must be made during the month of January.

3 Sec. 12. Minnesota Statutes 1986, section 473.249,
4 subdivision 1, is amended to read:

5 Subdivision 1. The metropolitan council may levy a tax on
6 all taxable property in the metropolitan area defined in section
7 473.121 to provide funds for the purposes of sections 473.121 to
8 473.249 and for the purpose of carrying out other
9 responsibilities of the council as provided by law. The-tax

10 ~~shall not exceed 8/30 of one mill on the total assessed~~
11 ~~valuation of all such taxable property located in the~~
12 ~~metropolitan area; and~~ This tax for general purposes shall be
13 levied and collected in the manner provided by section 473.13.

14 The property tax levied by the metropolitan council for
15 general purposes shall not exceed the following amount for the
16 years specified:

17 (a) for taxes payable in 1988, the product of 8/30 of one
18 mill multiplied by the total assessed valuation of all taxable
19 property located within the metropolitan area as adjusted by the
20 provisions of Minnesota Statutes 1986, sections 272.64; 273.13,
21 subdivision 7a; and 275.49;

22 (b) for taxes payable in 1989, the product of (1) the
23 metropolitan council's property tax levy limitation for general
24 purposes for the taxes payable year 1988 determined under clause
25 (a) multiplied by (2) an index for market valuation changes
26 equal to the assessment year 1988 total market valuation of all
27 taxable property located within the metropolitan area divided by
28 the assessment year 1987 total market valuation of all taxable
29 property located within the metropolitan area; and

30 (c) for taxes payable in 1990 and subsequent years, the
31 product of (1) the metropolitan council's property tax levy
32 limitation for general purposes for the previous year determined
33 under this subdivision multiplied by (2) an index for market
34 valuation changes equal to the total market valuation of all
35 taxable property located within the metropolitan area for the
36 current assessment year divided by the total market valuation of

1 all taxable property located within the metropolitan area for
2 the previous assessment year.

3 For the purpose of determining the metropolitan council's
4 property tax levy limitation for general purposes for the taxes
5 payable year 1988 and subsequent years under this subdivision,
6 "total market valuation" means the total market valuation of all
7 taxable property within the metropolitan area without valuation
8 adjustments for fiscal disparities (chapter 473F), tax increment
9 financing (sections 469.174 to 469.179), and high voltage
10 transmission lines (section 273.425).

11 Sec. 13. Minnesota Statutes 1986, section 473.249, is
12 amended by adding a subdivision to read:

13 Subd. 3. [LEVY LIMIT.] Notwithstanding any other provision
14 of this section, effective for property taxes payable in 1989
15 and subsequent years, the total amount of dollars levied by the
16 council for general purposes under this section in any year may
17 not increase over the amount levied in the preceding year by a
18 percentage greater than the percentage increase, during the
19 12-month period ending with the most recent month for which data
20 is available, in the implicit price deflator for state and local
21 government purchases of goods and services.

22 Sec. 14. Minnesota Statutes 1986, section 473.375,
23 subdivision 4, is amended to read:

24 Subd. 4. [PROPERTY.] The board may acquire by purchase,
25 lease, gift, or grant property and interests in property
26 necessary for the accomplishment of its purposes and may sell or
27 otherwise dispose of property which it no longer requires. The
28 board may not rent or lease any premises from a recipient of
29 financial assistance from the board. Except for the rental or
30 lease of its office space, the board may not acquire or hold any
31 permanent or temporary right, title, or interest in or to real
32 property, including easements or development rights. The board
33 may not acquire or hold any permanent or temporary right, title,
34 or interest in or to transit vehicles.

35 Sec. 15. Minnesota Statutes 1986, section 473.375,
36 subdivision 8, is amended to read:

1 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept
 2 and disburse gifts, grants, or loans from the United States, the
 3 state, or from any person on behalf of itself or any of its
 4 contract recipients, for any of its purposes. It may enter into
 5 an agreement required for the gifts, grants, or loans and may
 6 hold, use, and dispose of money or property received therefrom
 7 according to the terms of the gift, grant, or loan. When the
 8 ~~board has adopted an approved implementation plan and has~~
 9 ~~certified to the governor that it is ready to receive federal~~
 10 ~~funds, the governor shall take whatever steps are necessary to~~
 11 designate The board as may not be a recipient of federal transit
 12 operating or capital assistance ~~for the metropolitan area~~
 13 distributed by formula or block grant. The board may not be a
 14 recipient of federal discretionary capital grants for light rail
 15 and other fixed guideway transit systems.

16 No political subdivision within the metropolitan area may
 17 apply for federal transit assistance unless its application has
 18 been submitted to and approved by the board.

19 Sec. 16. Minnesota Statutes 1986, section 473.375, is
 20 amended by adding a subdivision to read:

21 Subd. 18. [OPERATIONS.] The board may not own or operate
 22 transit services.

23 Sec. 17. Minnesota Statutes 1986, section 473.38, is
 24 amended by adding a subdivision to read:

25 Subd. 4. [PROGRAM EVALUATION.] The budget procedure of the
 26 board must include a substantive assessment and evaluation of
 27 the effectiveness of each significant program of the board,
 28 with, to the extent possible, quantitative information on the
 29 status, progress, costs, benefits, and effects of each program.
 30 The board shall transmit the evaluation to the legislature
 31 annually.

32 Sec. 18. Minnesota Statutes 1987 Supplement, section
 33 473.446, subdivision 1, is amended to read:

34 Subdivision 1. [TAXATION WITHIN TRANSIT TAXING DISTRICT.]
 35 For the purposes of sections 473.401 to 473.451 and the
 36 metropolitan transit system, except as otherwise provided in

1 this subdivision the regional transit board shall levy each year
2 upon all taxable property within the metropolitan transit taxing
3 district, defined in subdivision 2, a transit tax consisting of:

4 (a) an amount ~~up-to-two-mills-times-the-assessed-value-of~~
5 ~~all-such-property,-based-upon-the-level-of-transit-service~~
6 ~~provided-for-the-property,-the-proceeds-of~~ which shall be used
7 for payment of the expenses of operating transit and paratransit
8 service and to provide for payment of obligations issued by the
9 commission under section 473.436, subdivision 6;

10 (b) an additional amount, if any, as the board determines
11 to be necessary to provide for the full and timely payment of
12 its certificates of indebtedness and other obligations
13 outstanding on July 1, 1985, to which property taxes under this
14 section have been pledged; and

15 (c) an additional amount necessary to provide full and
16 timely payment of certificates of indebtedness, bonds, including
17 refunding bonds or other obligations issued or to be issued
18 under section 473.39 by the council for purposes of acquisition
19 and betterment of property and other improvements of a capital
20 nature and to which the council or board has specifically
21 pledged tax levies under this clause.

22 The property tax levied by the regional transit board for
23 general purposes under clause (a) must not exceed the following
24 amount for the years specified:

25 (1) for taxes payable in 1988, the product of two mills
26 multiplied by the total assessed valuation of all taxable
27 property located within the metropolitan transit taxing district
28 as adjusted by the provisions of Minnesota Statutes 1986,
29 sections 272.64; 273.13, subdivision 7a; and 275.49;

30 (2) for taxes payable in 1989, the product of (i) the
31 regional transit board's property tax levy limitation for
32 general purposes for the taxes payable year 1988 determined
33 under clause (1) multiplied by (ii) an index for market
34 valuation changes equal to the assessment year 1988 total market
35 valuation of all taxable property located within the
36 metropolitan transit taxing district divided by the assessment

1 year 1987 total market valuation of all taxable property located
2 within the metropolitan transit taxing district; and
3 (3) for taxes payable in 1990 and subsequent years, the
4 product of (i) the regional transit board's property tax levy
5 limitation for general purposes for the previous year determined
6 under this subdivision multiplied by (ii) an index for market
7 valuation changes equal to the total market valuation of all
8 taxable property located within the metropolitan transit taxing
9 district for the current assessment year divided by the total
10 market valuation of all taxable property located within the
11 metropolitan transit taxing district for the previous assessment
12 year.

13 For the purpose of determining the regional transit board's
14 property tax levy limitation for general purposes for the taxes
15 payable year 1988 and subsequent years under this subdivision,
16 "total market valuation" means the total market valuation of all
17 taxable property within the metropolitan transit taxing district
18 without valuation adjustments for fiscal disparities (chapter
19 473F), tax increment financing (sections 469.174 to 469.179),
20 and high voltage transmission lines (section 273.425).

21 The county auditor shall reduce the tax levied pursuant to
22 this subdivision on all property within statutory and home rule
23 charter cities and towns that receive full peak service and
24 limited off-peak service by an amount equal to the tax levy that
25 would be produced by applying a rate of 0.5 mills on the
26 property. The county auditor shall reduce the tax levied
27 pursuant to this subdivision on all property within statutory
28 and home rule charter cities and towns that receive limited peak
29 service by an amount equal to the tax levy that would be
30 produced by applying a rate of 0.75 mills on the property. The
31 amounts so computed by the county auditor shall be submitted to
32 the commissioner of revenue as part of the abstracts of tax
33 lists required to be filed with the commissioner under section
34 275.29. Any prior year adjustments shall also be certified in
35 the abstracts of tax lists. The commissioner shall review the
36 certifications to determine their accuracy and may make changes

1 in the certification as necessary or return a certification to
 2 the county auditor for corrections. The commissioner shall pay
 3 to the regional transit board the amounts certified by the
 4 county auditors on the dates provided in section ~~273.1394~~
 5 273.1325. There is annually appropriated from the general fund
 6 in the state treasury to the department of revenue the amounts
 7 necessary to make these payments in fiscal year 1987 and
 8 thereafter.

