


# Ramsey County Regional Railroad Authority. Records.

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Version 3
August 20, 2018

**MEMORANDUM**

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

From: Kathryn DeSpiegelaere KD

Subject: Comments Received on the Midway Corridor Light Rail Transit Study

Date: July 5, 1988

On Tuesday, July 12, at the joint Ramsey County Regional Railroad Authority/Regional Transit Board meeting, one subject to be discussed is comments that have been received on the Midway Corridor Light Rail Transit Study. Although the comment period remains open until July 22 and comments have yet to be received from St. Paul, I have assembled the comments received thus far for your review.

Recommendation:

For you information.

KD:ptd

RAMSEY COUNTY

Regional Railroad Authority

**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

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

# AGENDA

## JOINT MEETING

## RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

and

## THE REGIONAL TRANSIT BOARD

Tuesday, July 12, 1988

4:00 P.M.

Room 316 - Court House

1. Goals and Objectives adopted by Ramsey County.

2. Comments received on Midway Corridor Study.

*Please note - no formal action will be taken

RAMSEY COUNTY

Regional Railroad Authority

**John T. Finley, Chairman**
District 3
Diane Ahrens
District 4
Ruby Hunt
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Duane W. McCarty
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Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

# AGENDA

## RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, July 12, 1988

*10:30 A.M. - LARGE CONFERENCE ROOM

ROOM 316

*Please note change in time of meeting.

1. Approval of payment of $8,487.34 to Executive Director's Department for services of Property Manager, secretarial services, Chief Clerk to County Board services, and services of the staff of the Executive Director's Department.

2. Ramsey County Regional Railroad Authority Quarterly Report of Payments - period of April - June 1988

3. Goals for Light Rail Transit in Ramsey County - Adopted June 1988

4. Comprehensive LRT Plan for Ramsey County

5. Debt Service Schedules - Information Only

6. 1989 Budget for RC Regional Railroad Authority - For Discussion

7. Intent to Tax Notice

8. Coordination with Metropolitan Regional Railroad Authority Staff

9. N. E. Corridor Study - Memo from Greg Mack

10. Minnesota Department of Transportation Plans for I-94 at Burlington Northern Railroad

11. Anoka County Comprehensive Plan

REQUEST FOR

REGIONAL RAILROAD AUTHORITY

Department Summary
To be completed by Originating Department

Budgeting & Accounting
Originating Department

James Van Hoecke 6/29/88
Authorized Signature Date

**Board Action Requested**
Approval of payment of $8,487.34 to Executive Director's Department for services of Property Manager, secretarial services, Chief Clerk to County Board services, and services of the staff of the Executive Director's Department.

Request Justification

See attached Invoice A 02457, County of Ramsey, Department of Executive Director, dated 6/28/88 for services rendered by Property Manager, secretarial services, Chief Clerk to County Board services, and services of the staff of the Executive Director's Department.

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

Budgeting and Accounting Ed Blonkit 6/29/88
County Attorney NA
Risk Manager NA
Data Processing NA

Previous Action taken on Request

Date / Time Received By County Executive Director

Comments / Recommendation

Documentation certified complete for:

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| July 12, 1988 | F L Henderson | 7/6/88 |
| Board Date | Signature | Date |

CB-21

RAMSEY COUNTY

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: Ed Glaubitz

FROM: Patrick O'Malley

DATE: June 8, 1988

RE: Regional Railroad Authority Hours

Attached for your review is a monthly breakdown of my hours chargeable to the Regional Railroad Authority:

@ Rate 61.06

| Date | Hours | Date | Hours |
|---|---|---|---|
| December, 1987 | | January, 1988 | |
| | | 5 | 4 |
| 3 | 4 | 12 | 4 |
| 10 | 3 | 14 | 4 |
| 22 | 3 | 27 | 3 |
| 23 | 2 | 28 | 1 |
| Totals | 12 | Totals | 16 = |
| February, 1988 | | March, 1988 | |
| 3 | 4 | 8 | 1 |
| 11 | 3 | 15 | 4 |
| 16 | 2 | 22 | 2 |
| 23 | 2 | 29 | 2 |
| Totals | 11 | Totals | 9 = |
| April, 1988 | | May, 1988 | |
| | | Week of 5/8 | 48 |
| | | 16 | 2 |
| 4 | 8 | 17 | 1 |
| 6 | 4 | 18 | 3 |
| 11 | 4 | 19 | 2 |
| 20 | 5 | 20 | 2 |
| 27 | 2 | 31 | 6 |
| Totals | 23 | Totals | 64 |
| June, 1988 | | | |
| 1 | 2 | | |
| 7 | 2 | | |
| Total | 4 | | |

Please bill these hours to the Regional Railroad Authority.

PTO/cam

3

# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY Date June 28, 1988

(2) Appropriation Item Executive Director Services

For Accounting Use Only

| Claim # | | Date Paid | |
|---|---|---|---|
| CA | | 1 | |
| | | | |
| | | | |
| | | | |

1-2 3-7 8 9-14

WARRANT NO.

(3) Code

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59101 | 020176 | 8,487.34 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

15-17 18-20 21-25 26-31 32-41

Total

(4) PAY TO: (2) *18400

8 First Name & Initial 9-22
RAMSEY COUNTY

Last Name or Firm Name 23-52
TAXATION & RECORDS

53-76

(3)

8 Address 9-32

City State 33-54 Zip Code 55-59 Fed Tax ID 60-7

(5) On Check Stub Put: (4) Invoice A 02457 Credit: 40301 300908
9-60

(5) Executive Director Services Dec 1987-June 1988
9-60

For Risk Management Use Only (6) 8 9-24
Last Name First Name

(6) SEND TO: Use only if Payee and/or Address differs from Item 4

Address

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: Ed Blaufuss

(8) I declare that the above materials and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorized Signature: James Van Hoecke 6/29/88

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

# COUNTY OF RAMSEY

DEPARTMENT OF EXECUTIVE DIRECTOR

INVOICE NUMBER

A 02457

1-6

# INVOICE

| DEPT | REV. CODE | T | C | ACCTG. USE ONLY REG. DATE | AMOUNT |
|---|---|---|---|---|---|
| 7-11 | 12-17 | 18 | 19 | 20-25 | 26-35 |
| 40301 | 300908 | 2 | 1 | 062888 | 8,487.34 |
| | | 2 | 1 | | |
| | | 2 | 1 | | |
| | | 2 | 1 | | |
| | | | | TOTAL DUE: | |

MAKE CHECK PAYABLE TO RAMSEY COUNTY
FORWARD TO 138 COURT HOUSE
ST. PAUL, MN 55102-1695

NAME RAMSEY CO REGIONAL RAILROAD AUTHORITY
36-75 (Last Name or Firm Name) (First)

ADDRESS 316 COURTHOUSE
29-52

20-28 (Social Security No.)

53-76

**IMPORTANT** TO ENSURE PROPER CREDIT **IMPORTANT**
PLEASE DETACH AND RETURN THIS PORTION WITH PAYMENT

**RAMSEY COUNTY DEPT. OF** EXECUTIVE DIRECTOR **INVOICE NO.** A 02457

| DATE | QUANTITY | DESCRIPTION | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| 6-10-88 | | Executive Director services for period 12/3/87 to 6/7/88. Services of Patrick O'Malley, Property Manager. | | |
| | | December 1987 — Hours 12 — Rate $61.06 | 732.72 | |
| | | January 1988 — Hours 16 — Rate 61.06 | 976.96 | |
| | | February 1988 — Hours 11 — Rate 61.06 | 671.66 | |
| | | March 1988 — Hours 9 — Rate 61.06 | 549.54 | |
| | | April 1988 — Hours 23 — Rate 61.06 | 1,404.38 | |
| | | May 1988 — Hours 64 — Rate 61.06 | 3,907.84 | |
| | | June 1988 — Hours 4 — Rate 61.06 | 244.24 | |
| | | Total 139 | | 8,487.34 |

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WHITE - CUSTOMER COPY PINK - COUNTY ACCOUNTING BLUE - COUNTY TREASURER GREEN - DEPARTMENT COPY

Form P.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Budgeting & Accounting
**Originating Department**

J. Van Houdt (S) 7/7/88
**Authorized Signature** **Date**

**Board Action Requested**

Ramsey County Regional Railroad Authority
Quarterly Report of Payments

April - June 1988

**Request Justification**

See attached memo from J. Van Houdt dated July 7, 1988 with report of payments.

**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** |
| July 12, 1988 **Board Date** | F L Glendinning **Signature** | 7/7/88 **Date** |

RAMSEY COUNTY

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: July 7, 1988

TO: Terry Schutten, Executive Director

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

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June 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 April through June 1988 and a copy of the budget as of June 30, 1988.

JVH:EG:ja/gcl
Attachments

06-Jul-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: April - June 1988

| DATE OF PAYMENT | PAYMENT TO | AMOUNT | WARRANT NUMBER | PURPOSE OF PAYMENT |
|---|---|---|---|---|
| 15-Apr-88 | Ramsey County | 475.88 | 415856 | Budgeting & Accounting Services 1/1/88-3/31/88 |
| 15-Apr-88 | Ramsey County | 1,277.35 | 415856 | Duplicating of Authority agenda, minutes, and background material March 1988 |
| 15-Apr-88 | Quality Catering | 169.60 | 416342 | Coffee, lemonade, cookies & brownies Hamline Library - 3/23/88 |
| 22-Apr-88 | Thoele Printing | 325.92 | 417343 | 2,000 #10 Regular envelopes |
| 22-Apr-88 | Ramsey County | 56.00 | 417352 | 16 Aerial photo copies @ $3.50/each |
| 22-Apr-88 | Transportation Research Board | 630.00 | 418130 | Registration-National Conference on Light Rail Transit<br>James Bower<br>Kathryn DeSpiegelaere<br>Patrick O'Malley |
| 29-Apr-88 | Patrick O'Malley | 900.00 | 418419 | Travel Advance for San Jose LRT Conf |
| 29-Apr-88 | Kathryn DeSpiegelaere | 900.00 | 418745 | Travel Advance for San Jose LRT Conf |
| 29-Apr-88 | Fairmont Hotel-San Jose | 255.00 | 418746 | Room Reservation Deposits<br>James Bower<br>Kathryn DeSpiegelaere<br>Patrick O'Malley |
| 03-May-88 | James Bower | 565.00 | 419394 | Travel Advance for San Jose LRT Conf |
| 03-May-88 | Midway Hospital | 25.29 | 419395 | Coffee Cart for Meetings on 2/3, 2/10 & 2/25/88 |
| 06-May-88 | Ramsey County | 115.00 | 419464 | Printing & Enlargements from Technical Productions |
| 06-May-88 | Ramsey County | 1,840.70 | 419464 | Transportation Planner Services 12/21/87 and 1/4/88-1/14/88 |
| 06-May-88 | Ramsey County | 1,705.96 | 419464 | Transportation Planner Services 1/15/88-1/21/88 |
| 06-May-88 | Ramsey County | 39.46 | 419464 | Duplicating of Authority agenda, minutes, and background material April 1988. |
| 13-May-88 | Ramsey County | 1,961.28 | 420730 | Transportation Planner Services 1/22/88-1/29/88 |

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Prepared by Budgeting & Accounting-EG

REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: April - June 1988

| DATE OF PAYMENT | PAYMENT TO | AMOUNT | WARRANT NUMBER | PURPOSE OF PAYMENT |
|---|---|---|---|---|
| 13-May-88 | Postmaster, c/o Budgeting & Accounting | 116.00 | 421250 | Payment for postage stamps First Quarter-1988 |
| 20-May-88 | Ramsey County | 1,976.60 | 422140 | Transportation Planner Services 2/1/88-2/8/88 |
| 20-May-88 | Ramsey County | 92.14 | 422140 | Postage charges First Quarter-1988 Community Human Services |
| 27-May-88 | Clark Armstead | 25.00 | 423810 | Midway Corridor Task Force Meetings-5 @$5 |
| 27-May-88 | Paul Gilliland | 50.00 | 423811 | Citizens Advisory Task Force Meetings-10 @ $5 |
| 27-May-88 | Ken Holdeman | 30.00 | 423812 | Midway Corridor Task Force Meetings-6 @ $5 |
| 27-May-88 | Robert J Kren | 25.00 | 423813 | Midway Corridor Task Force Meetings-5 @ $5 |
| 27-May-88 | Robert J Kren | 50.00 | 423813 | Citizens Advisory Task Force Meetings-10 @ $5 |
| 27-May-88 | Marc J Manderscheid | 40.00 | 423814 | Citizens Advisory Task Force Meetings-8 @ $5 |
| 27-May-88 | Marc J Manderscheid | 10.00 | 423814 | Midway Corridor Task Force Meetings-2 @ $5 |
| 27-May-88 | Laurie Rockne | 20.00 | 423815 | Midway Corridor Task Force Meetings-4 @ $5 |
| 27-May-88 | Frank E Sandberg, Jr | 40.00 | 423816 | Citizens Advisory Task Force Meetings-8 @ $5 |
| 27-May-88 | Maggie Schwichtenberg | 20.00 | 423817 | Midway Corridor Task Force Meetings-4 @ $5 |
| 27-May-88 | Helen Sever | 40.00 | 423818 | Citizens Advisory Task Force Meetings-8 @ $5 |
| 27-May-88 | John M Sheehan | 10.00 | 423819 | Citizens Advisory Task Force Meetings-2 @ $5 |
| 27-May-88 | Ignatius J Theisen | 10.00 | 423820 | Midway Corridor Task Force Meetings-2 @ $5 |

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Prepared by Budgeting & Accounting-EG

06-Jul-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: April - June 1988

| DATE OF PAYMENT | PAYMENT TO | AMOUNT | WARRANT NUMBER | PURPOSE OF PAYMENT |
|---|---|---|---|---|
| 27-May-88 | Robert Van Hoef | 55.00 | 423821 | Citizens Advisory Task Force Meetings-11 @ $5 |
| 27-May-88 | Charles Wold | 35.00 | 423822 | Citizens Advisory Task Force Meetings-7 @ $5 |
| 27-May-88 | Triesta Brown | 20.00 | 423823 | Midway Corridor Task Force Meetings-4 @ $5 |
| 01-Jun-88 | Ask Mr. Foster Travel | 1,124.00 | 424414 | Air Fare, San Jose to-Portland, OR; Salt Lake City; Minneapolis<br>James Bower<br>Kathryn DeSpiegelaere<br>Patrick O'Malley |
| 03-Jun-88 | Robert E Clarkson | 45.00 | 424740 | Citizens Advisory Task Force Meetings-9 @ $5 |
| 03-Jun-88 | Hugh Faville | 55.00 | 424741 | Citizens Advisory Task Force Meetings-11 @ $5 |
| 03-Jun-88 | Nancy Ann Tracy | 25.00 | 424742 | Midway Corridor Task Force Meetings-5 @ $5 |
| 03-Jun-88 | Nancy Ann Tracy | 45.00 | 424742 | Citizens Advisory Task Force Meetings-9 @ $5 |
| 03-Jun-88 | Ramsey County | 1,944.26 | 424568 | Transportation Planner Services 2/9/88-2/22/88 |
| 03-Jun-88 | Ramsey County | 1,785.06 | 424568 | Transportation Planner Services 2/23/88-3/2/88 |
| 03-Jun-88 | Ramsey County | 1,908.75 | 424568 | Transportation Planner Services 3/3/88-3/11/88 |
| 03-Jun-88 | Ramsey County | 1,796.46 | 424568 | Transportation Planner Services 3/12/88-3/22/88 |
| 03-Jun-88 | Ramsey County | 1,848.81 | 424568 | Transportation Planner Services 3/23/88-3/28/88 |

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06-Jul-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: April - June 1988

| DATE OF PAYMENT | PAYMENT TO | AMOUNT | WARRANT NUMBER | PURPOSE OF PAYMENT |
|---|---|---|---|---|
| 03-Jun-88 | Ramsey County | 696.58 | 424568 | Transportation Planner Services 3/29/88-3/31/88 |
| 10-Jun-88 | Ramsey County | 1,139.77 | 425580 | Ramsey County Attorney Services 1/1/88-4/1/88 |
| 17-Jun-88 | National Camera Exchange | 8.20 | 427696 | Film processing |
| 17-Jun-88 | Kim Reckinger | 5.00 | 427697 | Midway Corridor Task Force Meetings-1 @ $5 |
| Total Payments-Second Quarter-1988: | | 26,334.07 | | |

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Prepared by Budgeting & Accounting-EG

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 | | | | | | | |
| 020100 -- | PROFESSIONAL SERVICES 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 43,580.00 | |
| 020102 -- | CONSULTING SERVICES 4,280.00 | 0.00 | 0.00 | 4,280.00 | 4,280.00 | 4,580.00 | 300.00 | |
| 020103 -- | ENGINEERING SERVICE 30,000.00 | 17,635.46 | 0.00 | 12,364.54 | 12,364.54 | 30,000.00 | 0.00 | 58.78 |
| 020174 -- | COUNTY ATTORNEY SERVICES 3,000.00 | 1,139.77 | 0.00 | 1,860.23 | 1,860.23 | 3,000.00 | 0.00 | 37.99 |
| 020176 -- | EXECUTIVE DIRECTOR-SERVICES 3,000.00 | 0.00 | 0.00 | 3,000.00 | 3,000.00 | 3,000.00 | 0.00 | |
| 020179 -- | BUDGETING AND ACCOUNTING SERVICES 3,000.00 | 475.88 | 0.00 | 2,524.12 | 2,524.12 | 3,000.00 | 0.00 | 15.86 |
| 020202 -- | POSTAGE 300.00 | 208.14 | 0.00 | 91.86 | 91.86 | 300.00 | 0.00 | 69.38 |
| 020401 -- | PUBLISHING MINUTES AND NOTICES 1,500.00 | 0.00 | 0.00 | 1,500.00 | 1,500.00 | 0.00 | 0.00 | |
| 020501 -- | PRINTING & STATIONERY 2,500.00 | 1,971.24 | 0.00 | 528.76 | 528.76 | 0.00 | 0.00 | 78.85 |
| 021192 -- | INTEREST 2,420.00 | 0.00 | 0.00 | 2,420.00 | 2,420.00 | 0.00 | 0.00 | |
| 021226 -- | COMMITTEE COMPENSATION 4,000.00 | 655.00 | 0.00 | 3,345.00 | 3,345.00 | 4,000.00 | 0.00 | 16.38 |
| 021407 -- | OTHER TRAVEL 10,000.00 | 5,660.91 | 0.00 | 4,339.09 | 4,339.09 | 10,000.00 | 0.00 | 56.61 |
| 021408 -- | VOLUNTEER/COMMITTEE MEETING EXPENSE 1,000.00 | 211.75 | 0.00 | 788.25 | 788.25 | 1,000.00 | 0.00 | 21.18 |
| TOTL 02 | 65,000.00 CONTINGENT APPROPRIATIONS | 27,958.15 | 0.00 | 37,041.85 | 37,041.85 | 58,880.00 | 43,880.00 | 43.01 |
| C61001 | 35,000.00 | 0.00 | 0.00 | 35,000.00 | 35,000.00 | 0.00 | 15,000.00 | |
| 070201 | 25,000.00 | 0.00 | 0.00 | 25,000.00 | 25,000.00 | 0.00 | 0.00 | |
| CURR ORG-TOT | 125,000.00 | 27,958.15 | 0.00 | 97,041.85 | 97,041.85 | 58,880.00 | 58,880.00 | 22.37 |
| 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 | 43,514.19 | 0.00 | 99,810.81 | 99,810.81 | 66,880.00 | 58,880.00 | 30.36 |
| ACT-TOT | 143,325.00 | 43,514.19 | 0.00 | 99,810.81 | 99,810.81 | 66,880.00 | 58,880.00 | 30.36 |
| 5 FCT-TOT | 143,325.00 | 43,514.19 | 0.00 | 99,810.81 | 99,810.81 | 66,880.00 | 58,880.00 | 30.36 |
| FUND CURR TOT | 125,000.00 | 27,958.15 | 0.00 | 97,041.85 | 97,041.85 | 58,880.00 | 58,880.00 | 22.37 |
| 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 | 43,514.19 | 0.00 | 99,810.81 | 99,810.81 | 66,880.00 | 58,880.00 | 30.36 |

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Public Works
**Originating Department**

K. DeSpiegelaere 7/7/88
**Authorized Signature** **Date**

**Board Action Requested**

Goals for Light Rail Transit in Ramsey County - Adopted June, 1988

**Request Justification**

Attached: memo from K. DeSpiegelaere dated 7/1/88
Revised Copy of Goals for Light Rail Transit in Ramsey County

**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** |
| July 12, 1988 **Board Date** | F L Glendenning **Signature** | 7/7/88 **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: July 1, 1988

At the Ramsey County Regional Railroad Authority meeting on June 28, a discussion of goals for light rail transit occurred. The report you previously received has been revised to reflect the goals adopted at that meeting. Goal seven was added as a result of your discussion.

A copy of the revised report is attached.

Recommendation:

For your information.

KD:m

KD RRA 7/1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works
Originating Department

K. DeSpiegelaere 7?7/88
Authorized Signature Date

Board Action Requested

COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

Request Justification

See attached memo from K. DeSpiegelaere dated June 29, 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 |
| July 12, 1988 Board Date | Signature | 7/7/88 Date |

**MEMORANDUM**

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

From: Kathryn DeSpiegelaere

Subject: LRT Comprehensive Plan

Date: June 29, 1988

Discussion occurred at the June 14 Ramsey County Regional Railroad Authority (RCRRA) meeting about a Light Rail Transit Comprehensive Plan for Ramsey County. At the June 28 RCRRA meeting goals for light rail transit were adopted. A method of accomplishing one of the goals, integrating a Ramsey County light rail transit (LRT) system with other counties' LRT systems, is preparing a Comprehensive Plan.

The Metropolitan Council Draft Transportation Policy Plan recommends that regional railroad authorities prepare a comprehensive plan for LRT. Legislation enacted in 1987 required that Hennepin County prepare a comprehensive plan for LRT. The Minnesota Department of Transportation draft work program for LRT grant allocation requires a comprehensive plan approved by the regional railroad authority before other implementation steps for LRT are undertaken by regional railroad authorities. Anoka County has recently begun preparation of a comprehensive plan for LRT.

Ramsey County proceeded with the Regional Transit Board on an analysis of alignments of the Midway Corridor for LRT without preparation of a comprehensive plan because:
- there was pressure exerted upon the County to take speedy action on LRT;
- the Metropolitan Council's Long Range Transit Plan identified the Midway Corridor as one of the two highest priority corridors in the region for LRT.

It is my recommendation that the RCRRA grant application to the Minnesota Department of Transportation (due 9/1/88) include a request for funds for a comprehensive plan for LRT. The grant will fund 50 percent of the eligible costs, if approved. The Minnesota Department of Transportation has authorized application for LRT expenditures from July 1, 1988.

Preparation of a comprehensive plan by Ramsey County will require additional staff time and the services of a consultant. My suggestions for how this could be accomplished are based on conversations with regional railroad authority staff members of other counties.

**TASKS**

An LRT Comprehensive Plan for Ramsey County is a major undertaking. Some of the tasks could be done with County employees; others could not. Those that county staff could perform are:

- study of potential alignments
- interrelationship of LRT with other transportation elements and other LRT corridors
- development impact
- park/ride opportunities
- station locations.

Those tasks that would require outside expertise are:

- costs—capital and operating
- patronage forecasts
- systems standards
- feeder bus (Metropolitan Transit Commission and Regional Transit Board could do this).

If County staff is used, these benefits would be realized:

- The cost would most likely be less than with a consulting firm.
- County staff members may identify more directly with the County's concerns.

The disadvantages would be:

- The plan might take longer to complete than with the use of a consultant.
- The hiring of staff is a time-consuming process for Ramsey County.
- The disposition of staff if the County's LRT responsibilities change is a problem.

If a consulting firm is used to complete all elements of a plan, County staff would still be needed for:

- contract management
- project management
- citizen/community liaison
- interagency coordination
- communication with Ramsey County Regional Railroad Authority commissioners.

Another subject that should be considered in relationship to a comprehensive plan is communication needs. There may be a need for:

- press releases
- newsletters
- presentation graphics
- informational brochures and fact sheets
- written responses to inquiries and requests.

Other tasks that the Ramsey County Regional Railroad Authority may elect to perform besides a comprehensive plan are preliminary engineering, design and construction of an LRT system and negotiations with railroad companies. These tasks will require expertise in other areas.

## STAFF NEEDS

Both Anoka and Hennepin Counties have three-person staff teams managing LRT work. None of the people work exclusively on LRT, although in Hennepin County a majority of their time is spent on LRT. Not all of them had prior experience with LRT. Other staff needs have been met by the use of a local consulting firm, BRW, to prepare a comprehensive plan, to conduct corridor advisory committee meetings, etc. Both counties' comprehensive plans cost $400-500,000, in part because use of county staff was minimized.

There is a need for additional staff for the Ramsey County Regional Railroad Authority if an LRT Comprehensive Plan is undertaken, whether or not a consultant is used. The work on the Midway Corridor alignment study has been completed, yet the coordination activities with other agencies continue. Keeping track of who is doing what on LRT and responding to requests for information on what Ramsey County is doing requires a time commitment. Other tasks for staff were outlined above.

If a consultant is used for LRT, I suggest that the approach taken by Hennepin and Anoka Counties would be a good one. Having three people who work in part on LRT and retain other County responsibilities would be preferable from my perspective to having 1.5 or 2 full time LRT people. It would be possible with three to better cover activities and to draw on the differing expertise brought to the project by the three. Retaining responsibilities in other departments eases the concern of the individuals about what happens if LRT responsibilities are shifted from Regional Railroad Authorities to another unit of government. It may be that the team would change over time, as the needs vary at different stages of implementation. The team may also need to expand if a decision is made to construct LRT by Ramsey County Regional Railroad Authority.

The ability to draw on the expertise of other departments for help with the budget, legal advice, contract negotiations, financial planning, engineering, press releases, graphics and clerical staff would be beneficial. The Regional Railroad Authority activities to date have required a substantial amount of clerical time for mailings, copying and minutes.

My concern with relying heavily on County staff for preparing a Comprehensive Plan is that staff would be needed on a temporary basis in addition to the three-person team I propose. Layoffs are traumatic for government organizations. Hiring two experienced transportation planners on a temporary assignment for one year could accomplish the task. Those who could accomplish the task well are likely to already have permanent employment. There would be a need to hire consultants to perform other aspects of the study as outlined previously in this memo. A graphics specialist would also be required for the illustrations for the plan.

## RECOMMENDATIONS

1. Ramsey County should initiate the preparation of a Light Rail Transit Comprehensive Plan. The plan should outline incremental stages for development of light rail transit in Ramsey County. As suggested at a recent Regional Railroad Authority meeting, the preparation of the plan should be conducted with a realistic rather than excessively optimistic approach to the issues.

2. The services of a consultant should be sought for the preparation of the Plan.

3. Existing county staff (in increased numbers over the current Regional Railroad Authority staff) should be used to manage the project and to staff the citizen/community involvement components of the Plan. These staff members would spend a portion of their time on Regional Railroad Authority assignments and retain responsibilities in Ramsey County departments where they are employed. The first task of the additional staff members would be to assist in the preparation of a request for proposal for consultant services for the Plan.

KD:ptd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

| | |
|---|---|
| Budgeting & Accounting<br>Originating Department | **Board Action Requested**<br>Debt Service Schedules<br>Information Only |
| J. Van Houdt (S) 7/7/88<br>Authorized Signature Date | |

**Request Justification**

Per request of the RCRRA Board at the June 28, 1988 meeting.

See attached memo from J. Van Houdt dated July 8, 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** |
| July 12, 1988<br>**Board Date** | F L Glendenning<br>**Signature** | 7/7/88<br>**Date** |

RAMSEY COUNTY

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: July 8, 1988

TO: John T. Finley, Chairman, Regional Rail Authority

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

SUBJECT: Debt Service Schedules

At the Regional Rail Authority meeting on June 28, 1988, a request was made for debt service schedules for bond issues of $100 million and $200 million.

Attached are schedules showing estimated level debt service levies over thirty years for bond issues of $100 million and $200 million. These schedules also show the tax impact on residential properties with market values of $70,000, $100,000 and $50,000 and commercial properties with market values of $100,000, $500,000 and $1,000,000.

JVH:dks/xjr
cc: Terry Schutten
Pat O'Malley
Kathy DeSpiegelaere

DEBT SERVICE ESTIMATES-REGIONAL RAIL AUTHORITY
$100,000,000 BOND SIZE

| | OUTSTANDING PRINCIPAL | ANNUAL PAYMENTS | | | IMPACT ON PROPERTIES | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | PRINCIPAL | INTEREST | TOTAL | $70,000 Residential | $100,000 Residential | $150,000 Residential | $100,000 Commercial | $500,000 Commercial | $1,000,000 Commercial |
| YEAR 1 | 100,000,000 | 1,785,000 | 4,000,000 | 5,785,000 | $22.72 | $37.94 | $63.30 | 63.86 | $386.88 | $790.64 |
| YEAR 2 | 98,215,000 | 1,855,000 | 3,928,600 | 5,783,600 | | | | | | |
| YEAR 3 | 96,360,000 | 1,925,000 | 3,854,400 | 5,779,400 | | | | | | |
| YEAR 4 | 94,435,000 | 2,005,000 | 3,777,400 | 5,782,400 | | | | | | |
| YEAR 5 | 92,430,000 | 2,085,000 | 3,697,200 | 5,782,200 | | | | | | |
| YEAR 6 | 90,345,000 | 2,170,000 | 3,613,800 | 5,783,800 | | | | | | |
| YEAR 7 | 88,175,000 | 2,255,000 | 3,527,000 | 5,782,000 | | | | | | |
| YEAR 8 | 85,920,000 | 2,345,000 | 3,436,800 | 5,781,800 | | | | | | |
| YEAR 9 | 83,575,000 | 2,440,000 | 3,343,000 | 5,783,000 | | | | | | |
| YEAR 10 | 81,135,000 | 2,540,000 | 3,245,400 | 5,785,400 | | | | | | |
| YEAR 11 | 78,595,000 | 2,640,000 | 3,143,800 | 5,783,800 | | | | | | |
| YEAR 12 | 75,955,000 | 2,745,000 | 3,038,200 | 5,783,200 | | | | | | |
| YEAR 13 | 73,210,000 | 2,855,000 | 2,928,400 | 5,783,400 | | | | | | |
| YEAR 14 | 70,355,000 | 2,970,000 | 2,814,200 | 5,784,200 | | | | | | |
| YEAR 15 | 67,385,000 | 3,090,000 | 2,695,400 | 5,785,400 | | | | | | |
| YEAR 16 | 64,295,000 | 3,210,000 | 2,571,800 | 5,781,800 | | | | | | |
| YEAR 17 | 61,085,000 | 3,340,000 | 2,443,400 | 5,783,400 | | | | | | |
| YEAR 18 | 57,745,000 | 3,475,000 | 2,309,800 | 5,784,800 | | | | | | |
| YEAR 19 | 54,270,000 | 3,610,000 | 2,170,800 | 5,780,800 | | | | | | |
| YEAR 20 | 50,660,000 | 3,755,000 | 2,026,400 | 5,781,400 | | | | | | |
| YEAR 21 | 46,905,000 | 3,905,000 | 1,876,200 | 5,781,200 | | | | | | |
| YEAR 22 | 43,000,000 | 4,065,000 | 1,720,000 | 5,785,000 | | | | | | |
| YEAR 23 | 38,935,000 | 4,225,000 | 1,557,400 | 5,782,400 | | | | | | |
| YEAR 24 | 34,710,000 | 4,395,000 | 1,388,400 | 5,783,400 | | | | | | |
| YEAR 25 | 30,315,000 | 4,570,000 | 1,212,600 | 5,782,600 | | | | | | |
| YEAR 26 | 25,745,000 | 4,755,000 | 1,029,800 | 5,784,800 | | | | | | |
| YEAR 27 | 20,990,000 | 4,945,000 | 839,600 | 5,784,600 | | | | | | |
| YEAR 28 | 16,045,000 | 5,140,000 | 641,800 | 5,781,800 | | | | | | |
| YEAR 29 | 10,905,000 | 5,345,000 | 436,200 | 5,781,200 | | | | | | |
| YEAR 30 | 5,560,000 | 5,560,000 | 222,400 | 5,782,400 | | | | | | |
| | | 100,000,000 | 73,490,200 | 173,490,200 | | | | | | |

ASSUMPTIONS

$100,000,000 Bond Issue @ 8% Interest Rate
30 Year Bonds (Based on Life Expectancy Estimate from Pat O'Malley)
Estimated gross taxes (provided by Taxation & Records Admin. Department) are based on payable 1988 assessed values (as equalized) and the payable 1988 Homestead and Commercial assessed value formulas.

PREPARED BY BUDGETING & ACCOUNTING/M. HOLLY

DEBT SERVICE ESTIMATES-REGIONAL RAIL AUTHORITY
$200,000,000 BOND SIZE

| | OUTSTANDING PRINCIPAL | ANNUAL PAYMENTS | | | IMPACT ON PROPERTIES | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | PRINCIPAL | INTEREST | TOTAL | $70,000 Residential | $100,000 Residential | $150,000 Residential | $100,000 Commercial | $500,000 Commercial | $1,000,000 Commercial |
| YEAR 1 | 200,000,000 | 3,565,000 | 8,000,000 | 11,565,000 | $45.42 | $75.84 | $126.52 | 127.64 | $773.32 | $1,580.44 |
| YEAR 2 | 196,435,000 | 3,710,000 | 7,857,400 | 11,567,400 | | | | | | |
| YEAR 3 | 192,725,000 | 3,855,000 | 7,709,000 | 11,564,000 | | | | | | |
| YEAR 4 | 188,870,000 | 4,010,000 | 7,554,800 | 11,564,800 | | | | | | |
| YEAR 5 | 184,860,000 | 4,170,000 | 7,394,400 | 11,564,400 | | | | | | |
| YEAR 6 | 180,690,000 | 4,340,000 | 7,227,600 | 11,567,600 | | | | | | |
| YEAR 7 | 176,350,000 | 4,510,000 | 7,054,000 | 11,564,000 | | | | | | |
| YEAR 8 | 171,840,000 | 4,695,000 | 6,873,600 | 11,568,600 | | | | | | |
| YEAR 9 | 167,145,000 | 4,880,000 | 6,685,800 | 11,565,800 | | | | | | |
| YEAR 10 | 162,265,000 | 5,075,000 | 6,490,600 | 11,565,600 | | | | | | |
| YEAR 11 | 157,190,000 | 5,280,000 | 6,287,600 | 11,567,600 | | | | | | |
| YEAR 12 | 151,910,000 | 5,490,000 | 6,076,400 | 11,566,400 | | | | | | |
| YEAR 13 | 146,420,000 | 5,710,000 | 5,856,800 | 11,566,800 | | | | | | |
| YEAR 14 | 140,710,000 | 5,940,000 | 5,628,400 | 11,568,400 | | | | | | |
| YEAR 15 | 134,770,000 | 6,175,000 | 5,390,800 | 11,565,800 | | | | | | |
| YEAR 16 | 128,595,000 | 6,420,000 | 5,143,800 | 11,563,800 | | | | | | |
| YEAR 17 | 122,175,000 | 6,680,000 | 4,887,000 | 11,567,000 | | | | | | |
| YEAR 18 | 115,495,000 | 6,945,000 | 4,619,800 | 11,564,800 | | | | | | |
| YEAR 19 | 108,550,000 | 7,225,000 | 4,342,000 | 11,567,000 | | | | | | |
| YEAR 20 | 101,325,000 | 7,515,000 | 4,053,000 | 11,568,000 | | | | | | |
| YEAR 21 | 93,810,000 | 7,815,000 | 3,752,400 | 11,567,400 | | | | | | |
| YEAR 22 | 85,995,000 | 8,125,000 | 3,439,800 | 11,564,800 | | | | | | |
| YEAR 23 | 77,870,000 | 8,450,000 | 3,114,800 | 11,564,800 | | | | | | |
| YEAR 24 | 69,420,000 | 8,790,000 | 2,776,800 | 11,566,800 | | | | | | |
| YEAR 25 | 60,630,000 | 9,140,000 | 2,425,200 | 11,565,200 | | | | | | |
| YEAR 26 | 51,490,000 | 9,505,000 | 2,059,600 | 11,564,600 | | | | | | |
| YEAR 27 | 41,985,000 | 9,885,000 | 1,679,400 | 11,564,400 | | | | | | |
| YEAR 28 | 32,100,000 | 10,285,000 | 1,284,000 | 11,569,000 | | | | | | |
| YEAR 29 | 21,815,000 | 10,695,000 | 872,600 | 11,567,600 | | | | | | |
| YEAR 30 | 11,120,000 | 11,120,000 | 444,800 | 11,564,800 | | | | | | |
| | | 200,000,000 | 146,982,200 | 346,982,200 | | | | | | |

ASSUMPTIONS

$200,000,000 Bond Issue @ 8% Interest Rate
30 Year Bonds (Based on Life Expectancy Estimate from Pat O'Malley)
Estimated gross taxes (provided by Taxation & Records Admin. Department) are based on payable 1988 assessed values (as equalized) and the payable 1988 Homestead and Commercial assessed value formulas.

PREPARED BY BUDGETING & ACCOUNTING/M. HOLLY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

**Originating Department**

Patrick OMalley 7/7/88
**Authorized Signature** **Date**

**Board Action Requested**

1989 BUDGET FOR RAMSEY

COUNTY REGIONAL RAILROAD AUTHORITY

FOR DISCUSSION

**Request Justification**

See attached: Memo from P. O'Malley dated June 24, 1988

Memo from L. Olson, Taxation & Records to J. Van Houdt dated June 29, 1988 - Estimated Light Rail Transit Levy Limit, with estimated taxes on homes and commercial property.