9 For the purposes of this subdivision, "full peak and
 10 limited off-peak service" means peak period regular route
 11 service, plus weekday midday regular route service at intervals
 12 longer than 60 minutes on the route with the greatest frequency;
 13 and "limited peak period service" means peak period regular
 14 route service only.

15 Sec. 19. Minnesota Statutes 1986, section 473.446,
 16 subdivision 3, is amended to read:

17 Subd. 3. [CERTIFICATION AND COLLECTION.] ~~On or before~~
 18 ~~October 10 in each year the regional transit board shall certify~~
 19 ~~the total amount of the tax levied pursuant to subdivision 1 to~~
 20 ~~the auditor of each metropolitan county. Each county auditor~~
 21 ~~shall then assess and extend upon the tax rolls in the county~~
 22 ~~that proportion of the tax which the assessed value of taxable~~
 23 ~~property in the county bears to the assessed value of all~~
 24 ~~taxable property in the metropolitan area.~~ Each county
 25 treasurer shall collect and make settlement of such the taxes
 26 levied under subdivisions 1 and 1a with the treasurer of the
 27 board. The levy of transit taxes pursuant to this section shall
 28 not affect the amount or rate of taxes which may be levied by
 29 any county or municipality or by the board for other purposes
 30 authorized by law and shall be in addition to any other property
 31 tax authorized by law.

32 Sec. 20. Minnesota Statutes 1986, section 473.446, is
 33 amended by adding a subdivision to read:

34 Subd. 8. [STATE REVIEW.] The commissioner of revenue shall
 35 annually determine whether the property tax for general purposes
 36 certified by the regional transit board for levy following the

1 adoption of its budget is within the levy limitation imposed by
 2 subdivision 1. The commissioner shall also annually determine
 3 whether the transit tax imposed on all taxable property within
 4 the metropolitan transit area but outside of the metropolitan
 5 transit taxing district is within the levy limitation imposed by
 6 subdivision 1a. To the extent practicable, the determination
 7 must be completed prior to November 1 of each year. If current
 8 information regarding market valuation in any county is not
 9 transmitted to the commissioner in a timely manner, the
 10 commissioner may estimate the current market valuation within
 11 that county for purposes of making the calculations.

12 Sec. 21. Minnesota Statutes 1986, section 473.711,
 13 subdivision 2, is amended to read:

14 Subd. 2. The metropolitan mosquito control commission
 15 shall prepare an annual budget. The budget may provide for
 16 expenditures in an amount not exceeding ~~six-tenths-of-one-mill~~
 17 ~~times-the-current-assessed-valuation-of-the-district~~ the
 18 property tax levy limitation determined in this subdivision.
 19 The commission may levy a tax on all taxable property in the
 20 district as defined in section 473.702 to provide funds for the
 21 purposes of sections 473.701 to 473.716. The tax shall not
 22 exceed ~~six-tenths-of-one-mill~~ the property tax levy limitation
 23 determined in this subdivision. A participating county may
 24 agree to levy an additional tax to be used by the commission for
 25 the purposes of sections 473.701 to 473.716 but the sum of the
 26 county's and commission's taxes may not exceed ~~six-tenths-of-one~~
 27 ~~mill-in-any-county~~ the county's proportionate share of the
 28 property tax levy limitation determined under this subdivision
 29 based on the ratio of its total assessed valuation to the total
 30 assessed valuation of the entire district as adjusted by section
 31 270.12, subdivision 3. The auditor of each county in the
 32 district shall add the amount of the levy made by the district
 33 to other taxes of the county for collection by the county
 34 treasurer with other taxes. When collected, the county
 35 treasurer shall make settlement of the tax with the district in
 36 the same manner as other taxes are distributed to political

1 subdivisions. No county shall levy any tax for mosquito and
2 black gnat (Simuliidae) control except under sections 473.701 to
3 473.716. The levy shall be in addition to other taxes
4 authorized by law and shall be disregarded in the calculation of
5 limits on taxes imposed by chapter 275.

6 The property tax levied by the metropolitan mosquito
7 control commission shall not exceed the following amount for the
8 years specified:

9 (a) for taxes payable in 1988, the product of six-tenths on
10 one mill multiplied by the total assessed valuation of all
11 taxable property located within the district as adjusted by the
12 provisions of Minnesota Statutes 1986, sections 272.64; 273.13,
13 subdivision 7a; and 275.49;

14 (b) for taxes payable in 1989, the product of (1) the
15 commission's property tax levy limitation for the taxes payable
16 year 1988 determined under clause (a) multiplied by (2) an index
17 for market valuation changes equal to the assessment year 1988
18 total market valuation of all taxable property located within
19 the district divided by the assessment year 1987 total market
20 valuation of all taxable property located within the district;
21 and

22 (c) for taxes payable in 1990 and subsequent years, the
23 product of (1) the commission's property tax levy limitation for
24 the previous year determined under this subdivision multiplied
25 by (2) an index for market valuation changes equal to the total
26 market valuation of all taxable property located within the
27 district for the current assessment year divided by the total
28 market valuation of all taxable property located within the
29 district for the previous assessment year.

30 For the purpose of determining the commission's property
31 tax levy limitation for the taxes payable year 1988 and
32 subsequent years under this subdivision, "total market
33 valuation" means the total market valuation of all taxable
34 property within the district without valuation adjustments for
35 fiscal disparities (chapter 473F), tax increment financing
36 (sections 469.174 to 469.179), and high voltage transmission

1 lines (section 273.425).

2 Sec. 22. Minnesota Statutes 1986, section 473.711, is
3 amended by adding a subdivision to read:

4 Subd. 5. [STATE REVIEW.] The commissioner of revenue shall
5 annually determine whether the property tax certified by the
6 metropolitan mosquito control commission for levy following the
7 adoption of its budget is within the levy limitation imposed by
8 subdivision 2. To the extent practicable, the determination
9 must be completed prior to November 1 of each year. If current
10 information regarding market valuation in any county is not
11 transmitted to the commissioner in a timely manner, the
12 commissioner may estimate the current market valuation within
13 that county for purposes of making the calculation.

14 Sec. 23. [CERTAIN TAX ADJUSTMENTS.]

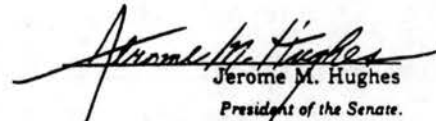
15 The adjustments allowable under Minnesota Statutes 1986,
16 sections 272.64, 273.13, subdivision 7a, and 275.49, shall be
17 made for property taxes payable in 1988 and subsequent years
18 under sections 473.167, 473.249, 473.446, and 473.711 only as
19 provided in sections 6 to 9, 12, 13, 18, 19, 21, and 22.

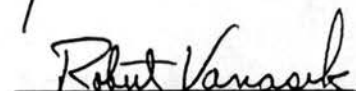
20 Sec. 24. [REPEALER.]

21 Minnesota Statutes 1987 Supplement, section 473.393, is
22 repealed.

23 Sec. 25. [APPLICATION; EFFECTIVE DATE.]

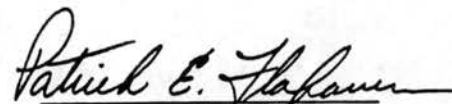
24 Sections 1 to 24 are effective in the counties of Anoka,
25 Carver, Dakota, Hennepin, Ramsey, Scott, and Washington, on the
26 day following final enactment.


Jerome M. Hughes
President of the Senate.

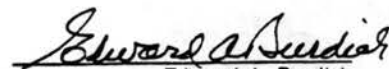

Robert Vanasek
Speaker of the House of Representatives.

Passed the Senate this 18th day of April
nine hundred and eighty-eight.

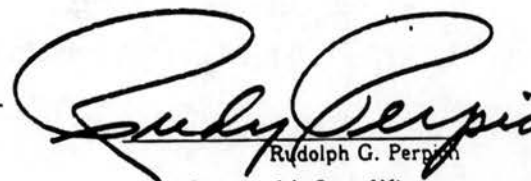
in the year of Our Lord one thousand


Patrick E. Flahaven
Secretary of the Senate.

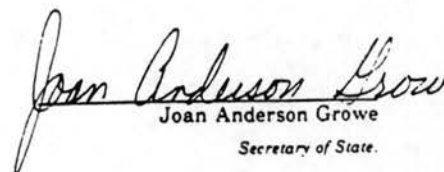
Passed the House of Representatives this 19th day of April in the year of Our Lord
one thousand nine hundred and eighty-eight.


Edward A. Burdick
Chief Clerk, House of Representatives.

Approved April 26, 1988


Rudolph G. Perpich
Governor of the State of Minnesota.