**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** |
| July 12, 1988 **Board Date** | F L Glendenning **Signature** | 7/7/88 **Date** |

RAMSEY COUNTY
Regional Railroad Authority

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
Distri[illegible]
Do[illegible]ald E. Salve
Dist[illegible]
Warren W. Schal
District 6

M E M O R A N D U M

TO: John T. Finley, Chairman
Regional Railroad Authority

FROM: Pat O'Malley
Director, Property Management

DATE: June 24, 1988

RE: 1989 REGIONAL RAILROAD AUTHORITY BUDGET

This budget does not include any funds that may be appropriated from the Minnesota Department of Transportation for light rail transit. It is uncertain at this time how much, if any, will be appropriated to the county.

Other options also may exist for funding this budget, such as issuing general obligation bonds for a portion of this budget and for studies and land acquisitions. This would reduce the levy and possibly allow the Regional Railroad Authority to have some cash reserves; if the Regional Railroad Authority should consider this option for funding the budget, it is recommended that it be reviewed by bond council.

PO:kh

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: John T. Finley, Chairman, Ramsey County Regional Railrad Authority

LOCATION: 316 Court House PHONE: 298-5792

## MISSION

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

## ADDITIONAL INFORMATION

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

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

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

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

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

## ORGANIZATION

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

## BUDGET SUMMARY

| CODE | TITLE | 1987 EXPENDED | 1988 BUDGET | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| 020000 | Other Services & Charges | 16,633 | 61,000 | 1,525,320 | 1,525,320 | | |
| 040000 | Capital Outlay | - | - | 1,500,000 | 1,500,000 | | |
| 060000 | Contingent | - | 39,000 | 10,000 | 10,000 | | |
| 070000 | Transfers | - | 25,000 | 25,000 | 25,000 | | |
| | | 16,633 | 125,000 | 3,060,320 | 3,060,320 | | |

## ANTICIPATED REVENUE

| | | 1987 REVENUE | 1988 ESTIMATE | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| | Revenue | - | - | - | - | | |

## TAX LEVY

| CODE | TAX LEVY | 1987 | 1988 | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| | Appropriations | - | 125,000 | 3,060,320 | 3,060,320 | | |
| | Revenue | - | - | - | - | | |
| | Tax Levy | - | 125,000 | 3,060,320 | 3,060,320 | | |
| | Allowance for Uncollectible Tax - 2 % | - | 2,500 | 61,206 | 61,206 | | |
| | Net Tax Levy | - | 127,500 | 3,121,526 | 3,121,526 | | |

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

| CODE | TITLE | 1987 EXPENDED | 1988 BUDGET | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| 020102 | CONSULTING SERVICES | - | 4,280 | 300,000 | 300,000 | | |
| 020103 | ENGINEERING SERVICE | 5,000 | 30,000 | 1,105,000 | 1,105,000 | | |
| 020109 | REAL ESTATE APPRAISER SERVICES | - | - | 30,000 | 30,000 | | |
| 020174 | COUNTY ATTORNEY SERVICES | 5,000 | 3,000 | 16,250 | 16,250 | | |
| 020176 | EXECUTIVE DIRECTOR SERVICES | 3,200 | 3,000 | 32,500 | 32,500 | | |
| 020179 | BUDGETING & ACCOUNTING SERVICES | 524 | 3,000 | 16,250 | 16,250 | | |
| 020202 | POSTAGE | 210 | 300 | 700 | 700 | | |
| 020401 | PRINTING MINUTES & NOTICES | 1,670 | 1,500 | 1,900 | 1,900 | | |
| 020501 | PRINTING & STATIONERY | 1,029 | 2,500 | 4,000 | 4,000 | | |
| 021192 | INTEREST | - | 2,420 | 2,720 | 2,720 | | |
| 021407 | OTHER TRAVEL | - | 10,000 | 10,000 | 10,000 | | |
| 021408 | VOLUNTEER/COMMITTEE MEETING EXPENSE | - | 1,000 | 6,000 | 6,000 | | |
| | | 16,633 | 61,000 | 1,525,320 | 1,525,320 | | |

040000 - CAPITAL OUTLAY

| CODE | TITLE | 1987 EXPENDED | 1988 BUDGET | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| 040103 | LAND ACQUISITION | - | - | 1,500,000 | 1,500,000 | | |
| | TOTAL CAPITAL OUTLAY | - | - | 1,500,000 | 1,500,000 | | |

060000 - CONTINGENT ACCOUNT

| CODE | TITLE | 1987 EXPENDED | 1988 BUDGET | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| 061001 | CONTINGENT APPROPRIATIONS | - | 39,000 | 10,000 | 10,000 | | |
| | TOTAL CONTINGENT | - | 39,000 | 10,000 | 10,000 | | |

070000 - TRANSFERS

| CODE | TITLE | 1987 EXPENDED | 1988 BUDGET | 1989 REQUEST | 1989 LEVY GOAL | 1989 PROPOSED | 1989 APPROVED |
|---|---|---|---|---|---|---|---|
| 070201 | DUE TO COUNTY REVENUE | - | 25,000 | 25,000 | 25,000 | | |
| | TOTAL DUE TO COUNTY REVENUE | - | 25,000 | 25,000 | 25,000 | | |
| TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY | | 16,633 | 125,000 | 3,060,320 | 3,060,320 | | |

BUDGET EXPLANATION FORM PAGE NO. 1

DEPARTMENT 59101 Code # Ramsey County Regional Rail Road Authority Name BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

020102 - Consulting Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | -0- | 4,280 | 300,000 | | | |

EXPLANATION:

Funds are needed to pay for independent consultants as necessary. Estimated expenditures are as follows:

| | |
|---|---|
| Comprehensive Planning | $200,000 |
| Study NE Corridor | 100,000 |
| TOTAL | $300,000 |

020103 - Engineering Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 5,000 | 30,000 | 1,105,000 | | | |

EXPLANATION:

Funds are needed to pay for planning and engineering fees in connection with the Midway Corridor and to pay for Hazardous Substance Testing when necessary. Estimated Expenditures are as follows:

| | |
|---|---|
| Planning and Engineering - Midway Corridor | 500,000 |
| Plan. & Eng. & Services, Other Corridors | 500,000 |
| Public Works Fees | 65,000 |
| Hazardous Substance Testing | 40,000 |
| TOTAL | $1,105,000 |

020109 - Real Estate Appraiser Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | | 30,000 | | | |

EXPLANATION:

Funds are needed to pay for independent real estate appraiser services in conjunction with land acquisition necessary to implement the project.



Form BA 364 - 88

(See instructions on back)

BUDGET EXPLANATION FORM



DEPARTMENT 59101 Code # Ramsey County Regional Rail Road Authority Name

BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

020174 - County Attorney Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 5,000 | 3,000 | 16,250 | | | |

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office.

020176 - Executive Director - Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 3,200 | 3,000 | 32,500 | | | |

EXPLANATION:

Funds are needed to reimburse for time expended by the Executive Director's staff for the planning, development and implementation of the Regional Rail Road Project.

020179 - Budgeting & Accounting Services

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 524 | 3,000 | 16,250 | | | |

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting & Accounting staff relating to basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc.





(See instructions on back)

DEPARTMENT 59101 Code # Ramsey County Regional Rail Road Authority Name BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

020202 - Postage

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 210 | 300 | 700 | | | |

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc.

020401 - Publishing Minutes and Notices

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 1,670 | 1,500 | 1,900 | | | |

EXPLANATION:

Funds are needed to pay for printing Tax Level Notice and Annual Financial Report in newspapers.

020501 - Printing and Stationery

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | 1,029 | 2,500 | 4,000 | | | |

EXPLANATION:

Funds are needed to pay for duplicating services, printing of agenda and minutes.

7

DEPARTMENT 59101 Code # Ramsey County Regional Road Authority Name BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

021192 - Interest

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | 2,420 | 2,720 | | | |

EXPLANATION:

To provide for repayment to Ramsey County of a $25,000 loan received in 1988. Estimated interest is 9% x $25,000 for 12 months; 9% x $12,500 for 5 months. Repayment to Ramsey County to be one-half of principal plus interest on June 1 and November 1, 1989. Executive Director is authorized to make loan repayment on due dates.

| | |
|---|---|
| 9% x 25,000 x 12 months = | 2,250 |
| 9% x 12,500 x 5 months = | 470 |
| | 2,720 |

021407 - Other Travel

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | 10,00 | 10,000 | | | |

EXPLANATION:

Funds are needed to pay for staff attending training seminars relating to light rail transit systems. Also to pay for trips, as may be required, to cities that have established light transit systems (Chicago, San Diego, San Jose, etc.) so as to study and observe operations.

021408 - Volunteer/Committee Meeting Expense

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | 1,000 | 6,000 | | | |

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Citizens Advisory Committee and Task Force Groups with regard to planning current proposals on light trail corridors and any additional light rail corridors that may warrant studies.

BUDGET EXPLANATION FORM PAGE NO. 5

DEPARTMENT 59101 Code # Ramsey County Regional Railroad Authority Name BUDGET YEAR 1988

Use the following format for all accounts, and use as a continuous form.

040103 - Land Acquisition

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | | 1,500,000 | | | |

EXPLANATION:

Funds are needed for the purchase of land necessary to implement the project. This might include the North South Sweet hollow corridor or possibly the Soo Line "South Corridor" or land for stations or grounds. Another option might include issuing bonds for this acquisition or for the engineering fees for possibly the entire budget. This would reduce the levy and allow the Railroad Authority to have money in reserve.

061001 - Contingent Appropriations

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | 39,000 | 10,000 | | | |

EXPLANATION:

Funds are needed to pay for expenses not known at this time, transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

070201 - Due to Ramsey County

| | 1987 Expended | 1988 Budget | 1989 Request | 1989 Levy Goal | 1989 Proposed | 1989 Approved |
|---|---|---|---|---|---|---|
| Existing Operation | | 25,000 | 25,000 | | | |

EXPLANATION:

To provide for repayment to Ramsey County of $25,000 loan received in 1988. Estimated interest is 9% x $25,000 for 12 months; 9% x $12,500 for 5 months. Repayment to Ramsey County to be one-half of principal plus interest on June 1 and November 1, 1989. Executive Director is authorized to make loan repayment on due dates.

RAMSEY COUNTY

# DEPARTMENT OF TAXATION AND RECORDS ADMINISTRATION

## COUNTY OF RAMSEY

113-138 COURT HOUSE
ST. PAUL, MINNESOTA 55102

LOU McKENNA
*Director*

ROGER VIK
*Asst. Director*

**DIVISION MANAGERS**
RICHARD D. WARD
*Property Valuation*
LEONARD F. OLSON
*Revenue*
C. THOMAS OSTHOFF
PEGGY RECTOR
*Records*
JOHN C. McLAUGHLIN
*Abstract, Title and Ownership*

M E M O R A N D U M

To: Jim VanHoudt, Director
Budget & Accounting

From: Len Olson, Manager
Revenue Division

Date: June 29, 1988

Re: Estimated Light Rail Transit Levy Limit - Pay 1989 per Laws 1988, Chapter 719, Art. 5, Sec. 36 (275.011, S. 1)

| | | |
|---|---|---|
| 1. | '87 Pay '88 Assessors Assessed Value Excluding T.I.F. | $3,392,069,988 |
| 2. | Fiscal Disparities - Net Adjustment | 115,420,858 |
| 3. | Agricultural & Urban Homestead Conversion (273.13, S. 7a) | 1,708,840,552 |
| 4. | Exempt '66/'67 Personal Property (275.49) | 55,613,147 |
| | | $5,271,944,545 |
| 5. | 2 mills (398A.04) x 1.035339 Class 2 factor (272.64) = 2.071 mills | .002071 |
| 6. | Payable 1988 Dollar Limit | 10,918,197 |
| 7. | Estimated Payable 1989 Estimated Market Value divided by 1988 Estimated Market Value | 107.2% |
| 8. | Estimated Payable 1989 Dollar Limit | $ 11,704,307* |

*This figure will be adjusted each succeeding year by the percentage increase or decrease in Estimated Market Value over the preceding year.

LFO:el
cc: Lou McKenna, Director
Dept. of Taxation & Records Adm.

10

Estimated Ramsey County Regional Railroad Authority

Estimated Levy: $3,121,526
Estimated Millrate: 1.014 *

Estimated Taxes:

| Home with estimated market value of | $70,000 | $100,000 | $150,000 |
|---|---|---|---|
| Estimated Gross Tax | $12.28 | $20.48 | $34.18 |

| Commercial Property with estimated market value of | $100,000 | $500,000 | $1,000,000 |
|---|---|---|---|
| Estimated Gross Tax | $34.48 | $208.88 | $426.90 |

Estimated Gross Taxes are based on Payable 1988 Assessed Values (as equalized) and the Payable 1988 Homestead Assessed Value formula.

Prepared by: Taxation & Records Admin.
Revenue Division - Tax Accounting
7/01/88

* NOTE: Estimated Taxes are based upon 1988 rates. 1989 tax formula and method is not yet available, pending information from State of Minnesota.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

COUNTY ATTORNEY
Originating Department

D. A. MacMillan — 7/7/88
Authorized Signature — Date

**Board Action Requested**

APPROVE:

INTENT TO TAX NOTICE
TO BE PUBLISHED SIX SUCCESSIVE WEEKS
PRIOR TO DATE THE AUTHORITY INTENDS TO
LEVY THE TAX.

**Request Justification**

See attached memo from D.MacmIllan Dated June 28, 1988 with
Intent to Tax Notice prepared by the County Attorney

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 |
| July 12, 1988 Board Date | F L Glendenning Signature | 7/7/88 Date |

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: John Velin
Chief Clerk
Ramsey County Board of Commissioners

FROM: David MacMillan
Assistant County Attorney

DATE: June 28, 1988

RE: Regional Rail Authority
Notice of Intent to Levy Tax

Enclosed is a draft Notice of Intent to Tax required by Minn. Stat. Ch. 398A.04, subd. 6, for the Regional Rail Authority. This notice should be published in each municipality in Ramsey County for six successive weeks prior to the date the Authority intends to levy the tax.

Since the date of the levy is not known to me, I have inserted "October 10, 1988," since this is the day in October which appeared in last year's resolution. If this date is different, it should be changed in the resolution.

It is my opinion that this resolution will provide the Authority with taxation authority for 1989 and all subsequent years. While the statute is not absolutely clear that an Authority need do this only once, it is my opinion that the legislative intent of the entire statute contemplates continuing operations by a Rail Authority, and certainly envisions projects which will require continuous funding for more than one year. I do not believe that the legislature contemplated that these projects and operations would be subject to suspension or termination each year if tax authority was

not approved by the voters. Therefore, I have concluded that the attached resolution will be sufficient to grant the Authority, if approved, continuing taxation authority without further approval by the electorate.

If you have any questions, please call.

**NOTICE OF INTENT TO TAX BY**

**THE RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

Pursuant to Minn. Stat. § 389A.04, subd. 8 (1987), the Ramsey County Regional Rail Authority ("the Authority") hereby gives notice of its intent to levy an ad valorem tax not to exceed two mills or any other amount permitted by law on the assessed valuation of all taxable property situated within Ramsey County. Said tax will be levied by October 10, 1988, and annually thereafter.

This notice shall be published once each week for six successive weeks in all municipalities in Ramsey County.

Pursuant to Minn. Stat. § 389A.04, subd. 8 (1987), if a number of voters in Ramsey County equal to five percent (5%) of those who voted for candidates for governor at the last gubernatorial election present a petition within nine weeks of the first published notice to the Secretary of State of Minnesota requesting that the matter be submitted to popular vote, it shall be submitted at the next general election. The question prepared shall be:

"Shall the regional rail authority have the power to impose a property tax?

Yes _____

No _____"

If a majority of those voting on the question approve, or if no petition is presented within the prescribed time, the Authority shall have the power to levy and may levy the tax stated herein by October 10, 1988, and annually thereafter.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Public Works
Originating Department

K. DeSpiegelaere (S) 7/7/88
Authorized Signature Date

**Board Action Requested**

COORDINATION WITH METROPOLITAN

REGIONAL RAILROAD AUTHORITY STAFF

**Request Justification**

See attached memo from K. DeSpiegelaere dated July 1, 1988

Summary of meeting of the Metropolitan Area Regional Railroad Staff Members, seven counties were represented.

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<br>July 12, 1988<br>Board Date | Signature<br>Signature | Date<br>7/7/88<br>Date |

**MEMORANDUM**

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

From: Kathryn DeSpiegelaere KD

Subject: Coordination with Metropolitan Regional Railroad Authority Staff

Date: July 1, 1988

An initial meeting of the metropolitan area regional railroad authority staff members was held today. All seven counties were represented. We each summarized our County's activities and plans for LRT grant requests.

**ANOKA COUNTY**

- Has prepared scoping report.
- Is entering agreement with Hennepin County to conduct a comprehensive LRT plan to be completed by February, 1988.
- Will request funds for studies from LRT grant funds, approximately $300,000.

**CARVER COUNTY**

- Is primarily reactive.
- Has no plan to request LRT grant funds.

**DAKOTA COUNTY**

- Is preparing a new comprehensive plan with LRT as one element of the plan.
- Will request LRT grant funds, although not certain for what.

**HENNEPIN COUNTY**

- Owns 35 miles of railroad right of way.
- Comprehensive plan for LRT is being delivered today to legislators.
- Plan proposes a 29 mile LRT system.
- Plans to prepare an Environmental Impact Statement and conduct preliminary engineering on entire 29 mile system ($10 million estimated cost) beginning July, 1988.
- Is cooperating on Anoka County study.
- Will request LRT grant funds for Environmental Impact Statement and preliminary engineering.

**RAMSEY COUNTY**

- See summary that was distributed (attached).

**SCOTT COUNTY**

- Is conducting overall transportation study of county.
- Will request LRT grant funds for LRT portion of transportation study.

**WASHINGTON COUNTY**

- Established five member citizens advisory committee and had first meeting of that group this week.
- Requested citizens advisory committee to consider if Washington County should participate in Ramsey County's northeast corridor study.
- Uncertain if will apply for LRT grant funds.

We agreed that the meeting was useful, and plan to meet again on October 14.

Recommendation:

For your information.

KD:kph

RAMSEY COUNTY
Regional Railroad Authority

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

**SUMMARY OF ACTIVITIES**
**RAMSEY COUNTY**
**REGIONAL RAILROAD AUTHORITY**
**JULY 1, 1988**

- Organized in April, 1987
- Chairman is John T. Finley
- Identified Midway Corridor connecting two downtowns, University of Minnesota as highest priority in Ramsey County for light rail transit in fall, 1987.
- Completed alignment study of Midway Corridor with Regional Transit Board in February, 1988 — no decision on preferred alternate at this time.
- Citizen participation includes a 14-member citizens advisory committee representing entire county and corridor task forces of short duration specific to study area.
- Commitment made to study recreation and transportation potential of northeast Burlington Northern corridor from downtown St. Paul to north Ramsey County border.
- Adopted goals for light rail transit in Ramsey County on June 28.
- No commitment made at this time to construct light rail transit or to any specific alignment as the preferred alignment in the Midway Corridor.
- Meets second and fourth Tuesday at 11 a.m. at 316 Courthouse.

KD:ptd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Public Works
Originating Department

K. DeSpiegelaere 7/7/88
Authorized Signature Date

Board Action Requested

N.E. CORRIDOR STUDY

Request Justification

See attached letter from Greg Mack

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 |
| July 12, 1988 | F Glendenning | 7/7/88 |
| Board Date | Signature | Date |

RECEIVED
JUN 30 1988
BY BOARD OF RAMSEY COUNTY COMMISSIONERS

RAMSEY COUNTY
PARKS & RECREATION DEPARTMENT
2015 N. Van Dyke Street
Maplewood, Minnesota 55109-3796
Telephone (612) 777-1707
Gregory A. Mack, Director

June 27, 1988

Commissioner John T. Finley
Chairman
Ramsey County Regional Railroad Authority
Room 316 Court House
15 West Kellogg Boulevard
Saint Paul, MN 55102

Re: Northeast Burlington Northern Railroad Corridor Study

Dear Commissioner Finley:

I have been advised by Ms. Kathryn DeSpiegelaere that on June 14, 1988, the Ramsey County Regional Rail Authority agreed to a planning option for the Northeast Burlington Northern Railroad right-of-way that separates the recreation planning from the transportation planning for future use of the corridor. Accordingly, the Ramsey County Parks and Recreation Department was asked to prepare an assessment of the recreation potential of the corridor. The Ramsey County Parks and Recreation Department appreciates the opportunity to participate in the study and will coordinate its efforts with the Public Works Department.

From a recreational use potential, our analysis will address the following:

- Review of the recreation needs analysis for trails within the service area as compiled by the Metropolitan Council and other governmental agencies.

- Preliminary review of the physical layout of the trail corridor identifying destination and generation points. Specifically, this analysis will look at the potential of linking of recreational facilities along the corridor.

- A review of the physical constraints that might affect trail corridor use. In this regard, we will require additional documentation and mapping showing ownership and easements.

- Assessment of the recreational trail potential as a single purpose activity within the corridor versus multi-use such as roadway or light rail.

- Identify the specific interests of the City of Saint Paul in preserving the corridor for recreational use. The City of Saint Paul has identified this corridor within their capital improvement request to the Metropolitan Council for regional parks and open space funding. Ramsey County may want to join with the City of Saint Paul in this request.

- Preparation of preliminary cost estimates for development of the corridor for recreation purposes and projected operating costs.

Assuming that the Regional Rail Authority can assemble some data and mapping with respect to ownership and topography, the Park and Recreation Department can complete its assessment on or about September 1, 1988. Specific design work, if warranted, would be undertaken after this assessment.

It is our intention to begin this assessment immediately. These efforts will be coordinated with Ms. Kathryn DeSpiegelaere and the Ramsey County Department of Public Works.

Sincerely,

Gregory A. Mack
Director

GAM/jm

c.c. Terry Schutten
Pat O'Malley
Kathryn DeSpiegelaere

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Public Works
Originating Department

K. DeSpiegelaere 7/7/88
Authorized Signature Date

**Board Action Requested**

Minnesota Department of Transportation
Plans for I-94 at Burlington Northern
Railroad

**Request Justification**

See memo from K. DeSpiegelaere dated July 1, 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 |
| July 12, 1988 | F L Glendenning | 7/7/88 |
| Board Date | Signature | Date |

**MEMORANDUM**

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

From: Kathryn DeSpiegelaere KD

Subject: Minnesota Department of Transportation Plans for I-94 at Burlington Northern Railroad

Date: July 1, 1988

In May of this year Dan Dunford, St. Paul Public Works staff member, informed me that the Minnesota Department of Transportation (Mn/DOT) had plans for I-94 that included work in an area where Burlington Northern Railroad tracks (now removed) formerly were located near downtown St. Paul. The plans include removing existing bridges and replacing them with fill. A map illustrating the location is attached. The potential bridge removal would have an adverse impact on future use of the Burlington Northern Northeast Corridor by disrupting its continuity. Copies of letters sent to Mn/DOT by Donald Nygaard, St. Paul Public Works Director, and Robert Piram, St. Paul Superintendent of Parks and Recreation, about the proposed action were sent to me and are attached. Chairman John Finley, on June 6, wrote to Mn/DOT of potential uses for the railroad corridor in its I-94 plans.

A meeting was held on June 16 of Mn/DOT, St. Paul Public Works, St. Paul Parks and Recreation, Minnesota Department of Natural Resources and Ramsey County Regional Railroad Authority staff to discuss the subject. Mn/DOT staff acknowledged participation by various interested government organizations including Mn/DOT in discussions over the past two years about acquisition and potential use of the corridor. The right of way where the fill is being placed has been owned by Mn/DOT for 29 years. Mn/DOT had granted Burlington Northern an easement for the railroad tracks. When the tracks were abandoned in April, 1987, a decision was made by Mn/DOT after consultation with City of St. Paul staff that light rail transit was unlikely to be constructed at this location for some period of time, if ever. No formal position on the matter was taken by city staff. In June, 1987, Mn/DOT decided that the five bridges, estimated to cost $2.6 million, would not be constructed. It was believed that accommodation for a bicycle trail could be made without the bridge. Light rail transit could not be accommodated, however, without tunneling or construction of the bridges. No notification was made by Mn/DOT to interested units of government that the plans for I-94 had been changed and the bridges eliminated.

St. Paul City Council is now being asked to approve the I-94 plans. At the June 29 St. Paul Public Works Committee meeting, the I-94 project was discussed by a committee of the whole. St. Paul council members were concerned that the bridges were not to be constructed, and directed that Mn/DOT and St. Paul Parks superintendent Bob Piram work out an acceptable accommodation for bicyclists in this corridor by the July 13 Public Works Committee meeting. Chairman John Finley communicated by letter to the St. Paul council members at the June 29 meeting the County's concern, and provided them with the response from Mn/DOT to his June 6 letter (attached). Chairman Finley has been invited to address the subject at the July 13 St. Paul Public Works Committee meeting.

Mn/DOT staff have indicated that:

1. There are no funds for the bridges.

2. Reinstating the bridges would result in a two-year delay in construction.

3. Reconstruction of this portion of I-94 is to begin in fall, 1988.

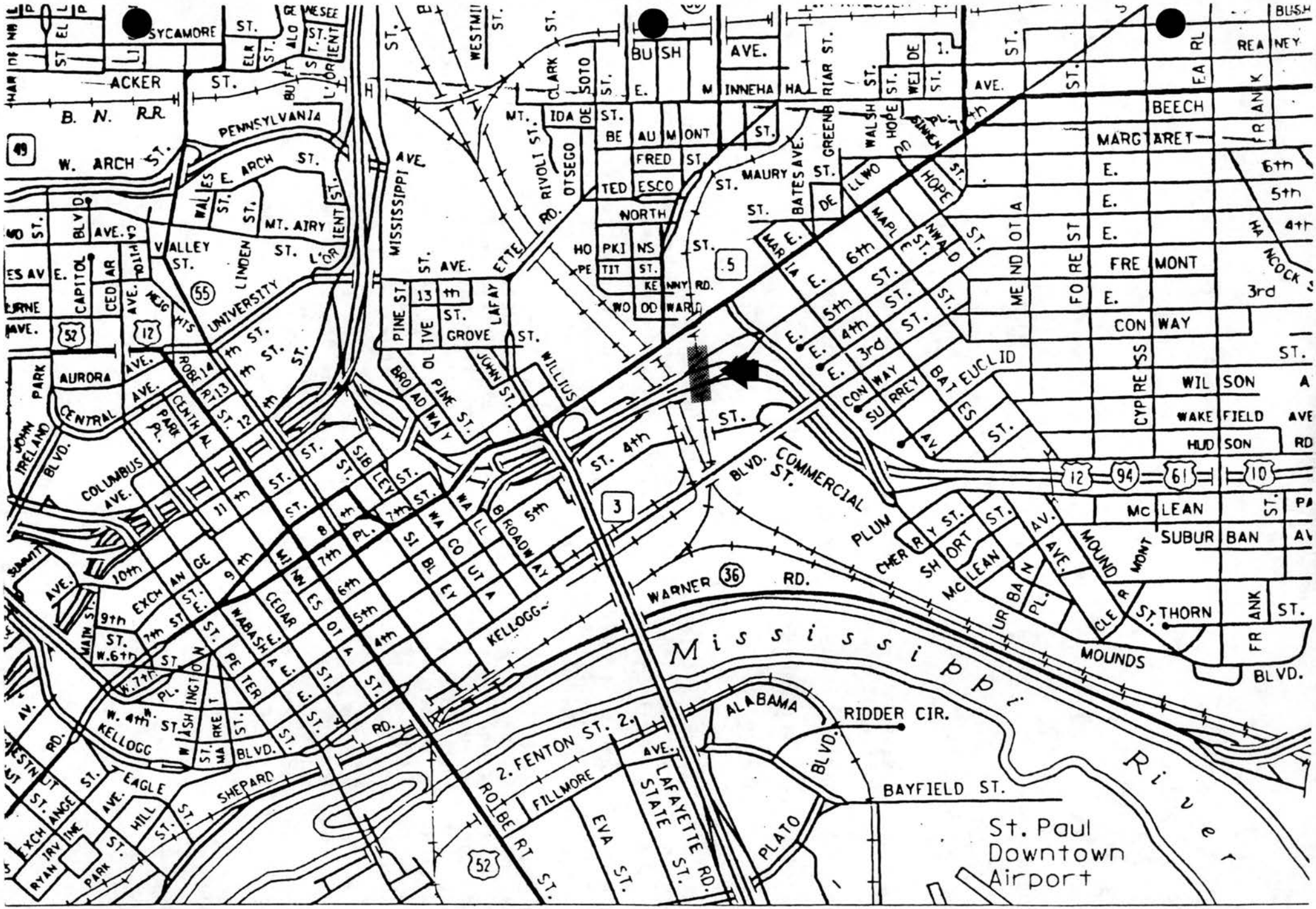
Recommendation:

For your information.

Attachments:

1. Map
2. Chairman Finley memo to Roger Goswitz
3. Kermit McRae letter to Chairman Finley
4. Chairman Finley letter to Kermit McRae
5. Robert Piram letter to Robert Benke
6. Donald Nygaard letter to Kermit McRae.

KD:kph
atts.




# PROPOSED BRIDGE REMOVAL AREA

RAMSEY COUNTY
Regional Railroad Authority

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. McCa
District
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

**MEMORANDUM**

TO: Roger Goswitz, Chairman, Public Works Committee
Members of the City Council

FROM: John T. Finley, Chairman, Regional Railroad Authority JTF

SUBJECT: I-94 Bridges

DATE: June 29, 1988

Last week I received a letter from Councilman Tom Dimond regarding his concerns for the removal of five bridges on the I-94 reconstruction. We, too, have a concern because of its effect on light rail transit.

I had addressed my concerns a few weeks ago in a letter to the Minnesota Department of Transportation (Mn/DOT) and followed up with a meeting with Commissioner Len Levine on Monday, June 20, 1988.

We have been informed verbally and in writing that plans for removal of the bridges were approved by City of Saint Paul officials in May of 1987 and they did not address the concerns of light rail transit at that time and that because there were no objections from the City officials they have proceeded with the planning and it's now too late to change their positions. Yesterday I received a followup letter from Mn/DOT again reiterating that it's too late to turn back because no objections were raised by the City officials thirteen months ago.

I am enclosing a copy of that letter and I think it is very unfortunate that the County was not consulted when the decisions were made a year ago, but Commissioner Levine has assured me that in the future we will be consulted when Mn/DOT considers reconstruction of its highways so that it can be coordinated with any future light rail transit plans.

JTF/clm

4

Minnesota
Department of Transportation
District 9
3485 Hadley Avenue North
Oakdale, Minnesota 55109

June 23, 1988

Telephone 779-1178

Mr. John T. Finley, Chairman
Ramsey County Regional Railroad Authority
Room 316 Courthouse
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Mr. Finley:

SUBJECT: I-94 Burlington Northern Corridor

In response to your June 6, 1988 letter concerning our fill of the abandoned BN corridor, let me assure you that we have not been ignoring the possibility of alternative uses. Unfortunately, delaying I-94 reconstruction in order to reconsider our decision to eliminate the bridges over the corridor would also have costly consequences. Given current circumstances, I do not believe it is necessary or prudent to do so.

First of all, you should be aware that we have incorporated provisions for a recreational trail or bikeway crossing under the new I-94 bridges. We are awaiting specific detailed requests from the city so that we can assure them of the crossing adequacy. I am confident that we can accommodate any reasonable request at relatively minor cost compared to the original proposal of 5 bridges at a cost of $2.6 million.

You should also be aware that when we made the bridge deletion decision in June, 1987, we were being advised by the city that they expected transit corridor access to downtown via the East CBD alignment. They concluded that transit use of the I-94 leg would be incompatible with adjacent Swede Hollow Park. Consequently, our staff were as surprised to learn that you were considering the corridor as you apparently were that we were filling in the crossing. This suggests we need to be in more direct communication.

While deletion of the crossing bridges now may mean a higher cost of building LRT later, I do not believe the cost will preclude such a choice. The bridges can be built later if needed. We also know that significant problems remain in acquiring the corridor and crossing the rail yards and future East CBD Bypass. These considerations plus the probability that it will be quite some time before decisions are made leads me to conclude we should proceed with our I-94 reconstruction.

5

I understand that you also discussed this issue with Commissioner Levine on June 20. Please let me know if you have any further questions or concerns.

Sincerely,

K. K. McRae
District Engineer

cc:
Don Nygaard - City of St. Paul-Public Works

RAMSEY COUNTY
Regional Railroad Authority

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 6, 1988

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

Dear Kermit:

The City of St. Paul has brought to Ramsey County's attention the fact that filling is proposed as part of the I-94 project on Burlington Northern property. This may adversely impact potential uses of that corridor.

As indicated in Donald Nygaard's May 31 letter to you, Ramsey County Regional Railroad Authority has initiated a study of this corridor for transportation and recreation uses. We recognize that Mn/DOT's plans for I-94 are long-standing ones; yet a decision is being made which could be costly in the long term.

We request that you consider accommodating the potential uses of the Burlington Northern right of way in Mn/DOT's I-94 plans.

Very truly yours,

John T. Finley, Chairman

JTF:ptd

cc: Donald Nygaard, Director
City of St. Paul Public Works Department
Robert Piram, Superintendent of Parks and Recreation
City of St. Paul

7

GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF COMMUNITY SERVICES
DIVISION OF PARKS AND RECREATION
300 City Hall Annex, 25 West Fourth Street
St. Paul, Minnesota 55102
612-292-7400

RAMSEY COUNTY
PUBLIC WORKS
JUN 3 1988

June 1, 1988

Mr. Robert Benke
Minnesota Department of Transportation
District 9
3485 Hadley Avenue North
Oakdale, Minnesota 55109

Re: I-94 at East Sixth Street Ramps
Burlington Northern Right-of-Way

Dear Mr. Benke:

I have recently been made aware of MnDOT's apparent plans to place fill over the abandoned BN rail right-of-way as a part of the reconstruction of Interstate 94 in the vicinity of the East Sixth Street ramps, and I want to register my strong opposition to this plan.

For over a year, I and members of my staff have been involved with the issue of how to make the best use of the abandoned BN right-of-way and how to somehow make the connection between that potential trail corridor and the rest of the regional trail system.

More recently, I have been involved with a technical advisory committee of the Ramsey County Regional Railroad Authority, a group which was formed for the expressed purpose of determining how best to acquire the BN right-of-way for public use, either LRT, trails or a combination of uses. It has come as a great surprise to me, as I'm sure it will to other committee members, to have the decision on public use of the south end of the right-of-way pre-empted by a unilateral decision of MnDOT, with no public input or discussion.

Your proposal to place fill over the right-of-way effectively destroys any possibility for us to take advantage of this unique opportunity.

I trust it is not too late for this discussion to take place, and I for one will be prepared to meet at your convenience.

This is a very important issue to the Division of Parks and Recreation, City of St. Paul and residents of Ramsey County, and I am anxious to resolve the matter in the immediate future.

8

Please advise my office of the direction MnDOT will be taking in this matter as soon as possible.

Sincerely,

Robert P. Piram
Superintendent of Parks and Recreation

cc: Kermit McRae
Mayor Latimer
Councilmember Dimond
Kathy Stack
John Wirka
Dan Dunford
Kathryn DeSpiegelaere
Steve Grochala

GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF PUBLIC WORKS
DONALD E. NYGAARD, DIRECTOR
600 City Hall Annex, Saint Paul, Minnesota 55102
612-298-4241

RAMSEY COUNTY
PUBLIC WORKS

JUN 2 1988

May 31, 1988

Mr. Kermit K. McRae, P.E.
District Engineer - District 9
MnDOT
3485 Hadley Avenue North
Oakdale, Minnesota 55109

RE: S. P. 6283 -142 (T. H. 94) Removal of Bridge No. 6755
W. B. T. H. 94 Over the Burlington Northern Railroad

Dear ~~Mr. McRae:~~ Kermit:

Thank you for transmitting your preliminary construction plans for the above referenced project for our information and review.

You indicate that you expect to let this project July 22nd of this year. This provides us less than two months to obtain a Council Resolution approving the plans. The City Council now has a committee system whereby a resolution coming to the Council will be sent to committee for review and recommendation and then sent back to Council. I will need final plans soon to be able to have an approved resolution by July 22nd.

We have no comments on the removal of the bridge; however, the plans do indicate a future grade elevation which shows that filling will be common along the easterly part of this bridge location. I want to express to you, as I already have to Bob Benke, that the abandoned Burlington Northern right-of-way in the area where you are filling has been considered by Saint Paul Parks Department and by Ramsey County for certain uses. The Saint Paul Parks Department has looked at the abandoned railroad right-of-way as a possible bikeway or pedestrian connection between the river and Swede Hollow and an extension along that right-of-way north to Phalen Park. Ramsey County recently has been studying the possibility of obtaining the Burlington Northern right-of-way for light rail transit use or possibly some other transportation facility. I think it is important to point this out to you because this issue may come up during review of your final plans.

10

When we take these plans before the City Council for their consideration, a schedule of future I-94 project approvals should be provided the Council. Both Bob Benke and I promised that such a schedule would be given to them to provide some advance notice.