Filed April 26, 1988


Joan Anderson Grove
Secretary of State.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

PUBLIC WORKS
Originating Department

Board Action Requested
MN/DOT LRT GRANT

K. DeSpiegelaere
Authorized Signature Date 6/7/88

Request Justification

See attached: Proposed Letter to Randy Halvorson, dated June 14, 1988

Letter of May 24 from Len Levine regarding allocation of
State Funds

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
June 14, 1988

Signature

Date

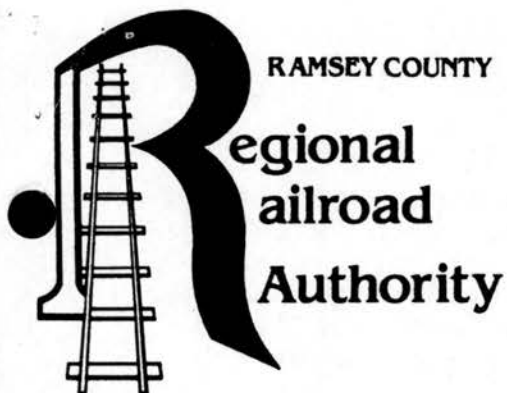
Board Date

Signature

Date

6/7/88

J. L. Glendon



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

June 14, 1988

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

Mr. Randy Halvorson, Director
Office of Transit
Minnesota Department of Transportation
John Ireland Boulevard
St. Paul, Minnesota 55155

Dear Mr. Halvorson:

I have received the May 24 request from Commissioner Levine for comments on the preliminary work program for allocation of state LRT funds. Ramsey County Regional Railroad Authority offers the following comments:

- o We are appreciative of the opportunity to comment on the work program and look forward to cooperation between the Minnesota Department of Transportation and Ramsey County Regional Railroad Authority.
- o As noted on page 2 of the work program, legislation requires that the Metropolitan Council and the Regional Transit Board "shall to the extent practicable, ensure the acquisition, lease or preservation of the right of way for planned light rail transit corridors . . ." The acquisition of right of way is addressed on page 4 of the work program, under final design and construction. Right-of-way acquisition may also be appropriate at an earlier phase of LRT implementation. Recognizing the importance of right-of-way preservation for transportation purposes, the legislature authorized the State Rail Bank program. Similar identification of right-of-way acquisition as appropriate during an early phase of LRT implementation would be appropriate in the proposed work program. Opportunity may precede detailed plans for LRT and should not be neglected.
- o The Regional Transit Board and Ramsey County Regional Railroad Authority completed an evaluation of LRT alignments for the Midway Corridor. That corridor was previously given the highest priority in the

metropolitan area for LRT investment by the Metropolitan Council. The proposed work program appears to indicate that funds for preliminary engineering for that high priority corridor could not be received by Ramsey County Regional Railroad Authority until a comprehensive plan is adopted by the Ramsey County Regional Railroad Authority. In view of the fact that the many studies conducted of LRT in the metro area all indicated the highest potential for success of LRT in this corridor, we request that an exception to the comprehensive plan requirement be made for preliminary engineering in the Midway Corridor, identified by the Metropolitan Council's Long Range Transit Study as the highest priority in the region for transit capital investments.

- o The work program contains no indication of the criteria by which applications for funds will be evaluated. It would be helpful to know what the criteria will be.
- o A definition of what the Minnesota Department of Transportation considers to be preliminary engineering (PE) would be useful. There is a list of items to be addressed in the application for preliminary engineering funds. Unlike the information for planning, there is no list of what PE should include. Is it to include the items listed under final design and construction?

Thank you for your consideration of Ramsey County's suggestions.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm



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

RAMSEY COUNTY
PUBLIC WORKS

Office of Commissioner

MAY 25 1988

(612) 296-3000

May 24, 1988

Kathryn DeSpiegalaere
Senior Transportation Planner
Ramsey County Public Works
3377 North Rice Street
St. Paul, MN 55126

Dear Ms. DeSpiegalaere:

Governor Perpich recently signed legislation authorizing the Minnesota Department of Transportation to allocate \$4,170,000 to the seven metropolitan regional rail authorities ~~for light rail~~ transit (LRT) planning, preliminary design or construction. I take this opportunity to invite your review and comment of Mn/DOT's preliminary process for allocating these funds.

It is my intention to establish a process which will allow for allocation of the LRT funds in a timely yet thoughtful manner. The attached schedule ~~allows 45 days for~~ submittals and 60 days for the final allocation decision.

Please review the attached preliminary work program by June 20 and send any comments directly to:

Randy Halvorson
Director, Office of Transit
Minnesota Department of Transportation
St. Paul, Minnesota 55155

If you have any questions, please call Randy at (612) 296-1615.

Sincerely,

LEONARD W. LEVINE
Commissioner

DRAFT
5/24/88

MINNESOTA DEPARTMENT OF TRANSPORTATION

ALLOCATION OF STATE LRT FUNDS

I. TIME SCHEDULE

- | | |
|--|------------------|
| 1. Prepare preliminary allocation process | May 1 - May 20 |
| 2. Circulate preliminary allocation process for review by regional rail authorities, Met Council (MC) and Regional Transit Board (RTB) | May 24 - June 20 |
| 3. Finalize allocation process | June 21 - July 1 |
| 4. Solicit requests from regional rail authorities | July 5 - Sept. 1 |
| 5. Review of requests by RTB and MC | Sept. 2 - Nov. 1 |
| 6. Allocation of funds by Mn/DOT | November 15 |

In the event that requests exceed available funds, specific criteria will be established to rank proposals. Additional review by the legislature will be required for any allocation for construction.

II. STATUTORY AUTHORITY

Governor Perpich signed legislation which appropriates \$4,170,000 to the Minnesota Department of Transportation for the following purpose:

1. The law authorizes Mn/DOT to allocate funds "for distribution to regional railroad authorities in the metropolitan area if matched by other funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit facilities."
2. The law provides that the "commissioner shall request applications from all eligible regional railroad authorities. The commissioner shall establish a reasonable deadline for submittal of applications. The commissioner may not distribute more than 60 percent of the available funds to a single recipient. Before distributing money to any regional railroad authority, the commissioner shall request review and comment on the applications from the metropolitan council and the regional transit board. The council and the board have 60 days to comment. The commissioner shall consider the comments of the council and board in evaluating applications and distributing funds. Before distributing any funds for construction, the commissioner shall report to the legislature on the use and planned distribution of construction funds."

3. The law provides that "the council and the regional transit board shall review and comment on comprehensive light rail transit plans and preliminary design plans of regional railroad authorities. The council and the board shall conduct their review and comment before the regional railroad authority prepares final design plans. The council and the board may undertake the study necessary for this review, in accordance with the provisions of section 473.17 and notwithstanding the provisions of section 473.398.

The council and the board shall review comprehensive light rail transit plans in accordance with Laws 1987, chapter 405, section 6. The council and the board in reviewing the comprehensive light rail transit plans, and the authority in preparing those plans, shall, to the extent practicable, ensure the acquisition, lease or preservation of the right of way for planned light rail transit corridors, so that the planned corridors are ready for construction and development and so that corridor development and priorities are not determined by right of way ownership.

The authority's light rail transit plans shall provide for the staged development of the light rail transit system.

The light rail transit plans and the comments of the council and the board must be transmitted to the legislature."

III. PRELIMINARY ALLOCATION GUIDELINES

Requests for funds must be submitted in one of the following categories:

1. PLANNING

Applications in this category must address, but are not limited to, the following:

- o Proposal for the preparation of a comprehensive LRT plan which includes:
 - description of local transportation needs
 - description of planning process which ensures consideration of a regional perspective
 - identification of potential LRT corridors and right of way availability
 - discussion of LRT ridership projections
 - identification of linkage with other county LRT projects
 - description of LRT relationship to highway system
 - description of LRT relationship to transit system
 - discussion of LRT impact on local development
 - discussion of estimated costs to construct
 - discussion of estimated operational costs and revenues

- o Time frame for completion of LRT plan
- o Budget (including source of local dollar for dollar match)

2. PRELIMINARY ENGINEERING

As a ~~prerequisite to receiving preliminary engineering funds~~, an LRT comprehensive plan must be reviewed by the Metropolitan Council and Regional Transit Board, and adopted by the regional railroad authority and/or county board. X

Applications in this category must address, but are not limited to, the following:

- o Identification of proposed LRT system
- o Identification of specific corridor and routes advanced to preliminary engineering
- o Discussion of scoping process to select specific corridor and routes
- o Identification of project priority and scoping process
- o Identification of required environmental impact statements
- o Establishment of appropriate government roles and responsibilities (municipal, county, region, state, federal)
- o Identification of the project management structure:
 - identification of all public jurisdiction and private sector involvement
 - identification and involvement of system operator
 - establishment of fiscal and administrative processes
- o Identification of selected LRT route and/or routes
- o Identification of appropriate standards and specifications
- o Identification of system implementation strategy (e.g. traditional, design build, turnkey)
- o Time frame for completion of LRT route and/or routes
- o Budget (including source of local dollar for dollar match)

3. FINAL DESIGN AND CONSTRUCTION

As a prerequisite for final design and construction funds, applicants must have the following:

LRT Allocation
DRAFT Page 4
May 24, 1988

- o LRT comprehensive plan adopted by the regional rail authority and/or county board, and reviewed by the Metropolitan Council and Regional Transit Board
- o Complete preliminary engineering plan including securement of all appropriate environmental and regulatory approvals

Applications in this category must address, but are not limited to, the following:

- o Civil engineering (e.g. right of way, roadbed, tracks, etc.)
- o Systems (e.g. vehicles, electrification, communications and support services, etc.)
- o Stations (e.g. platform, parking, shelters, etc.)
- o Operation (development of operational rules, procedures and strategies)
- o Maintenance and security
- o Time frame for completion of LRT route and/or routes
- o Budget (including source of local dollar for dollar match)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>PUBLIC WORKS</u> Originating Department		Board Action Requested RESPONSE TO METROPOLITAN COUNCIL'S TRANSPORTATION POLICY PLAN
<u>K. DeSpiegelaere</u> Authorized Signature	<u>6/7/88</u> Date	

Request Justification

See attached memo from K. DeSpiegelaere

See attached suggested response to Metropolitan Council dated June 15, 1988

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

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
 June 14, 1988

Signature

Date

Board Date

Signature

Date

J. L. Glendenning

6/7/88

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Draft Transportation Development Guide/Policy Plan

Date: June 1, 1988

The Metropolitan Council has prepared a Draft Transportation Development Guide/Policy Plan. The report is being circulated for comments and a public hearing will be held on the plan on June 23, 1988. The hearing record will remain open until July 8. Ramsey County has participated in reviews of the report through the Transportation Advisory Board, its Technical Advisory Committee and Metro East Planners. Comments from Ramsey County are being prepared by the Planning Section of the Public Works Department. Certain aspects of the study are germane to the work of the Regional Railroad Authority; therefore, a response to the report has been prepared for your consideration for Chairman Finley's signature on behalf of Ramsey County Regional Railroad Authority.