Yours very truly,

Donald E. Nygaard
Director of Public Works

DEN:dc

cc: Bob Piram
Kathy DeSpiegelaere
Art Werthauser
Leon Pearson
Robert Benke

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

Chairman Finley
Originating Department

J.T.Finley — 7/7/88
Authorized Signature — Date

Board Action Requested

ANOKA COUNTY COMPREHENSIVE PLAN

Request Justification

Attending this meeting will be:

Tim Yantos, Deputy Administrator from Anoka County
Commissioner Paul McCarron, Chairman of Anoka County Regional Railroad Authority

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 |
| July 12, 1988 | J L Glendenning | 7/7/88 |
| Board Date | Signature | Date |

RAMSEY COUNTY

# Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, July 26, 1988

*11:00 A.M. - LARGE CONFERENCE ROOM

Room 316

*Please note time of meeting.

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of July 12, 1988.
2. Mission Statement for Ramsey County Regional Railroad Authority
3. Community Participation Program for Ramsey County Regional Railroad Authority
4. Grant for Light Rail Transit
5. Staff Needs for Ramsey County Regional Railroad Authority
6. Financial Information for Light Rail Transit
7. Northeast Burlington Corridor Study
8. Comprehensive Light Rail Transit System Plan for Hennepin County

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 12, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, July 12, 1988, at 10:35 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 Hal Norgard
Commissioner Donald Salverda
Commissioner Duane McCarty (entered during Item 4)

ALSO PRESENT: Michele Timmons represented the County Attorney's Office James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Larry Holmberg, Greg Mack, Toni Baker, Karen Tero, Tom Ryan, Tim Yanto, Commissioner Paul McCarron, Frances Glendenning, Patrick O'Malley

1. Approval of payment of $8,487.34 to Executive Director's Department for services of Property Manager, secretarial service, Chief Clerk to County Board services, and services of the staff of the Executive Director's Department.

Commissioner Norgard moved the following recommendation, and Commissioner Hunt seconded this motion.

The Ramsey County Regional Railroad Authority approves the payment of $8,487.34 to Executive Director's Department for services of Property Manager, secretarial services, Chief Clerk to County Board services, and services of the staff of the Executive Director's Department.

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

2. Ramsey County Regional Railroad Authority Quarterly Report of Payments for period of April thru June, 1988.

Commissioner Norgard moved the following recommendation, and Commissioner Hunt seconded this motion.

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

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

3. Goals for Light Rail Transit in Ramsey County - Adopted June, 1988

Chairman Finley said the revised Goals and Objectives have been put together in the manner that the Board indicated as far as priorities, and adding of No. 7.

Commissioner Salverda moved the following recommendation, and Commissioner Hunt seconded this motion.

The Ramsey County Regional Railroad Authority approves the revised Goals and Objectives as presented in the documentation for Light Rail Transit in Ramsey County.

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

4. Comprehensive LRT Plan for Ramsey County

Chairman Finley discussed the memorandum from Kathy DeSpiegelaere, in which she outlines staff needs, the idea of a three person staff in which none of them are full time on LRT in order to give you broader coverage, coordination, and comprehensive planning, etc. Then, the recommendation is that they put together an RFP for the Comprehensive Plan, and use existing County staff - this was touched on briefly at the last meeting, that the County Engineer staff could help in some areas.

On the Comprehensive Plan, Chairman Finley suggested we also look at No. 6, as part of the Comprehensive Planning funding is set forth in No. 6, tie the two together in the budget.

Ms. DeSpiegelaere addressed the Board, Mr. O'Malley has prepared the budget. The Minnesota Department of Transportation has slightly over $4 million available for LRT grants, and there would be a 50% match through the seven metro county Regional Rail Authorities. The revised guidelines based on comments Ramsey County and other agencies submitted, this indicates that Ramsey County would be able to apply for funds for a Comprehensive Plan and also this indicates that Ramsey County would be able to apply for funds for preliminary engineering in the Midway Corridor.

Chairman Finley said this would then have an effect on the budget if these funds were applied for.

Mr. O'Malley informed the Board that the total funds available are $4.2 million, and the most you can apply for is 50%.

Commissioner Hunt would like to know if the engineering is separate in the state allocation for preliminary engineering.

Ms. DeSpiegelaere explained this is all in the $4.2 million, you can apply for the plan grant, and if you have a Comprehensive Plan, you can apply for preliminary engineering. Ramsey County does not have a plan, however, there is exception for Ramsey County in the Midway Corridor as this corridor has been the highest priority corridor in the region. So, we are in a unique situation where we could apply for funds for both, we are the only county who can.

Commissioner Norgard asked when you go out for this Comprehensive Plan, you have one group that does everything, and they tell us what they want to tell us. This has to stop somewhere along the way. You will have one outfit who is representing everyone, which is probably not a healthy situation.

Ms. DeSpiegelaere said this was discussed at the last meeting, there are several consulting firms we, as the client, should be able to control the situation by indicating that we want realistic information.

Chairman Finley commented that Commissioner Hunt had brought this up at the last meeting, because of the experience with the City Council, and this is a point well taken. He did address this with Ms. DeSpiegelaere and she does feel comfortable that a well-prepared RFP which could essentially be done in-house, could bring out competition, with the County Public Works providing certain parts of the Comprehensive Plan, she feels that it could be controlled, so that we get the facts that we are looking for without the hype. We do not need any hype. We will try to look at it the best we can, and he does not think that anyone at this Board feels we have to go full speed ahead as it is not feasible in our experience. The Board should feel comfortable that we can probably get a consultant who would not provide the hype.

Commissioner Salverda asked how many national consultants are there in this field.

Ms. DeSpiegelaere does not really know, when they issued a RFP for the Midway Corridor, there were about nine proposals received. The question is if you get a national firm, you want someone to be responsible locally too, you do not want to have to do everything by long distance phone calls.

Chairman Finley said the firms need to get a grip on the goals and objectives.

Ms. DeSpiegelare would like the recommendations at the conclusion of the June 29, 1988 memo to be acted upon today.

Chairman Finley asked if we should include at this point that we should seek a grant, is it appropriate or too early. Ms. DeSpiegelaere would like to have this included in the motion if possible.

Commissioner Hunt moved the following recommendation, and Commissioner Norgard seconded the motion.

The Board of the Ramsey County Regional Railroad Authority authorizes the following:

1. Ramsey County should initiate the preparation of a Light Rail Transit Comprehensive Plan. The plan should outline incremental stages for development of light rail transit in Ramsey County. Preparation of the plan should be conducted with a realistic rather than excessively optimistic approach to the issues.

2. The services of a consultant should be sought for the preparation of the Plan.

3. Existing County staff (in increased numbers over the current Regional Railroad Authority staff) should be used to manage the project and to staff the citizen/community involvement components of the Plan. These staff members would spend a portion of their time on Regional Railroad Authority assignments and retain responsibilities in Ramsey County departments where they are employed. The first task of the additional staff members would be to assist in the preparation of a request for proposal for consultant services for the Plan.

4. Ramsey County is to apply for grant funds from the Minnesota Department of Transportation for the Comprehensive Plan, as well as funds for the preliminary engineering in the Midway Corridor.

Roll Call: Ayes - 6, Nays - 0 (Commissioner McCarty entered meeting during Item 4.)
Motion adopted.

5. Debt Service Schedules - Information Only

Chairman Finley discussed the impact which is not as drastic as we may have been led to believe, when you are talking about expenses of $45.00, he realizes you have to take this into consideration with the other debt which we are encumbering. When we talk about $100 million, it is not a $100 million tax levy, we are talking about $22.72 on a $70,000 home, $37.94 on a $100,000 home. This is only one of many possible sources, but this give us where we are at present day authority. Chairman Finley asked what this means as far as mills go.

James Van Houdt explained the current mill is about 1½ mills for the annual debt on $100 million. That is for the old mill, no one knows on the new mill.

Chairman Finley said on the old mill we could generate sufficient funds for in excess of a $100 million bond issue under existing law for the old mill.

Commissioner Hunt said this does not take into account what a subsidy might be for operation if that falls back on us. At what point in time would we be able to determine the operation losses? Ms. DeSpiegelaere said you would get this in the Comprehensive Plan, but as you get further long, you will find that information becomes more accurate.

Chairman Finley followed up on the question, does Ms. DeSpiegelaere envision that we look at LRT in the Comprehensive Plan as one more part of the total transportation plan, is this a difficult question? Ms. DeSpiegelaere said it is not, in Public Works they have talked about this a great deal. We have a transportation plan that was prepared ten years ago by an intern, this plan does not address LRT at all, and at that time the responsibilities were quite different, and this suggested that Ramsey County come up with Metropolitan Transit Commission. Ms. DeSpiegelaere thinks it would be beneficial to revise that plan as well. LRT and the Transportation Plan are linked and should go together.

6. 1989 Budget for RC Regional Railroad Authority - for Discussion

Chairman Finley called on Pat O'Malley who put this budget together to address the Board.

Mr. O'Malley explained that the budget has two significant areas proposed for next year, and this is being brought in for discussion at this time. Basically, the information was gathered from various mediums that they had and also some of the goals and objectives, the two biggest areas start on Page 5 of the budget, which would be for Engineering Services, fees for Midway Corridor, or any other corridors, funding for Public Works, and any hazardou substance testing, the other area was acquisition of property, page 9, this was left vague, as you have not selected a corridor, could be used for stations or grounds. If the Regional Railroad Authority decided it wanted to acquire some property, the funds would be available.

Usually the startup for LRT is acquiring the grounds for the main station for repair facility. If you decide to start up the transit, the vehicles are transferred to the main service station. There may be some property available now.

In other areas they tried to increase these as much as was felt necessary, if we get into studies, these types of programs, the funds would be available.

Commissioner Hunt asked if the $500,000 shown under Engineering Services, would this be reimbursable by the state for the Midway Corridor. He believes that is true, if we apply for it, and if we are granted that money, then it would be available. In his memo on Page 1 he stated that the budget did not include any funds that may be appropriated from the state. When the budget was prepared, they were uncertain, or how much money they would get.

Chairman Finley said that would be true on the one above that too, the $300,000 for Consulting Services. He believes what we are talking about is that we should apply for the two grants, one for the Comprehensive Plan which could be in the area of $300,000, and one for the Preliminary Engineering of the Midway Corridor, which may cost $500,000. The combination of the $800,000 is that they would pay 60% of the cost of the study, as the grant funds to any one county cannot be more than 60% of the total cost, inotherwords, any one county can get 60% of $4.2 million, so we could get 100% of the Comprehensive Plan and 100% of the Preliminary Engineering.

Ms. DeSpiegelaere said there is a 50% local match in addition to the 60% total for one County, and Chairman Finley said now he understands.

Commissioner Hunt is concerned as to how this is going to be administered as the State may run out of money. Is there a deadline for applications?

Ms. DeSpiegelaere pointed out that all applications may not be successful, and they will have to evaluate them. The deadline is September 1st, and the funds will be allocated in November.

Chairman Finley said we had been concerned that the allocations would not be until November, but what they have done is agree to make the funds retroactive to July 1st, so if you expended funds between July 1 and the actual grant approval, that they would reimburse you for what expenses were made.

Commissioner Ahrens is concerned about the $100,000 listed for a study of the NE Corridor, and the thought that there was sufficient question about the NE Corridor and its viability, putting $100,000 into a study of a corridor we have questions about.

Commissioner Norgard commented that he has had some questions on this corridor, and he wished to correct the name to Swede Hollow, rather than Sweet Hollow. He has attended several meetings on this, some groups were fighting this, but now they are willing to listen.

Ms. DeSpiegelaere said it is true, they have had meetings on this, there is another one scheduled in two weeks on this corridor.

Mr. O'Malley said he is not sure which Comprehensive Plan we are going to use, another thing is that Anoka County is not sure which plan they are going to use, as they may be running some lines through a portion of Ramsey County.

Commissioner Ahrens had a question on the Midway Corridor $500,000, how did we obtain that figure, and whether our staff has taken into assessment of what was done over a two year period at the Met Council, they primarily concentrated on University Avenue Corridor, but they had done a number of assessments and studies of the railroad potential north, and it seems to her that this information is out there, and is available. To put $500,000 into a study which may tend to replicate what an earlier study did over a two year period, might not be the best use of resources.

Mr. O'Malley for a point of clarification, the Comprehensive Plan is sort of the overall plan, and if we make a decision on the corridor, the funding is there for the planning and engineering so we will have a detailed analysis of the line and how it is going to be used.

Chairman Finley pointed out that there has not been engineering on any line. Mr. O'Malley said that planning and engineering is like laying out the line, the engineering is the specifications for that line.

Ms. DeSpiegelaere suggested that the correct term for this might be Preliminary Engineering. The Met Council study was prepared for Federal guidelines which are more complex and require detailed analysis and input, in that some of that information is not useful. This would be comparable to the Comprehensive Plan for that one corridor only, but it was not preliminary engineering for that corridor. It would be more appropriately under Comprehensive Planning.

Commissioner Salverda suggested that they have a Glossary of terms, as many people do not know the difference, we should have a list of these plans, what the task force is doing, what the Advisory Committee is doing, they are all planning and advising to a degree. This could be a simple sheet listing different types of plans, etc.

Ms. DeSpiegelaere agreed with Commissioner Salverda, our response to Mn/DOT LRT Guidelines was "what do you mean by preliminary engineering". She was uncertain herself, she knows what it is for road construction, but it may not be the same for LRT. They have responded in the grant application in three different aspects, one is the Comprehensive Plan, one is Preliminary Engineering, and one is actually Design of System Construction.

Chairman Finley asked at this point on Page 5 under Engineering Services, if Planning and Engineering should really be Preliminary Engineering, let's change that right now, so that when we come back to it we will not have these questions. Mr. O'Malley believes that is accurate.

Commissioner Hunt asked if the Planning and Engineering for the Corridor, does that mean we could study two potential corridors, or will it require that we make a decision as to what the preferred corridor is first before we do preliminary engineering.

Mr. O'Malley said we would probably make the decision first, he believes a lot of this information will come out of the Comprehensive Plan.

Ms. DeSpiegelaere said she is not sure, do we have to make a decision in Ramsey County before we apply? - Mn/DOT has to answer some questions as to what is expected of us before they approve the grant. She has a meeting scheduled with Mn/DOT.

Mr. O'Malley believes the money allotted in the proposed budget would be just enough for one corridor study.

In response to Commissioner Hunt's question as to when will we make a decision on what our preferred corridor is, Chairman Finley would like to make it this year, but he does not know if we will if we do not have the Comprehensive Plan. The one thing that has to be done before making that decision, we are going to have to check out University Avenue and connections, as there are some concerns that have been addressed that we are going to have to check out regardless before we decide on a corridor. Hopefully, he would like to have a determination before the end of this year if possible.

Chairman Finley thinks we need a specific resolution regarding the Comprehensive LRT Plan as far as authorizing you to apply for grant, would we be doing the same thing for preliminary engineering.

Ms. DeSpiegelaere had a conversation with Mn/DOT, and they indicated to her that it may be necessary to get outside expertise like a consultant to complete the grant application, and she would like to explore that further. Chairman Finley suggested this be placed on the agenda for next meeting, you could call it the Preliminary Engineering Midway Corridor Grant Process.

Chairman Finley asked if the Board is being asked to approve the budget today, and Mr. O'Malley said this was for discussion only today.

Commissioner Salverda would like to know if a mission statement was ever adopted, he feels that maybe this should be redone, and Ms. DeSpiegelaere be directed to revise this, and he was not impressed with the mission.

Ms. DeSpiegelaere shares Commissioner Salverda's concerns, as this mission statement evidently came from the legislation.

Commissioner Salverda reiterated that the Board look at the mission statement as this could be embellished. Chairman Finley recommended that the goals which have now been adopted be addressed in the final budget as well. Commissioner Salverda said the goals support the mission statement, and we should revise the mission statement so it is concurrent.

Commissioner Salverda moved the following recommendation, Commissioner Hunt seconded the motion.

The Ramsey County Regional Railroad Authority directs the staff to revise the mission statement, as the goals and objectives have now been adopted, and these should be considered in the revision as they support the mission statement.

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

Chairman Finley asked when the Board would like to look at the budget in detail.

Mr. O'Malley informed the Board that we have six weeks if we are going to make any changes. He mentioned that we have to publish the Intent to Tax Notice.

7. Intent to Tax Notice

Chairman Finley asked Mr. Van Houdt if the Board can approve this Intent to Tax Notice now.

Mr. Van Houdt addressed the Board, last year we adopted it the same day the County Board adopted its tax levy at a special meeting. What he would suggest is, as something new has come up that they just found out, the October 10th date has been moved back for some reason in the legislation, and would like to leave the date up to the County Attorney, he believes it will be the 25th, but he would like to have as long a time as possible if they have to make changes.

Mr. Van Houdt suggested the date be changed to October 25th, and then the day the County Board adopts the budget, the Regional Railroad Authority can have a special meeting following the Board. This is the notice of the levy intent, not the budget, which should be published six weeks in advance. This notice should be approved today, and Ms. Timmons can verify the correct date.

Mr. Van Houdt explained that Mr. MacMillan in preparing this intent to tax notice has drafted this so that we will not have to come back and do this every year, to publish it.

Commissioner Hunt had a question, would the Railroad Authority be considered as a local unit of government, and if they do not change the tax law, would this have to go through that same process of a first class notice to every property owner.

Thomas Ryan does not believe that you are in that definition. Mr. Van Houdt added that we are probably not.

Mr. Van Houdt said if the levy starts approaching what you authorized, you could levy under that two mills to divert that $11 million, this may be changed in the next session, he believes they made an error in the formula, but this is the way it reads.

Chairman Finley said there has been a question as to where the Railroad Authorities fall under the requirement of comprehensive planning, under the authority of the Metropolitan Council. He was at a meeting where this was discussed, and this was sort of a compromise that the Metropolitan Council would still look at our Comprehensive Plan, with or without that authority, and that the Advisory Committee of the Transportation Board that Commissioner McCarty is on, would review it also. They sort of felt that we were not a local unit of government for that purpose.

Michele Timmons agrees that the date in the Intent to Tax Notice be left blank, until she can research this. She wished to call attention to the Tax Notice, this should be corrected to read Statutes 398A.04.

Commissioner Hunt moved the following recommendation, Commissioner Salverda seconded this motion.

The Ramsey County Regional Railroad Authority approves the Intent to Tax Notice to be published six successive weeks prior to date the Authority intends to levy the tax, correct date to be determined by the County Attorney's Office.

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

8. Coordination with Metropolitan Regional Railroad Authority Staff

Ms. DeSpiegelaere addressed this matter, on July 1st the seven Metro County Regional Railroad Authority Staff had their first meeting, each discussed what their counties were doing, and what they intended to do to apply to Mn/DOT for grant funds. Two counties indicated that they will probably not apply, Carver and Washington, the remainder indicated that they would apply, those who are taking a more aggressive approach, obviously, Anoka, Hennepin and Ramsey. This was good to share information. Hennepin, of course, has done a lot of things that the rest of us will be following through on. They have decided to meet quarterly.

Commissioner Salverda asked if Ramsey County staff provided a written handout. Ms. DeSpiegelaere said they did, it was included in the documentation. Commissioner Salverda said they are to be commended.

9. N.E. Corridor Study - Memo from Greg Mack

Chairman Finley discussed the memo from Greg Mack who has outlined in the letter some points, and that he feels they will be able to complete their assessment by September 1st.

Greg Mack addressed the Board, this letter outlines several points which they could address, these would be in the category of the preliminary plan, and would not be the engineering of a recreational trail. It would be important for both the recreation assessment, and the Public Works assessment to have some of the base data compiled, and they would need that before they could proceed with any further study.

Mr. Mack said they would look to the Metropolitan Council who have done some studies from the Regional Trail Corridor perspective and the Department of Natural Resources for some input into the recreational needs. Also, we would dealing with the City of St. Paul who has been active in discussing this corridor, and the Swede Hollow issue, so they would be looking at that in conjunction with the St. Paul Parks & Recreation Division, and he believes that it would be realistic to provide that kind of narrative discussion of the recreational needs by September 1st.

Chairman Finley asked if we need any action to authorize them to do an outline, and Ms. DeSpiegelaere said her concern is that some base date which Mr. Mack may need is not yet available, and as yet we do not have a response from the Public Works Department as to when that will be available. At the July 26th meeting we hope to have a response from the Public Works Department.

Chairman Finley asked if there are some things that could be done by the Parks and Recreation Department while they are waiting. Mr. Mack said they could proceed now with the assessment portion, not using the physical layout, but in looking at the general alignment of the corridor, reviewing what is available from Metropolitan Council connections, their criteria for funding of corridors such as that, tying that in in conjunction with Regional Park facilities. They would have to look at some very specific ownership issues, as the corridor narrows in some areas, they could not assess that until they see what the property laws are, what easements exist.

Commissioner Hunt asked about St. Paul's main interest in this corridor which is for recreational purposes, how does this fit in with the intent of the law that it was to be for transportation purposes, and only some ultimate kind of thing that you could use it for.

Michele Timmons said that we have essentially stated before that recreation uses may be made on an interim basis, but for the purpose of the land acquisition by the Railroad Authority would be to hold the land for some development for light rail. She mentioned that Ms. DeSpiegelaere had requested a legal opinion on this topic, and this should be ready this week.

Commissioner Salverda asked if this could tie in with the mission statement, as there is no mention made of recreational facilities.

Commissioner Norgard said the Department of Transportation for matching funds said this could be used for recreation until such time if they ever decided to use it for transportation, it would revert back. Ms. DeSpiegelaere said that is true. you have to be very cautious, however, with an interim use, that that interim use does not legally prohibit the ultimate use from ever occurring. Inotherwords, if you had a bike path, and eventually wanted LRT, or some other means of transportation, you would want to be sure the interim used as bike path would not prohibit you from eventually doing what you really wanted to do.

Chairman Finley said this is one of the issues mentioned in No. 10 with the I-94, and what has happened as it affects bridges down in that area.

Chairman Finley asked if the Board should proceed with the assessment, gather the material with the anticipated date of September 1st, so that you would be able to start gathering this information. Mr. Mack said this would be acceptable, the action taken on the 14th of June made the request, and they, at this point, are responding to that, if they can proceed with everything to the point where they need the mapping.

Mr. Mack said they would try to tie in with the resources in their existing staff and the City of St. Paul, Met Council has staff that would be available in the trail corridors if needed. Additional Funds - Chairman Finley asked if they are needed. Mr. Mack said at this time he does not feel they will need any additional funds.

Commissioner Norgard's reaction is that they want some form of government to pick up that property, does not know what we are going to use it for, how we are going to use it.

Mr. Mack added that the City of St. Paul is reviewing their Capital Improvement Program for the Regional Parks, they have included the corridor to Beam Avenue for funding, that was the contingency that Bob Piram placed, and he does not know how this progressed through the City Council.

Ms. DeSpiegelaere (Commissioner Schaber is not here) expressed a concern that we made some commitments to have the citizens participation involved in the study, but maybe it is time to initiate the information on the NE Corridor Task Force. We have a Technical Group involved, but not a citizens' group.

Chairman Finley suggested that this should be brought in for the next meeting. It would be more appropriate if Commissioner Schaber were here, and we will be addressing the whole issue of the roles of the Advisory Committee and Task Force.

Commissioner McCarty asked what we are going in terms of preserving this corridor, we do not have any agreement with the railroad at this time, we have no means of warding off piecemeal sale.

Mr. O'Malley said there is no agreement right now, he has had several conversations with BN about it, they don't know what they want to sell it for, they have ordered appraisal on the corridor, and this may be done in the next sixty days. Interest has been expressed by some residents in buying parts of it, but they do not want to sell it piecemeal, they want to sell it to one corporation. He asked BN who has an interest in it, they said the City of St. Paul Water Department, City of Maplewood has expressed interest in buying a portion of it.

Commissioner McCarty feels there is some point where we are going to have to make a judgment call, such as we are interested, maybe we should have an option, maybe this is not a real concern.

Chairman Finley suggested that the only way would be a legal option to buy with the first right of refusal from the railroad.

Mr. O'Malley does not know if an option or first right of refusal would protect us; as he has worked with these people in the past, they have been keeping him informed.

Commissioner Hunt moved the following recommendation, Commissioner Ahrens seconded the motion.

The Ramsey County Regional Railroad Authority requests that the Parks and Recreation Department proceed with the analysis of the Northeast Burlington Northern Railroad Corridor, to prepare an assessment of the recreation potential of the corridor, as outlined in the letter from Greg Mack, dated June 27, 1988; with expected completion to be about September 1, 1988.

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

10. Minnesota Department of Transportation Plans for I-94 at Burlington Northern Railroad.

Chairman Finley discussed the memo and the letters and response from Mn/Dot on behalf of the County's concerns. Essentially, to summarize, he said that a decision was made by the Department of Transportation about a year ago to remove about five bridges in that area. They did not consider Light Rail Transit at that time, and they made a decision to go ahead with the removal. When Chairman Finley had a meeting with Commissioner Levine, he did touch upon this particular subject, and told him that we were very concerned about it from the County's overall aspects, in eliminating these for use, there may be interest in some of the bridges. The staff was quite adamant as when decisions are made they are hard to pull off. There

is a meeting tomorrow with the City of St. Paul where they are asked to approve these plans, Councilman Dimond is concerned and has sent some letters to the Department. Chairman Finley plans to attend this meeting, and express that we do have a concern because we want to try to leave as many options open as possible. If anyone feels that we should not be involved in this at all, Chairman Finley would like to know. At this point, we may not have too much input. One thing that was brought to the attention of Mn/DOT, however, and he did get a promise from Commissioner Leving that in future, they will consider the concerns of Light Rail Transit in their planning in this area as we were not even consulted either as well as the Public Works Department.

Ms. DeSpiegelaere said that is true, in response to what Chairman Finley has said about coordination in the future, she has received a call inviting her to a meeting on the Snelling Marshall Bridge, so apparently his message did come through.

Chairman Finley again asked for any comments from the Board members as to whether we should be involved in this.

Commissioner Salverda commented that Chairman Finley is representing the Regional Railroad Authority very well at these outside meetings, and he recommended that he keep doing what he has been doing.

Non Agenda:

Chairman Finley asked if the Board wished to hold a special meeting on the budget.

Commissioner Norgard said he would like to have it wrapped up before budget time, and get it done so we can come in with a package.

Chairman Finley would like to allocate time for a special meeting between now and the first of September to deal with the LRT budget, this could be on an alternate week rather than our regularly scheduled week. Ms. DeSpiegelaere suggested that the second meeting of the month, the fourth Tuesday, we may have additional items to be considered.

Commissioner Salverda had another question, the Board has adopted the goals, each of the goals have action steps, and he is wondering about the time table that Ms. DeSpiegelaere has on many of the tasks to support the goals, one of the most major tasks is to seek out potential funding, maybe we should be pro-active by way of proposing legislation to get someone else to pay for this, and he is calling for the urgency and the funding goal as a discussion point.

Chairman Finley agreed that this is a very good point, and Ms. DeSpiegelaere said one of the steps for funding is an alternative to the property tax, as soon

the Comprehensive Plan process beings, it would be possible to define those further and come up with some recommendations, and then go to the Legislature.

Chairman Finley suggested that it might be a good idea to bring back out the material on financing, and put this on the agenda for the next meeting, for informational purposes.

11. Anoka County Comprehensive Plan

Chairman Finley introduced Commissioner Paul McCarron who is the Chairman of Anoka County Regional Railroad Authority, and Tim Yantos, the Deputy Administrator from Anoka County.

Commissioner McCarron said he is here today to try to enhance the working relationships that have developed over the last few years in this LRT community that we are involved in. In March of this year the Anoka Rail Authority contracted with BRW to do an Anoka County Light Rail Phase I Scoping Study, and the purpose of that study was to identify all those LRT routes available to Anoka County, there are on the periphery, so they have to look at the core counties as part of their planning process. One of the routes that was identified is the Minnesota Commercial Railroad which runs from Fridley down into Ramsey County and over into Hennepin County. The proposed route to examine would follow the Minnesota Commercial RR to Highway 88, and then follow 88 into the core area. The passageway that the Commercial Rail Authority allows for its own use, and for potential other uses is wide enough down to where it runs into Highway 88. After that point, there is such a density of other uses, such as NSP transmission lines following that routing, that it does not allow for much planning for other potential uses.

As the majority of the routes have been identified so far as having a potential of connecting with Hennepin County System, the Anoka Rail Authority and Hennepin County have entered into a contract with BRW jointly to develop an Anoka Hennepin Northeast Light Rail Corridor Study and Comprehensive LRT Systems Plan. This portion was left out of Hennepin County's study, and will include areas of Anoka County that have not been adequately studied. As part of that Comprehensive Plan, they are going to study the Minnesota RR Highway 88 route, and Anoka County is requesting Ramsey County's positions and opinions on this route as they look at it. As part of their Comprehensive Plan, they will be developing four different Committees, and they would like to ask the Chair of this Regional Rail Authority and the Mayors of Mounds View, New Brighton, Roseville to participate in the Anoka Government Advisory Committee so that adequate recognition of the needs of those areas could be factored into the studies. Also, they would like to ask Ramsey County to appoint some representative to participate in their Corridor and Technical Advisory Committee so that once again proper recognition of the needs of those neighborhoods be factored into this overall Comprehensive Study.

Commissioner McCarron said it is his understanding that Ramsey County will be or are considering Ramsey County Comprehensive Light Rail Study, and he also added that he has not had an opportunity to review the Ramsey County Goals and Obljectives for Light Rail. Anoka County would like to assure Ramsey County that the Anoka County Rail Authority is most interested in participating with Ramsey in their study in those areas where it impacts upon their communities as they follow the area of the western border.

Commissioner McCarron reiterated that Anoka County would like to join in Ramsey County's Comprehensive Study, if and when Ramsey County deems that to be appropriate, and have Ramsey County join in their study as well.

Commissioner Salverda asked if Anoka County has a goal statement for their authority, and Commissioner McCarron said they do not, they have only their Scoping Study, but they do not have a goals-orientated thing as yet. This Phase I Scoping Study he shows to the Board.

Commissioner Norgard asked about the line that goes to Central Avenue, and if this is one of their high priorities to come down through New Brighton. Commissioner McCarron said it is one of their priorities to find a way into the core, and they do not know at this point in time which one is going to be the most appropriate, both fiscally and ridership wise.

Commissioner McCarron showed some mapping that he presented to the Board, and he asked Mr. Yanto to point out the area which comes to Highway 47, it does cross 65, and they are looking at a connection to Highway 88. several routes which go from north to south they are considering, the hub area which is the Northtown Shopping area.

Commissioner McCarron said there is significant interest on the part of the members of the Rail Authority to make sure that they get connected into St. Paul some way or another, and they envision this as being a connection somewhere.

Chairman Finley commented that the Board members had gone on BN up to Northtown, but they crossed that Minnesota Transfer Line while they were on the BN line. Commissioner McCarrton said that this comes in, barely touches Mounds View, and then cuts down to New Brighton and Roseville.

Chairman Finley would like to know if the Minnesota Commercial is a private operation, and Thomas Ryan informed the Committee that Minnesota Transfer Railroad sold it to a private operator. Mr. O'Malley added that the ownership was sold, but he believes there is still joint ownership

Mr. Yanto informed the Board that the Anoka Goals will be answered in many of the areas that will be studied in the Comprehensive Plan, although they have not developed specific goals as yet, they have an Executive Committee, the Inter-Governmental Committe, and the Technical Corridor Committees. They expect these to be developed and established within the next couple of weeks.

Chairman Finley informed Commissioner McCarron and Mr. Yanot that Ramsey County will be very happy to participate in Anoka County's planning, and appreciate the opportunity to do so. He will make himself available, and also it would be good if Commissioner McCarty, in his absence, as it affects his district. We all like to kept apprised of this information.

Commissioner Norgard feels that the Anoka County Study will be very advantageous to us as it goes through the northern part of Ramsey County.

Chairman Finley thanked Commissioner McCarron and Mr. Yanto for coming to the meeting today, he advised them that Ramsey County's Comprehensive Plan was just approved today, we have to put together an RFP, so Ramsey County is moving along, too.

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

4

PUBLIC WORKS
Originating Department

K. DeSpiegelaere — 7/21/88
Authorized Signature — Date

**Board Action Requested**

GRANT FOR LIGHT RAIL TRANSIT

**Request Justification**

See attached memo from K. DeSpiegelaere dated July 17, 1988

with proposed letter and listing of consultants.

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 |
| July 26, 1988 | F L Glendenning | 7/21/88 |
| Board Date | Signature | Date |

**MEMORANDUM**

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

From: Kathryn DeSpiegelaere KD

Subject: Grant for Light Rail Transit

Date: July 17, 1988

Legislation passed in 1988 authorizes funding of $4.17 million to metropolitan County regional railroad authorities for light rail transit (LRT) planning, design and construction. The funds are allocated by the Minnesota Department of Transportation (Mn/DOT). No county may receive more than 60% of the funds and a 50% local match is required. Grant applications are due September 1.

The purpose of this memorandum is to:

1. Outline the categories of funding for which application may be made.

2. Summarize the response of Mn/DOT to Ramsey County Regional Railroad Authority's (RCRRA) comments on the preliminary work program for the grant application.

3. Provide information on a meeting of RCRRA staff and Mn/DOT staff.

4. Discuss the RCRRA grant application and request authorization to obtain assistance to complete the application by September 1.

## CATEGORIES OF FUNDING FOR LRT GRANT

Mn/DOT's guidelines for LRT funds specify that applications may be submitted in one of three categories: planning, preliminary engineering or final design and construction. RCRRA will be permitted to request funds for <u>both</u> planning and preliminary engineering.

The definitions, products and process for the three categories as specified by Mn/DOT are:

## Comprehensive LRT Plan

An analysis of geographic corridors within an area with regard to their potential for LRT.

Products:

Plan which includes information on:

- goals for LRT;
- analysis of corridors in relation to highways and other transit services;
- estimation of ridership, construction and operating costs.

Process:

- requires public participation;
- requires review by Metropolitan Council and Regional Transit Board;
- requires adoption by regional railroad authority.

## Preliminary Engineering for LRT

A more detailed look than in a comprehensive planning document at specific corridor(s) for LRT and the impact of LRT construction on specific alignments.

Products:

- scoping document which narrows choice of alignments based on evaluative factors;
- environmental reports to meet state and/or federal requirements;
- geometric layout;
- identification of design standards.

Process:

- requires public participation;
- requires concurrence of cities in selected corridor with plans;
- requires review by Metropolitan Council and Regional Transit Board;
- requires approval of regulatory agencies for environmental documents.

Final Design Plans for LRT

Detailed plans that can be used to construct LRT.

Products:

Design plans that include:

- right of way requirements;
- selection of system elements (vehicles, stations, fare collection devices, etc.);
- operation rules;
- civil engineering requirements for tracks, etc.;
- financial plan for capital and operating costs.

Process:

- requires public participation.

**RESPONSE OF MN/DOT TO RCRRA COMMENTS**

Ramsey County Regional Railroad Authority Chairman Finley raised these issues in response to Mn/DOT's request for comments on the preliminary work program for the LRT grant application:

1. Expenses incurred for appropriate work as of July 1, 1988 should be eligible for reimbursement, although grant awards will not be decided until November, 1988.

   Mn/DOT's response was that expenses as of July 1 will be eligible. The risk of RCRRA, if work is undertaken before November, is that the requested grant may not be awarded and that information will not be known until November.

2. Right of way acquisition for rail corridors should be an allowable expense early in the process.

   Mn/DOT's response was that the State Rail Bank program (up to 50% match to local funds) should be used to acquire rail right of way, rather than LRT grant funds. The State Rail Bank program is administered by Mn/DOT.

3. Mn/DOT's preliminary work program required an LRT Comprehensive Plan before application could be made for preliminary engineering funds. RCRRA requested an exception to that for the Midway Corridor.

   Mn/DOT's response was that RCRRA may apply for <u>both</u> comprehensive planning and preliminary engineering funds. Funding for preliminary engineering in the Midway Corridor, if awarded, would be released only after completion of an LRT Comprehensive Plan, however.

4. Criteria should be established to rank applications.

   Mn/DOT's response is that the priority is 1) design and construction; 2) preliminary engineering; 3) planning. Regional priorities as established by the Metropolitan Council will be given preference.

5. The definition of preliminary engineering should be clarified.

   The definition was clarified.

## MEETING WITH MN/DOT/RCRRA STAFF

On July 14, RCRRA staff met with Mn/DOT staff to discuss accounting procedures and the grant application process. Information received was:

- The grant application costs are not eligible for reimbursement.
- Grant funds will be made available to RCRRA upon award in November, before expenses are incurred. Preliminary engineering funds, if awarded, would be released at the beginning of that work to RCRRA.
- An alignment choice for the Midway Corridor need not be made before an application is made September 1 for preliminary engineering funds. The alignment choice is to be made during the preliminary engineering process.

## RCRRA GRANT APPLICATION

At the July 12, RCRRA meeting, approval to initiate a Comprehensive LRT Plan was given. A grant application will, therefore, be made to assist in funding that effort.

Discussion occurred that application should be made for preliminary engineering funds as well. I requested deferral of approval of that because it was my belief that additional action might be needed by the RCRRA before application could be made for preliminary engineering funds. That action relates to the need for expertise not currently available to the RCRRA to prepare the application for preliminary engineering funds. Subsequent conversations with Mn/DOT staff have confirmed that need. The grant application requires these and other items be addressed that could benefit from consultant advice:

- analysis process for ridership projections;

- budget for comprehensive plan and for preliminary engineering;

- identification of appropriate standards and specifications;

- identification of system implementation strategy (traditional, design/build, turnkey).

It is, therefore, requested that RCRRA staff be permitted to use the services of a transportation consulting firm to assist in completing the grant application for LRT funds.

Recommendations:

1. Authorize preparation of grant applications to Mn/DOT before September 1 for a comprehensive LRT plan for Ramsey County and for preliminary engineering, including appropriate environmental documents, for the Midway Corridor.