The report is a chapter of the Metropolitan Development Guide. It reinforces the emphasis on maintaining the region's infrastructure rather than expanding it to meet unlimited needs. The focus is on responding to substantial increases in travel in the metropolitan area by offering incentives to change travel behavior. Those who are willing to share rides, whether by bus, light rail transit, carpools or vanpools, will be rewarded with faster travel times.

Recommendation:

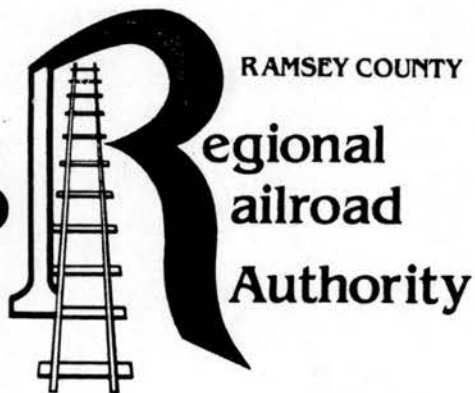
A suggested response to the Draft Transportation Development Guide/Policy Plan is attached.

KD:ptd

Enclosure

KD RCRRAC 5/31

1



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

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

June 15, 1988

Mr. Steve Keefe, Chairman
Metropolitan Council
300 Metro Square
Seventh and Robert Streets
Saint Paul, Minnesota 55101

Dear Steve:

Ramsey County Regional Railroad Authority has reviewed the Metropolitan Council's Draft Transportation Development Guide/Policy Plan. Comments of the Ramsey County Regional Railroad Authority are:

- o We endorse the focus of the Plan on easing traffic congestion through encouragement of sharing rides, as indicated on Page 15, Policy 2,

REGULAR-(OR FIXED-) ROUTE TRANSIT AND RIDESHARING SHOULD BE STRENGTHENED TO BE MORE COMPETITIVE WITH THE SINGLE-OCCUPANT AUTOMOBILE, PARTICULARLY FOR COMMUTERS, THROUGH APPROPRIATE INCENTIVES TO SHARE RIDES AND USE OTHER FORMS OF TRANSIT.

Strategy C of Policy 2 reads,

Light rail transit and busway facilities identified in the transit system plan should serve the metro centers, should be initially limited to the fully developed area, and should be implemented where ridership potential is high and where congestion on the metropolitan highway system needs to be relieved.

Comment: In Ramsey County, the only cities in the fully developed area as defined by the Metropolitan Council are St. Paul, Lauderdale, Falcon Heights, Roseville, St. Anthony and New Brighton. If LRT or busways are constructed in Ramsey County, consideration should be given to routes in developing areas if highway congestion needs to be relieved in those areas and the demand supports it.

Mr. Steve Keefe
June 15, 1988
page 2

- o Policy 14, Page 38, states,

THE COUNCIL WILL REQUIRE INTEGRATED PLANNING FOR LAND USE AND TRANSPORTATION FOR ALL MODES IN THE METRO CENTERS TO OPTIMIZE THE USE AND MINIMIZE THE NEED FOR INVESTMENTS IN THE METROPOLITAN HIGHWAY AND TRANSIT SYSTEMS.

Strategy E of Policy 14 indicates that the metro centers (downtown) must be served by any light rail transit that is developed in the region and the discussion says, "The Council will work to ensure that implementation of each light rail transit line will serve at least one of the metro centers."

Comment: There is a north/south corridor in Ramsey County between the western border of the County and Lexington Avenue that has high transit usage, and as indicated in Appendix I of the report, Page 122, is one of a relatively few areas in the metro region with concentrations of employment of 10,000 or more and retail sales of \$100 million or more. Travel in this corridor is oriented toward both downtowns. If a Midway Corridor light rail transit system is constructed between the downtowns examination of this corridor for light rail transit should not be prohibited because it does not radiate from either downtown. The north/south corridor would intersect the Midway Corridor and permit transferring to reach both downtowns. It would serve the metro centers, as indicated in the report as an important consideration for light rail transit.

- o Policy 16, Page 44 states,

EXISTING LINEAR RIGHTS-OF-WAY IN THE REGION SHOULD BE PRESERVED FOR PUBLIC USE.

Strategy A of Policy 16 indicates that options for acquisition of abandoned railroad rights-of-way will be studied.

Comment: Ramsey County Regional Railroad Authority supports this analysis. The experience of the County has been that affected units of government generally agree on whether or not the railroad right of way should be acquired. The issues are often who should acquire it and how the acquisition should be funded. Maintenance and liability responsibilities are also issues that need consideration.

- o Page 54-55 of the report outlines "three scenarios for capital investment in regular-route transit." Light rail/transit is one aspect of the investments outlined. Two of the scenarios include light rail transit investment in one corridor in Ramsey County, delineated as, "Midway Corridor (University Ave)."

Comment: Since completion of the Long-Range Transit Analysis, a study of additional alignments in the Midway Corridor has been made. University Avenue, or any other alignment, has not yet been identified as the preferred alignment in that corridor by the Ramsey County Regional Railroad Authority.

Mr. Steve Keefe
June 15, 1988
page 3

The Long-Range Transit Analysis was a useful look at appropriate regional investment priorities. Since it was completed in 1986, detailed information has been gathered for some corridors that may alter some of the recommendations made in the earlier more generalized study. In the Midway Corridor, for example, the LRT ridership forecast for I-94 in the Long-Range Transit Analysis was 20,000 per day. Based in part on that figure, LRT was not recommended on I-94. The Midway Corridor study ridership projections for LRT on I-94, more specific to the area than the previous estimate, range from 37,800 to 47,200 per day, higher than for University Avenue. Capital costs have also been examined in greater detail and vary from previous generalized assumptions. As more detailed information becomes available, it should be reflected in the Transportation Development Guide/Policy Plan. It may be preferable for the report to make no specific recommendations for light rail transit corridors, since information is being gathered and refined currently by Regional Railroad Authorities.

- o Page 22 of the report indicates that "each regional rail authority pursuing actual implementation of light rail transit should prepare a comprehensive light rail transit plan either voluntarily or in response to a systems statement issued by the Council."

Ramsey County Regional Railroad Authority agrees that preparation of a light rail transit plan is a reasonable request by the Metropolitan Council before implementation of light rail transit is undertaken.

We appreciate the opportunity to review the Draft Transportation Development Guide/Policy Plan. The report contains information of benefit to Ramsey County Regional Railroad Authority and sets the direction for a goal we share: improved mobility for metropolitan area residents.

Very truly yours,

John T. Finley,
Chairman

JTF:ptd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS		Board Action Requested
Originating Department		MIDWAY CORRIDOR UPDATE
K. DeSpiegelaere	6/7/88	
Authorized Signature	Date	

Request Justification

- Attachments:
- A. Timeline for Comments - K.DeSpiegelaere Memo of June 6, 1988.
 - B. Citizens Advisory Committee/Task Force Recommendations
 - C. Chairman's letter to Wayne Hatton, B.N.
 - D. BN Tour (verbal)
 - E. Right of Way Availability - Memo June 8, 1988 from K. DeSpiegelaere, P. Kirkwold

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1988

F. L. Blendenburg

6/7/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Midway Corridor Update

Date: June 6, 1988

The Draft Light Rail Transit Planning Analysis for the Midway Corridor was completed by Ramsey County and the Regional Transit Board in March, 1988. A public review period, originally to close on April 20, was extended to allow comments to be made on the study.

You previously received (although not at a Regional Railroad Authority meeting) recommendations from the Citizens Advisory Committee and the Midway Corridor Task Force. Summaries of their conclusions are attached. The Citizens Advisory Committee's report was completed on April 19.

Additional comments have been received from agencies, district councils and private citizens. These are being assembled in a public record.

Comments have not been received from the City of St. Paul. St. Paul staff has indicated that the City's comments will be made by July 22.

Recommendations:

1. Take action to receive the summaries on the Midway Corridor Study from the Midway Corridor Task Force and Citizens Advisory Committee.
2. Close the comment period for the Midway Corridor Study on July 22.

KD:ptd

SUMMARY AND RECOMMENDATIONS
Ramsey County Regional Railroad Authority
Citizens Advisory Committee

April 19, 1988

The Ramsey County Regional Railroad Authority Citizens Advisory Committee, comprised of 14 members representing Ramsey County in its entirety, (Attachment 1), was appointed in August, 1987 by the Regional Railroad Authority. An early assignment of the committee was to review recommendations from the Midway Corridor Task Force and make a recommendation to the Regional Railroad Authority on an alignment for light rail transit in the Midway Corridor between Downtown St. Paul and Downtown Minneapolis.

The committee reviewed information gathered in a joint study by the Regional Transit Board and Ramsey County Regional Railroad Authority. The committee met 13 times between November, 1987 and April 1988.