2. Authorize staff to negotiate a contract on an hourly basis (total cost not to exceed $3000) for consultant assistance in preparing the LRT grant application.

3. Request the Board of Ramsey County Commissioners to loan funds as necessary to the RCRRA to meet the funding requirements of a comprehensive plan, should RCRRA resources be depleted during the course of that work.

KD:vl

Draft
Final to be on RRA letterhead

July 26, 1988

Dear _____:

Ramsey County Regional Railroad Authority (RCRRA) has authorized application to the Minnesota Department of Transportation (Mn/DOT) for funds for light rail transit (LRT). Application will be made for a Comprehensive LRT Plan and for preliminary engineering in the Midway Corridor. Copies of the guidelines from Mn/DOT are enclosed. The applications are due September 1.

RCRRA has approved the use of consultant services to assist staff in completing the grant application.

A one-half hour discussion is requested that will help RCRRA decide which firm should be used to assist with the grant application. A prior written proposal is not requested. The discussion should focus on your firm's approach to the grant application.

A summary of the previously completed work on the Midway Corridor is enclosed.

Please contact Marsha Kurka, Ramsey County Public Works Department, 298-4127, to arrange a time for the 30 minute discussion on August 3 or 4. I will be out of town the remainder of this week.

The discussion will be held at Ramsey County Public Works Department, 350 St. Peter Street, Suite 270, St. Paul. This is on the skyway level of Carriage Hill Plaza. I look forward to meeting with you.

Sincerely,

Kathryn DeSpiegelaere

Enclosures
KD:mk

Dick Wolsfeld
BRW, Inc.
700 South Third Street
Minneapolis, MN 55415

Bob Sands
Edwards and Kelcey
7401 Metro Boulevard
Minneapolis, MN 55435

Peter Fausch
Strgar Roscoe Fausch, Inc.
One Carlson Parkway North
Suite 150
Plymouth, MN 55447

Ron Jackson
Barton Aschman Associates, Inc.
1610 South Sixth Street
Minneapolis, MN 55454

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS
Originating Department

K. DeSpiegelaere
Authorized Signature

7/21/88
Date

**Board Action Requested**

NORTHEAST BURLINGTON NORTHERN

CORRIDOR STUDY

**Request Justification**

See attached memo from K. DeSpiegelaere dated 7/18/88

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<br>July 26, 1988 | Signature<br>F L Glendenning | Date<br>7/21/88 |
| 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: July 18, 1988

At a previous Regional Railroad Authority (RRA) meeting, you approved this approach to the Northeast Burlington Northern Corridor Study:

- Study the light rail transit potential of the corridor in a Comprehensive LRT Plan for Ramsey County.

- Request Ramsey County Parks and Recreation Department to consider studying the recreation potential of the corridor.

- Request Ramsey County Public Works Department to consider studying the transportation potential of the corridor other than for LRT.

At the July 12 RRA meeting, you authorized the Parks and Recreation Department to begin the recreation potential study.

Although a response to the request has not been received to date from Ramsey County Public Works Department, I have had discussions on the subject with the Director and Deputy Director of that department. Their concern that there is no one available within the department to conduct the study without causing a significant delay to Public Works projects. Options are being considered carefully and a response to the RRA request will most likely be made in August.

A Technical Advisory Committee for this study met in April and will meet again on July 25. Since the recreation potential of the corridor is now to be studied, the formation of a Corridor Task Force of interested citizens should now be considered. It should, however, be pointed out that the work of the task force may not be completed in one time period. There will be work in 1988 on recreation potential, then a period with no activity on the study, followed by completion of the study in 1989 with the Comprehensive LRT Plan. The anticipated completion date of the remaining transportation elements of the study is not known at this time.

Recommendation:

Request nominations of citizens to serve on the Northeast Corridor Task Force with the understanding that the task force may have meetings in the summer of 1988 and again in the winter of 1988-89.

KD:ptd

KD MEMO RCRRA 7/18

# Light Rail Transit

## Planning Analysis for the Midway Corridor

**Alignment Information**

**Public Record**

**July, 1988**

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

**Regional Transit Board**
**Elliott Perovich, Chairman**

**ALIGNMENT INFORMATION**
**PUBLIC RECORD**
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| Citizens Advisory Committee Recommendations | |
| Recommendations of Agencies | |
| Public Response | |

# DESCRIPTION OF STUDY

## MIDWAY CORRIDOR LRT STUDY

The Ramsey County Regional Railroad Authority and Regional Transit Board have conducted a study of light rail transit (LRT) alignments in the Midway Corridor between downtown St. Paul and Minneapolis. The Midway Corridor has previously been identified in Metropolitan Council studies as a high priority corridor for consideration for LRT for the region.

Light rail transit (LRT) is being considered in the Twin Cities because it has the potential to:

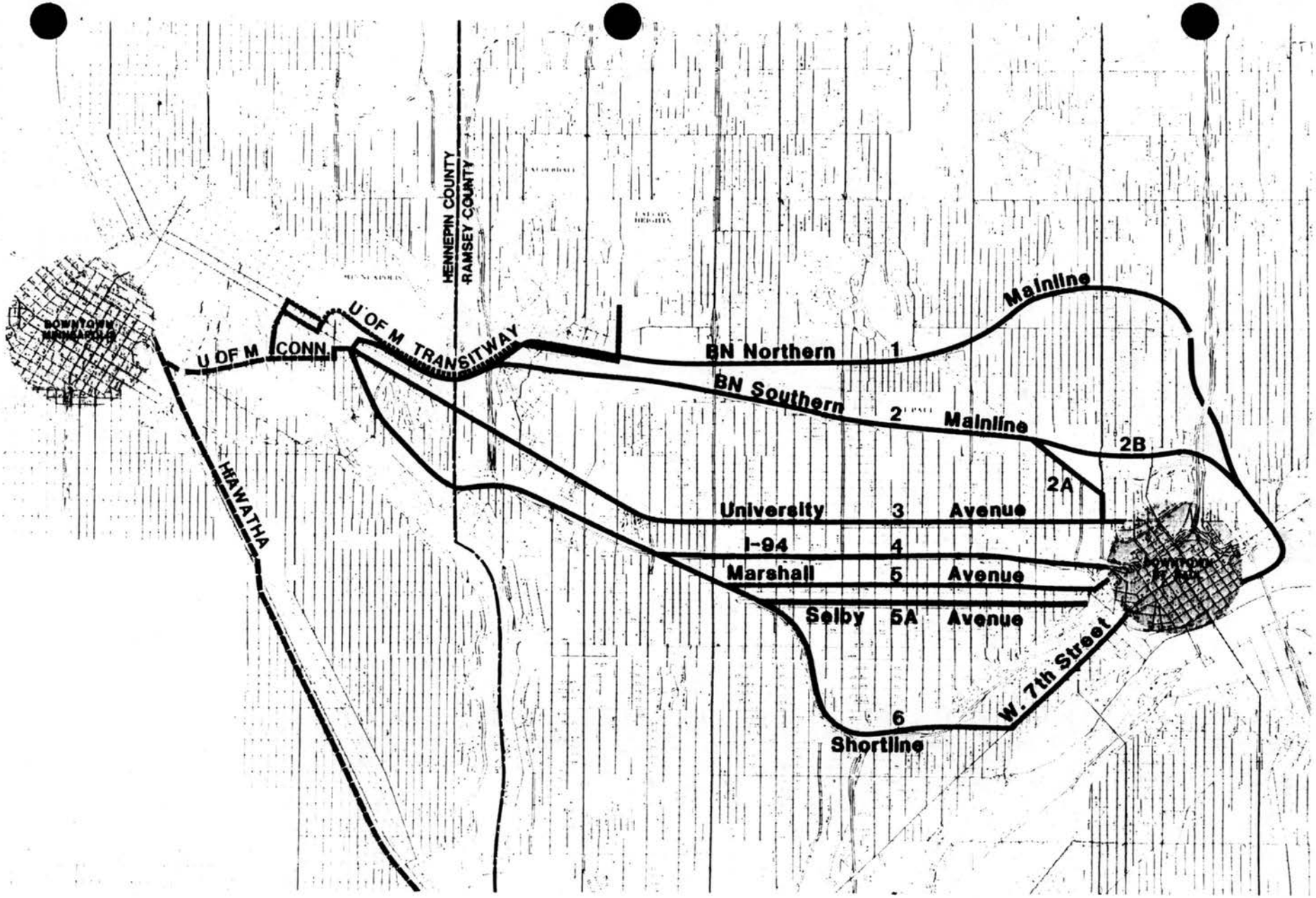
- reduce traffic congestion
- encourage development at station areas
- provide more cost effective transportation than buses
- provide improved service to transit patrons
- reduce the environmental impacts associated with other transportation alternatives.

The Midway Corridor study examined east/west alignments along two Burlington Northern railroad rights of way, University Avenue, I-94, Marshall Avenue, Selby Avenue and Soo Line railroad right of way. Some of the factors examined were right of way availability, traffic impacts, land use compatability, connection to other LRT lines, development potential, ridership, impact on transit dependents, environmental impacts, capital and operating costs and construction impacts.

The study was conducted in January and February, 1988. A comment period allowed an opportunity for public, agency and citizen group comments to be made on the alignment issue.

If a decision is made by the Ramsey County Regional Railroad Authority to proceed, preliminary design of a light rail transit system in the Midway Corridor would be the next step in implementation.

PROJECT AREA MAP




# Midway Corridor LRT Planning Analysis

REGIONAL TRANSIT BOARD

Universe of Alternatives

Figure 2

0 1000' 1/2 Mile North

BRW

LETTERS REQUESTING COMMENTS

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

[redacted]s Scheibel, President
St. Paul City Council
716 City Hall
Saint 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
[redacted] 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

Richard Sauer, Interim President
University of Minnesota
201 Coffey Hall
[redacted] Eckles Avenue
St. Paul, Minnesota 55108

RAMSEY COUNTY
Regional Railroad Authority

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
Duane W. McCar
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

March 10, 1988

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

Dear George:

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 enclosed for your review. Recommendations from the two citizens' 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
Regional Railroad Authority

Elliott

Elliott Perovich, Chair
Regional Transit Board

JTF/clm
Enclosure

RAMSEY COUNTY
Regional Railroad Authority

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**John T. Finley, Chairman**
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District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

March 23, 1988

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

Dear George:

As indicated in my recent letter to you regarding the study of alignments for the Midway Corridor in St. Paul, the study was referred for recommendations to the Citizens' Advisory Committee and Midway Corridor Task Force of the Ramsey County Regional Railroad Authority. Comments from the committee and task force are enclosed.

Additional comments are expected from agencies affected by light rail transit plans and from the public.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
Enclosure

RAMSEY COUNTY
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John T. Finley, Chairman
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District 6

April 21, 1988

Dear

On March 23, 1988, I wrote to you regarding the study of LRT alignments for the Midway Corridor in St. Paul. Comments from the Citizens' Advisory Committee were completed on April 19, 1988, and are enclosed for your information.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
Enclosure

RAMSEY COUNTY
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Warren W. Schaber
District 6

June 21, 1988

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

Dear George:

On March 10, Ramsey County Regional Railroad Authority and the Regional Transit Board forwarded to you a study of alignments for light rail transit in the Midway Corridor of St. Paul. We requested your comments by April 20. Because a concern was expressed that insufficient time was allowed for review, that deadline was extended. At the Ramsey County Regional Railroad Authority meeting on June 14, a decision was made to request comments by July 22. That would permit a four-month review period for agencies affected by the study.

Please advise me if the July 22 date for receipt of comments is unworkable. We look forward to reviewing your comments on the study.

With warmest regards,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
cc: Elliott Perovich, Chair, Regional Transit Board
County Commissioners
Terry Schutten

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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John T. Finley, Chairman
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Dis[redacted]
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

June 21, 1988

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

Dear Jim:

On March 10, Ramsey County Regional Railroad Authority and the Regional Transit Board forwarded to you a study of alignments for light rail transit in the Midway Corridor of St. Paul. We requested your comments by April 20. Because a concern was expressed that insufficient time was allowed for review, that deadline was extended. At the Ramsey County Regional Railroad Authority meeting on June 14, a decision was made to request comments by July 22. That would permit a four-month review period for agencies affected by the study.

Please advise me if the July 22 date for receipt of comments is unworkable. We look forward to reviewing your comments on the study.

With warmest regards,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
cc: Elliott Perovich, Chair, Regional Transit Board
County Commissioners
Terry Schutten

Saint Paul
Area Chamber
of Commerce

April 20, 1988

The Honorable John Finley
Ramsey County Commissioner
316 Court House
Saint Paul, Minnesota - 55102

Dear Commissioner Finley:

The Transportation Committee of the Saint Paul Area Chamber of Commerce is studying the Light Rail Transit Planning Analysis For The Midway Corridor under consideration by the Ramsey County Commissioners.

We respectfully request that you allow us the opportunity to submit our input to the Ramsey County Regional Rail Authority subsequent to the April 20 hearing. This is an important and difficult issue, and like several other groups, it has taken longer to consider than we estimated.

We thank you for your consideration on this matter.

Respectfully,

Richard G. Hadley

RICHARD G. HADLEY
President

RGH/agg

600 North Central Life Tower
445 Minnesota Street
Saint Paul, Minnesota 55101
612/223-5000
Telex: 7401653 SPAC UC

RAMSEY COUNTY
Regional Railroad Authority

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John T. Finley, Chairman
District 3
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Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

May 2, 1988

Richard G. Hadley, President
St. Paul Area Chamber of Commerce
600 North Central Life Tower
445 Minnesota Street
St. Paul, Minnesota 55101

Dear Mr. Hadley:

In response to your letter of April 20, Ramsey County Regional Railroad Authority would be interested in receiving your comments on the light rail transit planning analysis for the Midway Corridor, even though they will be received after April 20.

We agree that this is an important and difficult issue. Please let me know if there is any information Ramsey County can provide to assist your deliberations.

Sincerely,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm

RAMSEY COUNTY
Regional Railroad Authority

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

**John T. Finley, Chairman**
District 3
Diane Ahrens
District 4
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District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

June 21, 1988

Richard Hadley, President
St. Paul Area Chamber of Commerce
600 North Central Life Tower
445 Minnesota Street
St. Paul, Minnesota 55101

Dear Rich:

On April 20, you requested additional time to submit comments on the study of alignments for light rail transit for the Midway Corridor of St. Paul. My response of May 2 was to grant your request for additional time. At the Ramsey County Regional Railroad Authority meeting on June 14, a decision was made to request comments by July 22. That would permit a four-month review period for agencies affected by the study.

Please advise me if the July 22 date for receipt of comments is unworkable. We look forward to reviewing your comments on the study.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
cc: Elliott Perovich, Chair, Regional Transit Board
County Commissioners
Terry Schutten

INFORMATION MEETING/OPEN HOUSE

# 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

RTB
REGIONAL TRANSIT BOARD

RAMSEY COUNTY

RTB - RCRRA  LRT Open House

3/23/88

| Name | Address |
|---|---|
| Ken Weltzer | Public Works |
| Ben Sebesta | 1795 Dayton Av. |
| Paul L. Mamm | 825 W. Hoyt |
| [illegible] | 1255 Polk Blvd. Cal Rts. |
| [illegible] | RTB/DIST C |
| Carol Wolf | Metropolitan Council |
| Ed Brown | Snelling Hamline |
| George K. Isaacs | RTB/Dist B |
| Michael F. Baker | 2285 Hampden |
| Stephen Wilson | Metro Council |
| Susan Marschalk | Midway Coalition - District 11 |
| Tom Frank | DSU Inc. |
| [illegible] | Swanson's Point |
| Alison Fuhr | RTB Member. |
| Dennis R Fullerton | MTC |
| Fergit McRae | Mn/DOT - D - 9 |
| John T. Finley | Ramsey County |
| Clint Eastwood | ~~Hollywood~~ Carmel |
| Rochelle Shaw | ~~RTB~~ |
| Perry + Doris Caranicas | RTB |
| Connie Kozlak | Metro Council |
| Kathy Malchow | 1295 N. Cleveland |
| | Park Bugle |
| RICHARD WOLSFELD | BRW. INC |
| Paul Schroeder | |
| Judith Hollander | RTB |
| John Chapin | |

3/23/88

# RTB RCRRA LRT Open House

| NAME (Please Print) | Address |
|---|---|
| Triesta Brown | 1491 Blair Ave |
| Steve Grochala | 1994 Summit Ave 55105 |
| [illegible] | Ramsey County |
| Pat O'Malley | " " |
| Lorraine E Carlson | 749 North Snelling |
| Douglas Strand | 901 Thomas Ave. St. Paul 55104 |
| Elliott Perovich | RTB |
| Greg Andrews | RTB |
| Harvey Turner | University of Minnesota |
| John Dillery | MTC |
| Dennis Greeley | B16 Court House |
| Larry J Klusch | 599 N. Pascal |
| Liz Carpenter | 50. S. Cretin. |
| John [illegible] | 1214 Scott Terr Edenc |
| Mark Boerding | 719 City Hall 55102 |
| Mike Klassen | 800 City Hall Annex 55102 |
| Rocha | |
| Jeannette Nicol | 1194 Blair Ave |
| David Sweet | 1194 Blair |
| Robert E. Clarkson | 1370 West Belmont Lane ROSEVILLE |
| Hmh Co. Families | 1835 ALTA VISTA DR. 55113 |
| Valerie Sig | 1571 Thomas Ave St. Paul Mn. 55104 |
| Ann Copeland | MCCA, 475 Cleveland Ave No. #211 St/04 |
| John Gilkeson | 1901 Carroll, St. Paul, 55104 |

# CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS

**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 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

- Poorest integration with pedestrians
- Poor aesthetics for riders
- Access to southern parts of city not favorable
- 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 philosphy.

- Continuing development potential; city has made this area its prime objective for development
- Ridership would be high
- Integrates, rather than detracts from development
- Serves existing transit ridership well with comfortable service
- Serves transit dependents well
- Right of way is wide and in public ownership; it is available
- Informal park/ride at some points
- Serves Capitol area well
- Lowest capital cost
- Provides best intra-corridor service
- Good daytime ridership because of commercial, office, etc. land use
- Has speed limitation irregardless of station spacing; cannot exceed auto speed limit
- Not an exclusive right of way/competitive with vehicular traffic
- Auto/LRT conflict is potential
- Access to stations may be hazardous to boarding passengers
- Some side streets may not cross Univ. Ave. with LRT in median
- Would increase traffic congestion
- Duplicates existing bus system
- More expensive to provide new park/ride facilities than for BN alignment
- Not proven that is beneficial or harmful to existing businesses

**STATION SPACING UNIVERSITY AVE.**

- Allows for flexibility of station locations
- One mile spacing requires continuation of bus service on University Ave.
- Speed is slower for 1/4 mile spacing
- 1/4 mile requires retaining 94 service; increased congestion on 94 will slow express bus service there
- 1/4 mile will not serve senior riders as well as current every block spacing because bus service will not remain on Univ. Ave.
- 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:

| Alignment | Number Favoring |
|---|---|
| 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:

- 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.
- 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.
- 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.
- There is a need to think about LRT over the long term. Capital costs should be put in that perspective.