The committee reviewed six major LRT alignments and variations of them (Attachment 2). The alignments were:

- 1 Burlington Northern Northern Mainline
- 2 Burlington Northern Southern Mainline
 - A via Como/Rice
 - B via Burlington Northern
- 3 University Avenue
 - 1/4 mile station spacing
 - one mile station spacing
- 4 I-94
 - frontage road
 - aerial
- 5 Marshall Avenue
 - A Selby Avenue
- 6 Soo Line (Shortline) via West Seventh Street
 - A via 35E
 - B via Shepard Road

The question before the advisory committee can be phrased as, "If LRT is to be built in the Midway Corridor, which alignment should be selected"? The committee's recommendation does not address whether or not light rail transit should be constructed in the Midway Corridor.

All LRT alignments were considered to terminate at the approach to downtown St. Paul for the purposes of this study. Downtown alignments will be developed once a Midway Corridor alignment recommendation has been made.

The committee, following the recommendation of the Midway Corridor Task Force, eliminated these alignments from further consideration in February, 1988:

- 1 Burlington Northern Northern Mainline
- 5 Marshall Avenue
- 5A Selby Avenue
- The West Seventh Street portion of the Soo Line (Shortline) alignment

The alignments were eliminated for the following reasons:

Alignment 1 - Northern Burlington Northern Railroad

Recommended for elimination from further consideration because:

1. The narrow right of way would not allow parallel use of LRT and freight trains without major construction of retaining walls and some right of way acquisition.
2. Joint use of tracks for LRT and freight trains is not feasible with current volume of freight use, 70 trains per day.
3. Burlington Northern Railroad has said that the right of way is not available.
4. The Southern Burlington Northern Railroad alignment offers a possibility for wider right of way to accommodate parallel operation of LRT and freight trains.

Alignment 5 - Marshall Avenue and Dayton Avenue

Recommended for elimination from further consideration because:

1. The right of way is somewhat restrictive in the eastern portion and would require one-way operation on two residential streets.
2. The loss of boulevard and parking areas, some mature trees and restriction of driveway access would be unacceptable.

Alignment 5A - Selby Avenue

Recommended for elimination from further consideration because:

1. The right of way is prohibitive on at least two segments of the street. Sidewalks, boulevards and driveway access would be impacted.

Alignment 6 - Short Line with West Seventh Street access to Downtown St. Paul

Recommended for elimination pending development of additional information because:

1. Right of way may be available along the Short Line segment of the railroad tracks.
2. The West Seventh Street portion of the alignment has traffic capacity restrictions that would increase with LRT operations. LRT would require the elimination of some on-street parking and may limit access to adjacent land uses. There is little available space for off-street parking.
3. Railroad right of way from West Seventh Street to Downtown St. Paul is, according to the Soo Line, not available. Direct at grade access to Downtown St. Paul could not be provided because of the difference in elevation between the Soo Line tracks and Kellogg Boulevard in the Downtown area.
4. Right of way width along I-35E should be examined in greater detail to allow consideration of that alignment as an alternative route to West Seventh Street. A general cost estimate for elevating this portion of the alignment should be available for the consideration.

On March 8 the committee eliminated from consideration as potential LRT routes in the Midway Corridor these alignments:

2B Burlington Northern Southern Mainline via East Central Business District Bypass

4B I-94 Aerial

6A Soo Line/Short Line via 35E

The alignments were eliminated for the following reasons:

- 2B Burlington Northern Southern Mainline via East Central Business District Bypass
 - o high cost
 - o poor access to downtown
 - o poor access to capitol
 - o less favorable travel time than 2A (Burlington Northern Southern Mainline via Rice/Como)
- 4B I-94 Aerial
 - o committee feels aerial section is unacceptable due to visual impact and effect on adjacent properties
 - o high cost
- 6A Soo Line/Short Line via 35E
 - o high cost
 - o the committee feels that an elevated section of LRT along I-35E would be especially undesirable and unacceptable because of controversy surrounding the design of this section of I-35E

The remaining alignments were discussed by committee members. The committee minutes provide a detailed discussion on these points and should be considered an integral part of the committee report. The comments were made by individual members of the committee and do not necessarily reflect agreement of the entire committee.

BN SOUTHERN 2A COMO

- o Exclusive right of way along BN/no conflicts with auto traffic except on Como/Rice
- o Would serve more north suburban residents
- o Space for park/ride facilities on adjacent land
- o A new right of way which adds transportation capacity to the corridor
- o Higher speed than University Ave.
- o Serves St. Paul campus and Energy Park better than the other alignments
- o Less disruptive to University Ave. businesses
- o Greater potential for new transit riders than University Ave.
- o Narrow right of way could be solved by condemnation
- o Allows easy, high speed connection to northern LRT routes
- o Buses can be compatible with the LRT
- o Second lowest capital cost
- o Least helpful to University Ave. businesses
- o Questionable if would attract new riders; put emphasis on existing riders (Univ. Ave.)
- o Right of way may not be available
- o Some areas may have inadequate right of way
- o BN may be less than enthusiastic because of heavy use of lines by trains
- o Poorest integration with existing bus system

- o Poorest integration with pedestrians
- o Poor aesthetics for riders
- o Access to southern parts of city not favorable
- o Planned park/ride may be positive or negative; needs to be evaluated

UNIVERSITY AVE. 3A and 3B

University Avenue was considered without particular reference to the two station spacing alternatives because the charge to the committee was to evaluate alignments. Station spacing for any alignment was viewed as an operations/design issue relating to transit philosophy.

- o Continuing development potential; city has made this area its prime objective for development
- o Ridership would be high
- o Integrates, rather than detracts from development
- o Serves existing transit ridership well with comfortable service
- o Serves transit dependents well
- o Right of way is wide and in public ownership; it is available
- o Informal park/ride at some points
- o Serves Capitol area well
- o Lowest capital cost
- o Provides best intra-corridor service
- o Good daytime ridership because of commercial, office, etc. land use
- o Has speed limitation irregardless of station spacing; cannot exceed auto speed limit
- o Not an exclusive right of way/competitive with vehicular traffic
- o Auto/LRT conflict is potential
- o Access to stations may be hazardous to boarding passengers
- o Some side streets may not cross Univ. Ave. with LRT in median
- o Would increase traffic congestion
- o Duplicates existing bus system
- o More expensive to provide new park/ride facilities than for BN alignment
- o Not proven that is beneficial or harmful to existing businesses

STATION SPACING UNIVERSITY AVE.

- o Allows for flexibility of station locations
- o One mile spacing requires continuation of bus service on University Ave.
- o Speed is slower for 1/4 mile spacing
- o 1/4 mile requires retaining 94 service; increased congestion on 94 will slow express bus service there
- o 1/4 mile will not serve senior riders as well as current every block spacing because bus service will not remain on Univ. Ave.
- o Additional study is required to determine station location
spacing

I-94 Frontage Road

4A

- o High ridership
- o High speed
- o Some railroad right of way is being abandoned and is available for LRT
- o If complete reconstruction of I-94 was realistic, LRT on I-94 would be advantageous
- o Has negatives of University Avenue (speed, congestion) without positives (integration with businesses and access by passengers)
- o Relatively high capital cost
- o High potential for pedestrian/auto conflicts
- o Potential negative impact on single family residences in some areas
- o Because of current -94 rehabilitation plans, and the difficulty of coordinating LRT proposals with that work, there exists the potential for lengthy construction time affecting adjacent areas
- o Duplicates existing express transit service
- o High potential for auto/LRT conflicts at ramps
- o Limited park/ride land available
- o Appears to require maintenance of existing bus service on University Avenue
- o Capital costs east of Marion Street could be high; connection to downtown may be difficult

Soo Line/Short Line via Shepard Road

6B

- o Opportunity for tunneling in the downtown area (all alignments have that potential)
- o Aesthetically pleasing (scenic)
- o Good integration with bus grid
- o Provides service to portion of St. Paul not served by other potential Midway Corridor alignments
- o Provides service to downtowns and University of Minnesota at likely station sites
- o Underutilized land with development potential at station locations
- o Potential to connect to airport and Hiawatha Corridor
- o Some railroad land is being abandoned and is available for light rail transit
- o Least direct connection to Capitol
- o Highest capital cost
- o Problems with right of way availability
- o Access to downtown St. Paul is highly problematic
- o Serious coordination problem with proposed Shepard Road improvements

The committee voted on alignments with these results:

<u>Alignment</u>	<u>Number Favoring</u>
University Avenue, unspecified station spacing	7
Burlington Northern southern mainline via Como/Rice	3
Soo Line/Short Line via Shepard Road	1
I-94 frontage road	0

Three members were absent from the meeting at which the vote was taken and while offered an opportunity to submit written comments on their preferences, chose not to do so.

The committee took action on these additional matters relating to the alignment recommendation:

1. If the Ramsey County Regional Railroad Authority gives further consideration to a University Avenue alignment, a combination of Soo Line on the west and University Avenue on the east alignments should also be given further consideration (Attachment 3).
2. If an LRT line is constructed in Hennepin County from downtown Minneapolis to the University of Minnesota or in the Midway Corridor in Ramsey County, those lines should be constructed at the same time.

Additional general comments by committee members were:

- o The committee's recommendation addresses the alignment for light rail transit in the Midway Corridor. The recommendation does not address whether or not light rail transit should be constructed in the Midway Corridor.
- o Of all the corridors being considered for LRT in the Twin Cities, the Midway Corridor appears to offer the greatest potential for good ridership and cost effectiveness.
- o Service to the Central Business District (Downtown St. Paul) should be a factor considered in selecting an alignment. There are issues unknown to the committee regarding where an alignment will be routed in downtown St. Paul that could affect the east/west decision.
- o There is a need to think about LRT over the long term. Capital costs should be put in that perspective.

There are other issues worthy of discussion the committee has considered. The committee, while it did not reach conclusions about these issues, believes them relevant to the alignment recommendation. Those issues are:

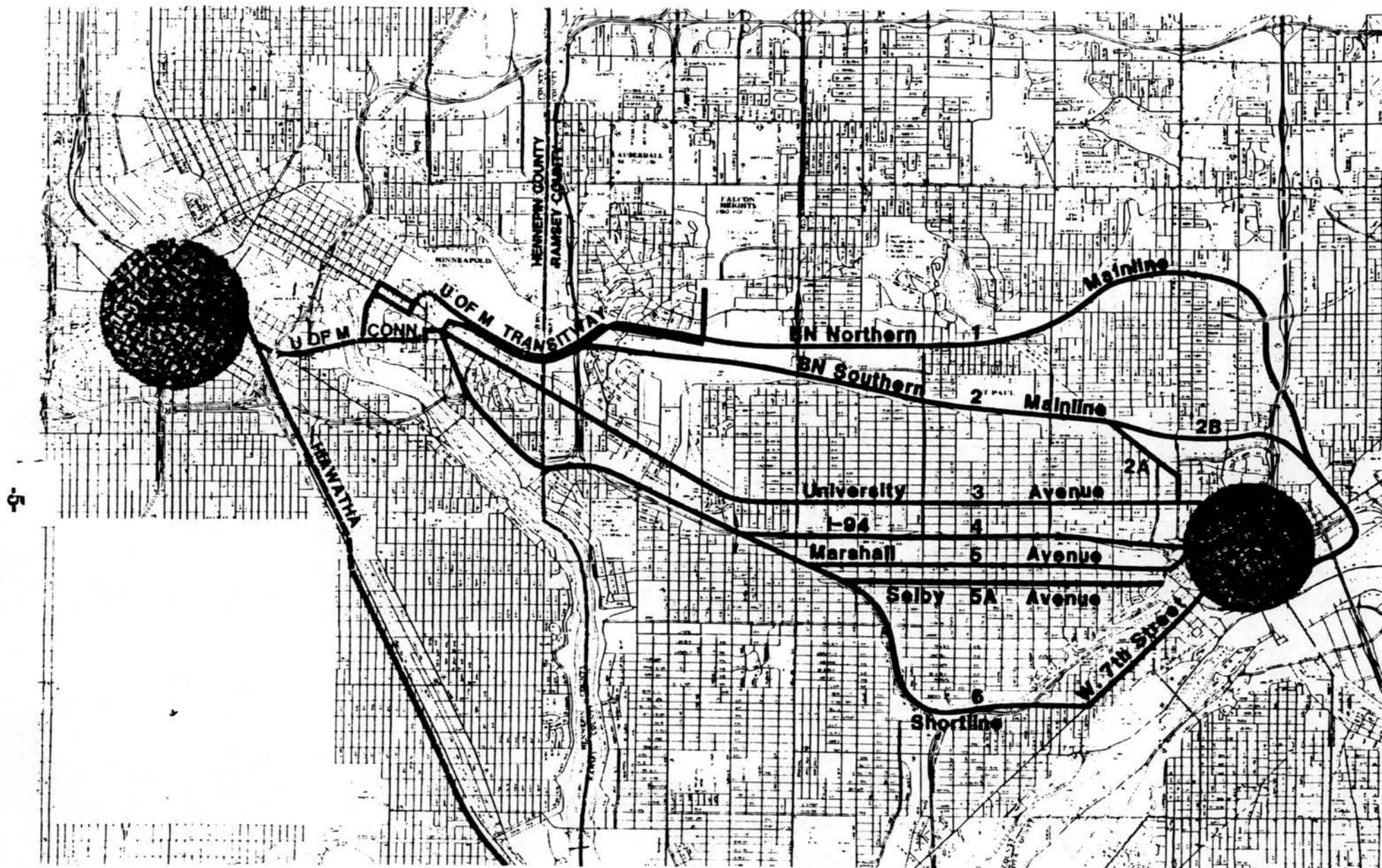
- o Transit philosophy: the ridership group to be served
- o Importance of serving the Capitol area
- o The Ramsey County Regional Railroad Authority should corridor variations or combinations of the alignments, such as that shown in Attachment 3

Summary and Recommendations
page 7

- o Potential of LRT to affect economic development
- o Operational costs of the LRT system and effect on current bus service expenditures
- o Impact of station location on informal park/ride facility (city streets, private parking lots) vs. formal park/ride facilities (exclusive and/or joint use park/ride facilities).

CITIZENS ADVISORY COMMITTEE MEMBERS

- District 1 - Appointed by Commissioner Duane McCarty
Robert Rossman
Frank Sandberg, Jr.
- District 2 - Appointed by Commissioner Donald Salverda
Robert Clarkson, Vice Chairman
Hugh Faville
- District 3 - Appointed by Commissioner John Finley
John Sheehan
Ignatius Theisen
- District 4 - Appointed by Commissioner Diane Ahrens
Stephen Grochala
Nancy Tracy
- District 5 - Appointed by Commissioner Ruby Hunt
Robert Kren, Chairman
Marc Manderscheid
- District 6 - Appointed by Commissioner Warren Schaber
Paul Gilliland
Robert Van Hoef
- District 7 - Appointed by Commissioner Hal Norgard
Helen Sever
Charles Wold



Midway Corridor LRT Planning Analysis

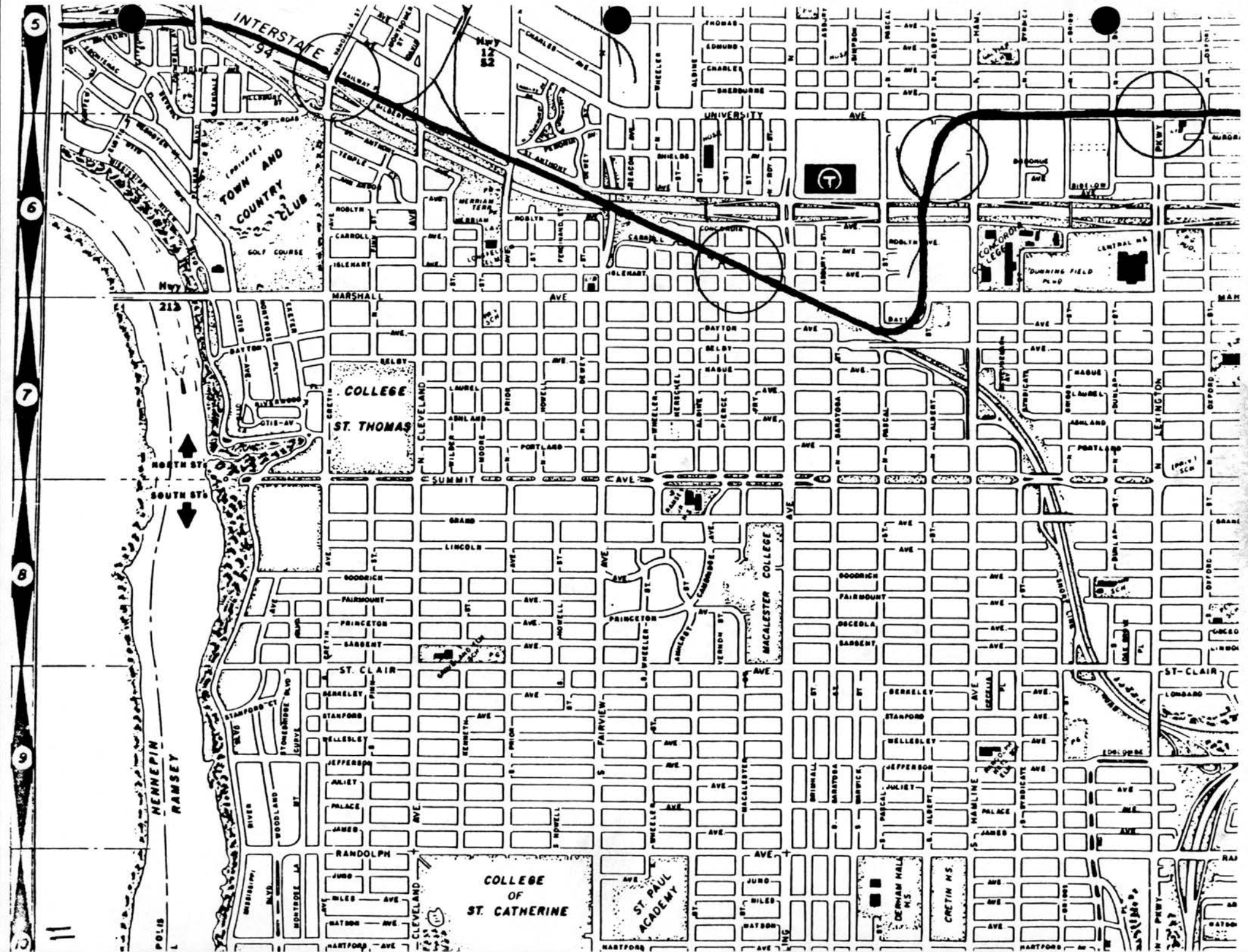
RTB
REGIONAL TRANSIT BOARD



Universe of Alternatives

Figure 2





MIDWAY CORRIDOR TASK FORCE RECOMMENDATIONS

4
SUMMARY OF ACTIONS
MIDWAY CORRIDOR TASK FORCE MEETING
MARCH 2, 1988

The Midway Corridor Task Force, comprised of representatives in the Midway Corridor of St. Paul (list attached), was appointed in January 1988 by the Ramsey County Regional Railroad Authority. The assignment of the task force was to recommend to the Citizens' Advisory Committee of the Regional Railroad Authority an alignment for light rail transit in the Midway Corridor between Downtown St. Paul and Downtown Minneapolis.

The task force reviewed information gathered in a joint study by the Regional Transit Board and Ramsey County Regional Railroad Authority.

At its March 2, 1988 meeting, the task force concluded its work. The following actions were taken:

1. It was agreed by the task force that alignments would be placed in rank order, based on the voting. There was consensus on the part of the task force that there need be no consensus on the alignment recommendation.
2. Eight alignment alternatives were considered (see attached list). One committee member asked to include an additional option that had not been studied.

The results of the vote were:

University Avenue, one mile station spacing, Alternative 3B	6 votes
Southern Burlington Northern/Como/Rice, Alternative 2A	4 votes
University Avenue, other unspecified station spacing	1 vote
I-94 Frontage Road, Alternative 4	1 vote
University Avenue, 1/4 mile station spacing, Alternative 3A	1 vote

3. The reasons for supporting or opposing alternative alignments were:

University Avenue	one mile spacing	Alternative 3B
-------------------	------------------	----------------

- good patronage forecasts
- good access to Capitol area
- serves Midway-area residents
- LRT reinforces important commercial area along street
- least expensive capital costs
- LRT on other alignments would siphon development from University Avenue
- University Avenue is link between downtowns
- has existing large transit ridership
- has variety of transit users
- would effectively serve transit dependents
- would allow effective redeployment of bus service
- savings in bus mileage is favorable

- LRT on University Avenue would negatively impact vistas, signage
- does not serve commuter trips as well as other alignments
- street is reliever for I-94; LRT could interfere with that function
- traffic congestion if LRT is on street will be a problem
- one mile station spacing on University Avenue would not serve elderly or business people well
- access to businesses is a concern

Southern Burlington Northern/Como/Rice

Alternative 2A

- has opportunities for park/ride facilities
- longer station spacing as proposed would improve transit services
- has opportunities for development
- higher speed, less travel time offered is desirable
- not friendly area for patrons of transit
- lower ridership than some other alignments, according to forecasts
- right of way may not be available
- not much usable land would be available for development

University Avenue

1/4 mile spacing

Alternative 3A

- similar favorable comments as for University Avenue with one mile spacing
- station spacing that duplicates bus service is undesirable
- station spacing is not consistent with image or need for LRT
- similar concerns as for University Avenue with one mile spacing

I-94

frontage road

Alternative 4

- serves residents south of I-95 better than University Avenue alignment
- does not duplicate bus transit
- will not destroy development along University Avenue but will complement it
- operational concerns with tracks split on either side of I-94
- access to Capitol would be difficult
- potential conflicts with high speed traffic
- not compatible with pedestrians

University Avenue

other unspecified spacing

- similar favorable comments as for other University Avenue alternatives
- similar concerns as for other University Avenue alternatives

Soo Line (Shortline)/I-35E

Soo Line (Shortline)/Shepard Road

Alternative 6A

Alternative 6B

- access to downtown is a problem
- does not serve Midway residents as well as other alignments
- not much usable right of way available for development

Southern Burlington Northern/Northern/ECBD Bypass

Alternative 2B

- although this shares similar favorable comments and concerns as for the Southern Burlington Northern/Como/Rice alignment, access to downtown was felt to be less favorable with this alternative.

Other comments:

- Economic development is a question mark.
- All counties in area should coordinate work.
- Metropolitan Council should determine objectives for LRT.
- LRT will probably not bring major amounts of development to the Twin Cities area.
- Vehicle type is an important consideration if LRT is on University Avenue. Stations must be unobtrusive.

In addition, some task force members expressed reservations about the speed with which the task force work had been accomplished and expressed reluctance to vote at this meeting until their district councils had an opportunity to react to the study. Discussion about other avenues for public participation occurred. A motion was passed that, in addition to the information in this summary, the organizations represented on the task force should be encouraged to submit written comments on alignment alternatives for inclusion in the public record. It was agreed that the minutes of the meeting would indicate that three task force members expressed discomfort with the time frame of the study. All task force members present at the meeting participated in the vote.

KD/clm

MIDWAY CORRIDOR ALIGNMENT ALTERNATIVES

- 2A SOUTHERN BURLINGTON NORTHERN/COMO/RICE
- 2B SOUTHERN BURLINGTON NORTHERN/ECBD BYPASS
- 3A UNIVERSITY AVENUE 1/4 MILE SPACING
- 3B UNIVERSITY AVENUE 1 MILE SPACING
- 4 I-94
- 4 I-94 FRONTAGE ROAD
AERIAL
- 6A SOO LINE (SHORTLINE) / 35E
- 6B SOO LINE (SHORTLINE) / SHEPARD ROAD

KD:ptd

MIDWAY CORRIDOR LRT TASK FORCE

Membership

Clark Armstead, Chairman

David Bradshaw

Triesta Brown

Greg Crawford

Jerol Fleck

Steve Grochala

Michael Heffron, Vice Chairman

Ken Holdeman

Bill Jones

Bob Kren

Marc Manderscheid

Ray Mordorski

Kim Reckinger

Laurie Rockne

Maggie Schwichtenberg

John Sheehan

Ignatius Theisen

Nancy Tracy



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

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

June 7, 1988

Mr. Wayne A. Hatton
Vice President - Twin Cities Region
Burlington Northern Railroad
176 East Fifth Street
P.O. Box 64960
St. Paul, Minnesota 55164

Dear Wayne:

Thank you for your letter of May 27, 1988 in which you expressed your concerns about Burlington Northern being involved in any further studies. We appreciate your concern in this regard. You can rest assured that any further studies will have Burlington Northern personnel being an integral part of any data base team.

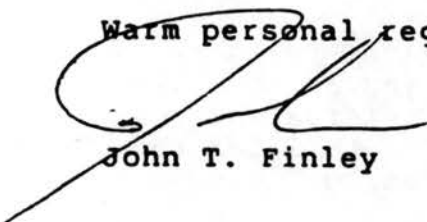
We really appreciate the fact that you are willing to work with ourselves and the other affected units of government towards possible acquisition, joint usage, easement or any other method that could be used to accommodate Light Rail Transit in what is known as the Southern Burlington Northern Corridor, which essentially parallels Pierce Butler Road through the Midway district of St. Paul. I, for one, and I believe Commissioner McCarty and others, were favorably impressed not only by you in extending your hand in cooperation, but also the fact that in physically viewing the corridor we could see the great potential for Light Rail Transit because of the width in most areas, the fact that new bridges have been built by the City of St. Paul at Rice and Dale Streets, and also the fact that there is space where Light Rail Transit tracks could be placed where railroad tracks had previously existed.

Mr. Wayne A. Hatton
June 7, 1988
Page Two

As you state in your letter, we also "are ready and willing to progress with discussions and more specific proposals to insure operating compatibility."

Again, thank you very much for your cooperation throughout this matter.

Warm personal regards,



John T. Finley

JTF/gb

cc: County Commissioners
Terry Schutten
Pat O'Malley
Kathy DeSpiegelaere
Mayor George Latimer

MEMORANDUM

TO: Ramsey County Regional Rail Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*
Paul Kirkwold *PK*

SUBJECT: Right of Way Availability

DATE: June 8, 1988

After recent discussions with Wayne Hatton, Vice President, Twin Cities Region, Burlington Northern Railroad, you asked us to explore the possibility of gathering further information on right of way in cooperation with Burlington Northern staff for the Burlington Northern Southern Mainline, parallel to Pierce Butler Route in the Midway Corridor.

Ramsey County has recently purchased a computerized base mapping system (Ultimap) which would allow an assessment of the railroad land, bridges and roads for the entire County. This would include an accurate assessment of railroad land in relationship to adjacent land parcels.

In order to gather this information, which would be generated at some point by Ramsey County in its progression with the computerized base mapping system, no additional cost would be incurred. It would, however, reorder the priorities set by the Department to gather data from west to east.

Ramsey County Public Works Department estimates that the cost for the Regional Railroad Authority would be those of materials and possibly for accelerating the schedule. The costs would be less than \$10,000. The work would be anticipated to be completed in eight to twelve weeks. Burlington Northern staff involvement could be at a very minimal level.

This type of data could also be gathered for other light rail transit alignments by Ramsey County Public Works Department.

Recommendation:

Do you wish to proceed with gathering additional information on the Burlington Northern alignment through Ramsey County Public Works Department or to delay action until goals for LRT in Ramsey County have been adopted?

KD:mk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> <u>6/7/88</u> Authorized Signature Date	Board Action Requested CITIZENS ADVISORY COMMITTEE ISSUES
--	--

Request Justification

See attached memo from K. DeSpiegelaere dated June 6, 1988

Budgeting and Accounting _____ County Attorney _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
June 14, 1988

Signature

Date

Board Date

Signature

Date

[Handwritten Signature: J. L. Glendonning]

6/7/88

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Citizen Advisory Committee

Date: June 6, 1988

1. Comments have been made in recent weeks that you may want to evaluate in determining if revisions in the organization of the Citizens Advisory Committee should be made. The comments are reflective of individual members' concerns and have not been discussed by all committee members.

The comments are:

- Citizens Advisory Committee (CAC) members who are also Corridor Task Force members are currently permitted to vote at meetings of both groups. Other CAC members only have one vote on the issues, not two. Individual CAC members should not have two votes.
 - The recommendation of the Corridor Task Force should go to the Regional Railroad Authority separately from the Citizens Advisory Committee process. This was done with the Midway Corridor Task Force recommendation, although the Task Force recommendation is also to be considered by the CAC, under current practices.
 - Citizens Advisory Committee membership may not be appropriate for someone who works in a professional capacity on the issues addressed by the committee.
2. Ignatius Theisen, a Citizens Advisory Committee member appointed by Commissioner John Finley, has resigned from the committee by letter dated May 20.

Recommendations:

1. The organization of the Citizens Advisory committee should be evaluated relative to the above comments.
2. A request for nominees for the vacant position on the Citizen Advisory Committee should be initiated.

Kd:ptd

KD MEMO SCHUTTEN 5/31

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> <u>6/7/88</u> Authorized Signature Date	Board Action Requested NORTHEAST BURLINGTON NORTHERN CORRIDOR STUDY
--	---

Request Justification

SEE ATTACHED: Memo from K. DeSpiegelaere dated June 8, 1988
 Memo from Patrick O'Malley dated April 27, 1988
 Memo from Michele Timmons dated May 9, 1988

Budgeting and Accounting _____ County Attorney _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1988

[Handwritten Signature]

6/7/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Northeast Burlington Northern Corridor Study

Date: June 8, 1988

Recently I completed a draft of the Goals report you requested and I would now be able to prepare a request for proposal (RFP) for consultant services for the Northeast Burlington Northern Corridor Study as approved by the Ramsey County Regional Railroad Authority (RCRRA) a few months ago.

As you recall, the study is to include an assessment of the corridor for transportation and recreation purposes.

Information Ramsey County received a few weeks ago, however, indicates that at least a portion of the cost of the study (LRT assessment) might be funded with the state LRT allocation to regional railroad authorities through the Minnesota Department of Transportation. That provides for a 50% local match for LRT planning.

There are, therefore, two options:

1. Apply for funds for an LRT Comprehensive Plan for Ramsey County. Include the Northeast Burlington Northern Corridor assessment in the Comprehensive Plan. Separate the recreation from the transportation assessment of the corridor. Ask the Ramsey County Parks Department in cooperation with Ramsey County Public Works Department to prepare a study of the recreation potential of the corridor. The transportation potential of the corridor other than for LRT could perhaps be reviewed by Ramsey County Public Works Department.
- 2.. Proceed with preparation of the RFP for the recreation/transportation study, using RCRRA funds to pay the consultant's fee, as previously directed by the RCRRA.

The benefit of the second option is that the study would be completed more quickly than with option one. The first option would require waiting until funding was approved by the Minnesota Department of Transportation on November 15. The LRT Comprehensive Plan would most likely not be completed until 1989. Cities in the affected area have expressed strong interest in moving quickly so that the option to purchase the railroad right of way is not lost.

The benefit of the first option is that the RCRRA would fund part of the cost of the study, if the grant application is successful, with state funds.

June 8, 1988

page 2

Washington County Regional Railroad Authority, is not yet in a position to indicate whether or not the extension of the corridor into Washington County should be included in Ramsey County's study. Washington County staff has indicated a willingness to participate in technical advisory committee meetings of the Northeast Burlington Northern Corridor study.

Recommendation:

Shall I proceed, as previously directed, with Option Two?

KD:ptd



Office of the Executive Director

286 Court House 15 W. Kellogg Blvd.
Saint Paul, Minnesota 55102
(612) 298-5980

Terry Schutten, Executive Director

County Commissioners

Diane Ahrens
John T. Finley
Ruby Hunt
Duane W. McCarty
Hal Norgard
Donald E. Salverda
Warren W. Schaber

M E M O R A N D U M

TO: Commissioner John Finley
FROM: Patrick O'Malley *PTO*
DATE: April 27, 1988
RE: Disposition of Burlington Northern "North" Corridor

For your information, I have talked to Glacier Development Company, the real estate representative for Burlington Northern, regarding the "North" Corridor.

According to Glacier Development, there have been several appraisals done on the corridor. One was prepared by Dahlen & Dwyer, Inc. for the City of St. Paul and was on the portion of the property running from Fourth Street to the Whirlpool facility on the east side of St. Paul. I am in the process of trying to get a copy of this appraisal so we can review it and make appropriate comments.

Glacier Development does not know the value of the entire corridor. They have asked that if the County is interested in pursuing the purchase of this corridor, we should have an appraisal done on the property.

I have also mentioned to Burlington Northern that Ramsey County is interested in studying the corridor. If the disposition of the property changes, becoming not available or if another party becomes interested in purchasing it, they should let the County know.

As of this date, Glacier states they have not sold any of the property. They have indicated some limited interest in it. The only strong interest is apparently by local municipalities who have pursued discussions about the property for recreational purposes.

With respect to accessing the BN corridor north of Beam Avenue, BN has stated they would work with the County on this, as the track running north of Beam has very limited use. The track is only used to serve a power plant in the area. BN would be willing to discuss using the additional trackage north of Beam Avenue for future or potential use of LRT traffic.

Should more information be received, I will let you know.

PTO/cam

cc: Board of Commissioners
Terry Schutten
[Redacted]



OFFICE OF THE COUNTY ATTORNEY
RAMSEY COUNTY
SUITE 400
350 ST. PETER STREET
ST. PAUL, MINNESOTA 55102

TOM FOLEY
COUNTY ATTORNEY

TELEPHONE
(612) 298-4421

MEMORANDUM

TO: Commissioner John T. Finley, Chair
Regional Rail Authority

FROM: Michele L. Timmons *M.L.T.*
Chief, Civil Division

DATE: May 9, 1988

RE: Statutes Governing Railroad Abandonment

You have requested that I find the authority for railroad abandonment proceedings. I have attached both federal and state laws which are applicable, and will briefly explain them in this memo.

The federal law on railroad abandonment is codified at 49 U.S.C. §§10903-10907. Section 10903 requires that a rail carrier submit an application to abandon lines to the Interstate Commerce Commission, which shall approve the application if it finds public convenience and necessity. The notice and content requirements for the application are set out in §10904. If no protest is received, the abandonment may occur within 120 days of the date the application is filed. If there is a protest and the ICC decides to conduct an investigation, the process may take up to 330 days. Each rail carrier is required to submit a diagram to the ICC showing rail lines potentially subject to abandonment. 49 U.S.C. §10904(e)(2). Section 10905 is probably not of much interest, since it deals with offers of financial assistance to avoid abandonment or discontinuance.

Section 10906 is, however, of interest. It provides that if the ICC approves abandonment, it must make a finding as to whether or not the corridor is suitable for use for a public purpose, including highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the ICC finds suitability for a public purpose, the corridor may be disposed of only under conditions established by the ICC.

May 9, 1988
Page 2

This may include a prohibition on any disposal for up to 180 days unless the corridor has first been offered, on reasonable terms, for sale for public purposes.

Finally, Section 10907 clarifies that the ICC does not have jurisdiction over the abandonment of spur, industrial, team, switching or side tracks if the tracks are located entirely in one state. In Minnesota, the abandonment of intrastate lines is accomplished by an application to the Transportation Regulation Board pursuant to Minn. Stat. §§219.681 and 219.741 (see attached). Please note that the state law has no parallel provision to the federal law regarding public use.

It is my understanding that the abandonment of the Soo Line corridor in 1981 followed the federal procedure. The Burlington Northern corridor has apparently followed the state procedure, and is currently abandoned.

Please let me know if you desire any additional information.

cc: Terry Schutten
Pat O'Malley
~~Kathy DeSpirgale~~
Tom Foley
Susan Haigh

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

<u>PUBLIC WORKS</u> Originating Department		Board Action Requested GOALS AND OBJECTIVES FOR RAMSEY COUNTY FOR LRT
<u>K. DeSpiegelaere</u> Authorized Signature	<u>6/7/88</u> Date	

Request Justification

See attached memo from K. DeSpiegelaere dated June 9, 1988

See attached report

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

 Previous Action taken on Request

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 14, 1988

J L Henderson

6/7/88

Board Date

Signature

Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Goals for Light Rail Transit in Ramsey County, Minnesota

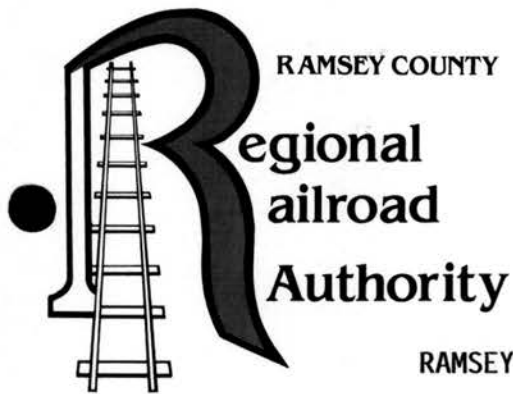
Date: June 9, 1988

A report entitled "Goals for Light Rail Transit in Ramsey County, Minnesota" is attached.

Recommendation:

This report is to be on the June 14 Ramsey County Regional Railroad Authority meeting agenda. Because of the extensive agenda for that meeting and the length of this report, no action will be requested on this report at the June 14 meeting. Consideration of the report and its recommendations will be at a subsequent meeting.

KD:m
att.



AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tuesday, June 28, 1988

*10:30 A.M. - LARGE CONFERENCE ROOM 316

*Please note change in time of meeting

1. Goals and Objectives for Ramsey County for Light Rail Transit.

This meeting will be devoted solely to the discussion of this matter.

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