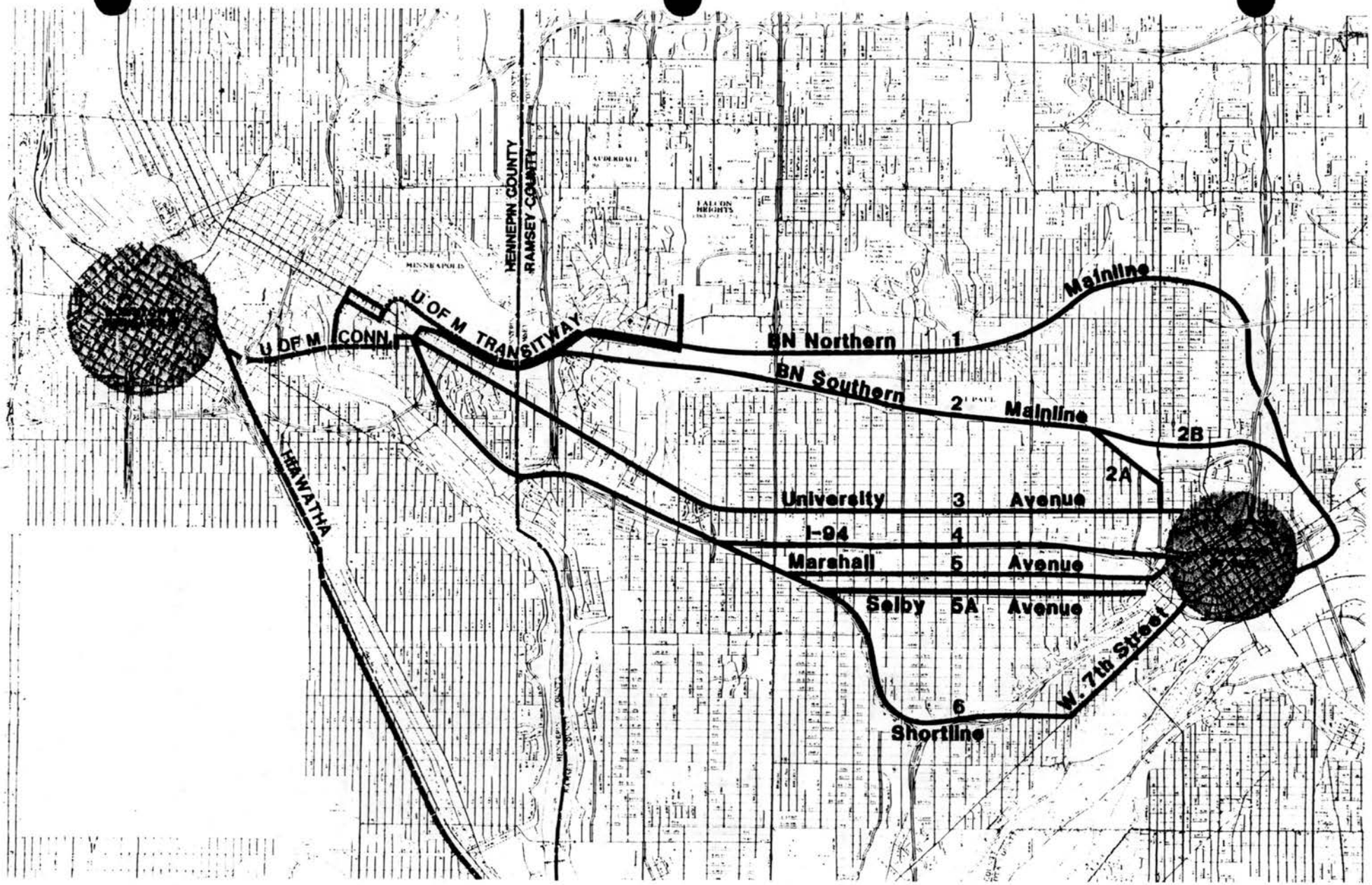
There are other issues worthy of discussion the committee has considered. The committee, while it did not reach conclusions about these issues, believes them relevant to the alignment recommendation. Those issues are:

- Transit philosophy: the ridership group to be served
- Importance of serving the Capitol area
- The Ramsey County Regional Railroad Authority should corridor variations or combinations of the alignments, such as that shown in Attachment 3

- Potential of LRT to affect economic development
- Operational costs of the LRT system and effect on current bus service expenditures
- 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<br>Robert Rossman<br>Frank Sandberg, Jr. |
| District 2 | - | Appointed by Commissioner Donald Salverda<br>Robert Clarkson, Vice Chairman<br>Hugh Faville |
| District 3 | - | Appointed by Commissioner John Finley<br>John Sheehan<br>Ignatius Theisen |
| District 4 | - | Appointed by Commissioner Diane Ahrens<br>Stephen Grochala<br>Nancy Tracy |
| District 5 | - | Appointed by Commissioner Ruby Hunt<br>Robert Kren, Chairman<br>Marc Manderscheid |
| District 6 | - | Appointed by Commissioner Warren Schaber<br>Paul Gilliland<br>Robert Van Hoef |
| District 7 | - | Appointed by Commissioner Hal Norgard<br>Helen Sever<br>Charles Wold |




# Midway Corridor LRT Planning Analysis

REGIONAL TRANSIT BOARD

Universe of Alternatives

Figure 2

0 1000' 1/2 Mile North

BRW

TABLE 1

# EVALUATION CRITERIA

Right-of-Way Availability

Connection to Other LRT Lines

- Service to Capitol and Downtown St. Paul
- Connection to University of Minnesota LRT Line

Traffic Impacts

- Impact on Street/Highway Capacity
- Impact on Traffic Circulation and Access
- Impact on Curb Use (Loading Zones, Taxi Stands, On-Street Parking, Etc.)

Development Potential

LRT Ridership

- Travel Time
- Market Size (Population, Employment)
- Park-and-Ride Potential
- Proximity to Market (Origins and Destinations)
- Ridership Differences

Transit System Integrity

- Impact on Transit Dependents
- Impact on Current Transit Users (Service Frequency, Station Spacing)

Land Use Compatibility

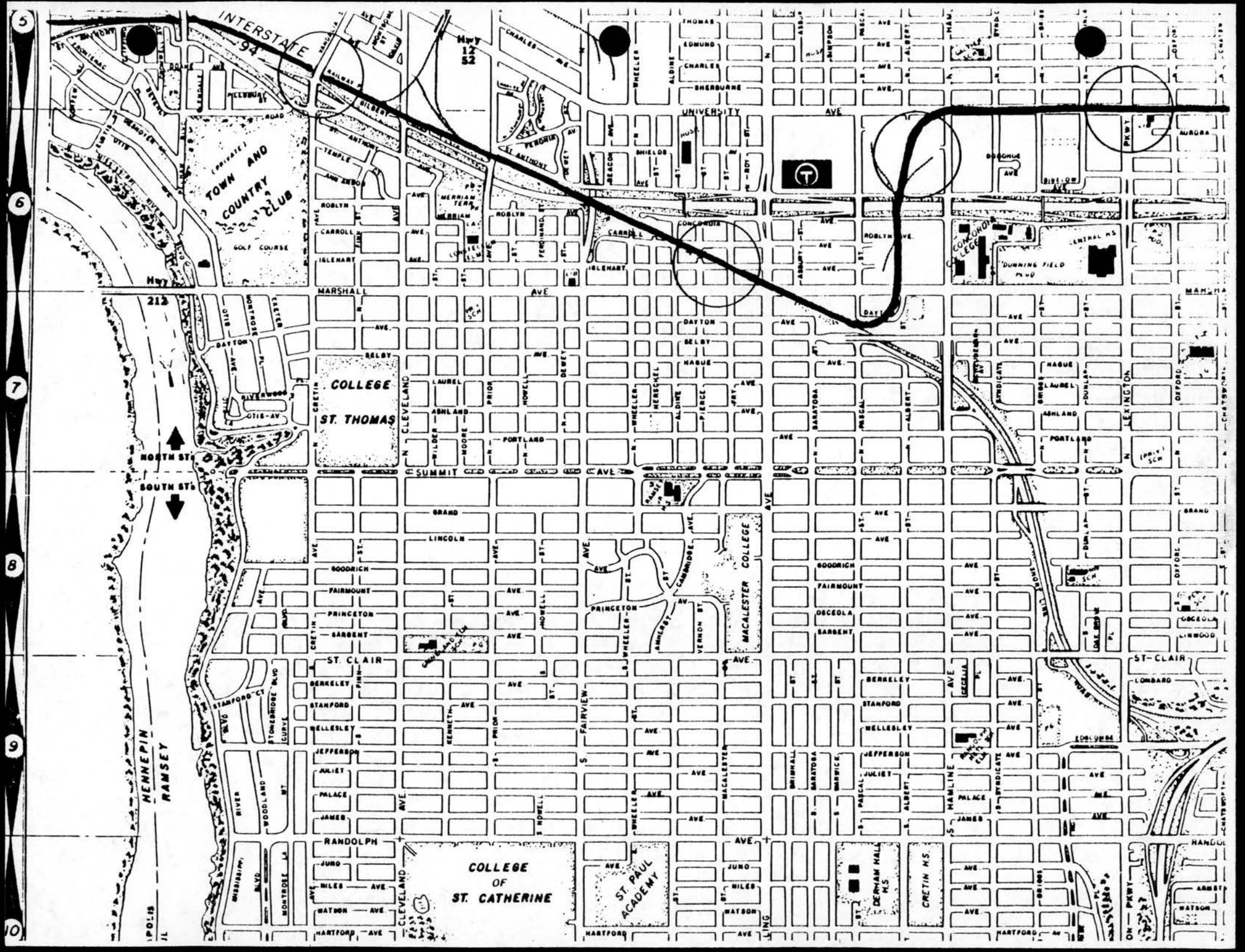
- Impact on Existing Business
- Impact on Existing Residential Neighborhoods
- Impact on City Land Use Goals

Environmental Impacts

- Air Quality
- Noise
- Vibrations
- Aesthetics

Capital and Operating Costs

Construction Impacts


INTERSTATE 94
HWY 12 52
UNIVERSITY AVE
MARSHALL AVE
SUMMIT AVE
ST. CLAIR
RANDOLPH
TOWN AND COUNTRY CLUB
(PRIVATE)
GOLF COURSE
COLLEGE OF ST. THOMAS
COLLEGE OF ST. CATHERINE
MACALESTER COLLEGE
ST. PAUL ACADEMY
CONCORDIA COLLEGE
CENTRAL H.S.
DENFIELD H.S.
CRETIN H.S.
NORTH ST
SOUTH ST
HENNEPIN
RAMSEY
CLEVELAND
HAMLINE
LEXINGTON
AURORA
DOROTHY
CHARLES
EDMUND
THOMAS
SHERBURNE
ROBLYN
CARROLL
IGLEHART
DAYTON
SELBY
HAGUE
LAUREL
ASHLAND
PORTLAND
GRAND
LINCOLN
GOODRICH
FAIRMOUNT
PRINCETON
SARGENT
BERKELEY
STANFORD
WELLESLEY
JEFFERSON
JULIET
PALACE
JAMES
JUNO
MILES
WATSON
HARTFORD
OSCEOLA
LOMBARD
ROBIE
DUNLAP
OXFORD
SNELLING
FAIRVIEW
PRIOR
HOWELL
DEWEY
WHEELER
ALDINE
ALBERT
PASCAL
BRIGHTON
SYNDICATE
CRETIN
MISSISSIPPI BLVD
MONTROSE PL
STONEBRIDGE BLVD
WOODLAND RD
RIVER
DUNNING FIELD PLAYGROUND
LAKE MACKUBIN
EDGCUMBE
HWY 280
212

# MIDWAY CORRIDOR TASK FORCE RECOMMENDATIONS

# 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/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

# RECOMMENDATIONS OF AGENCIES

DEPARTMENT OF PUBLIC WORKS
PERRY D. SMITH, P.E.
CITY ENGINEER-DIRECTOR
MINNEAPOLIS, MINNESOTA 55415

minneapolis
city of lakes

April 15, 1988

Commissioner John Finley
Chairman, Ramsey County Regional
Railroad Authority
316 Court House
St. Paul, MN 55102

Re: Transmittal of Minneapolis City Council Resolution

Dear Chairman Finley:

Transmitted herewith is a certified copy of City Council Resolution 88R-157, adopted by the Minneapolis City Council on April 15, 1988.

This Resolution commends the Ramsey County Regional Railroad Authority and the Regional Transit Board for their efforts in studying the Midway Corridor and for their coordination with the Hennepin County Regional Railroad Authority in developing alternatives that are compatible with those developed by Hennepin County.

The Resolution states the City Council's strong recommendation that University Avenue be selected as the preferred alignment within Minneapolis and that an equal level of service to the public be continued by locating LRT stations approximately every quarter mile along University Avenue in Minneapolis to serve the Prospect Park area and related activities. The City Council also urges that resolution of potential LRT Corridors in St. Paul relating to I-94 be made as soon as possible so that the proposed reconstruction of I-94 will not be delayed due to indecision regarding the I-94 Corridor.

The City of Minneapolis appreciates the opportunity to comment on your report. We stand ready to cooperate with you in the study, evaluation, and potential implementation of Light Rail Transit in the Twin City Metropolitan Area.

Sincerely,

Perry D. Smith, P.E.
City Engineer - Director of Public Works

PDS:RSM:bn

cc: Kathy O'Brien,
Council Member, Second Ward

AFFIRMATIVE ACTION EMPLOYER

STATE OF MINNESOTA )
COUNTY OF HENNEPIN ) SS
CITY OF MINNEAPOLIS )

I, Steven J. Ristuben, Assistant City Clerk of the City of Minneapolis, in the County of Hennepin, and State of Minnesota, do hereby certify that I have examined the attached copy of RESOLUTION 88R-157 RE Adopting a City-position on the Light Rail Transit Pla-nning Analysis for the Midway Corridor prepared by the Regional Transit Bd & the Ramsey County Regional Railroad Authority.

adopted by the City Council of said City on the 15th day of April, 19 88, at an adjourned session of the regular City Council meeting of April 8, 19 88, and have carefully compared the same with the original thereof now on file in this office, and that said attached copy is a true and correct copy of said original and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City this 19th day of April, 19 88.

Steven J. Ristuben
Assistant City Clerk

O'Brien offered a resolution adopting a City Position on the Light Rail Transit Planning analysis for the Midway Corridor prepared by the Regional Transit Board and the Ramsey County Regional Railroad Authority.

**RESOLUTION 88R-157**

**Adopting a City position on the Light Rail Transit Planning Analysis for the Midway Corridor prepared by the Regional Transit Board and the Ramsey County Regional Railroad Authority.**

Whereas, the Regional Transit Board and the Ramsey County Regional Railroad Authority have prepared a report entitled "Light Rail Transit Planning Analysis for the Midway Corridor" dated March, 1988 and have invited public comment; and

Whereas, the City has a strong interest in Light Rail Transit planning and has participated heavily in the work of the Hennepin County Regional Railroad Authority and has interest in extending the present University Corridor eastward to St Paul from the proposed Oak St Station; and

Whereas, the Minnesota Department of Transportation is planning for the complete reconstruction of I-94 between Minneapolis and St Paul over the next several years in cooperation with Minneapolis and St. Paul; Now, Therefore, Be It Resolved By The City Council of The City Of Minneapolis:

That it commends the Regional Transit Board and the Ramsey County Regional Railroad Authority for its report and its efforts to study the potential implementation of Light Rail Transit in Ramsey County.

That it strongly recommends that University Av be selected as the preferred alignment for the Midway Corridor.

That it appreciates the recognition made in this report of the planning done in Hennepin County and that all routes in Ramsey County tie to the Ely end of the University Corridor at the Oak St Station as proposed by Hennepin County.

That it strongly recommends that an equal level of service to the public continue by locating LRT stations approx every quarter mile in the Minneapolis section of University Av.

That it urges the Regional Transit Board and Ramsey County Regional Railroad Authority to come to a conclusion as rapidly as possible on options that would affect the proposed reconstruction of I-94.

That the City Engineer be directed to forward certified copies of this resolution to the Chairs of the Regional Transit Board, the Ramsey County Railroad Authority and the Hennepin County Railroad Authority.

Adopted. Passed by final roll call.

Passed April 15, 1988. Alice W. Rainville, President of Council.

Approved April 15, 1988. Donald M. Fraser, Mayor.

Attest: Merry Keefe, City Clerk.

80567

Minnesota
Department of Transportation
District 9
3485 Hadley Avenue North
Oakdale, Minnesota 55109

April 20, 1988

Telephone 779-1178

Ms. Kathryn DeSpiegelaere
Ramsey County Regional Rail Authority
Room 316 Courthouse
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Ms. DeSpiegelaere:

SUBJECT: Light Rail Transit Planning Analysis
for the Midway Corridor - Alignment Information
(Draft)

District Nine planning staff has reviewed the above-mentioned draft report and offers the following comments:

1. The reconstruction of I-94 was based on the decision that LRT would not be placed in the I-94 mainline right-of-way. Regardless of the LRT alignment chosen by Ramsey County, the improvements proposed for I-94 between the Minneapolis and St. Paul downtowns will be required. The Metropolitan Council, addressed the issues of ramp metering and high occupancy vehicle (HOV) bypass ramps in the I-94 reconstruction design plans. These improvements, along with the proposed geometric improvements, support the Metropolitan Council's policies of encouraging higher vehicle occupancies.

   The I-94 REMAP project will continue as planned. The District would appreciate early resolution of the alignment selected in order to remove any uncertainty regarding the I-94 alignment, which will not accommodate LRT at this time.

2. It is not clear from the draft what the goals and objectives for light rail transit (LRT) in Ramsey County are, even though three different "transit philosophies" are stated in the report. The definition of objectives, or even alternative objectives, would help the evaluation of alignments. For example, if an objective is to decrease bus operating costs, that objective would possibly influence recommending the University Avenue or I-94 alignments over another without bus operations. If an objective is to provide an efficient transit ride between Minneapolis and St. Paul, perhaps different alignment recommendations would be made. If an objective was to decrease automobile congestion in the overall I-94 corridor. A determination of goals, objectives or "transit philosophy" would give much guidance to the study as a whole.

3. It is not stated how this study or the proposed alignments will fit into other LRT studies and alignment recommendations being made throughout the region. The connectivity to the regional system will impact the Ramsey County Alignments selected.

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4. The District finds it difficult to comment on any of the alignments given the lack of complete information regarding right-of-way impacts and operations studies. The District suggests that the county not recommend a single alignment over another because design, safety or engineering considerations that may surface later in the study process could preclude the use of any possible alignment. For example, the District questions whether or not two lanes can remain at reasonable levels of service including turn lanes and possibly parking in each direction along University Avenue if a LRT line is placed in the roadway right-of-way.

5. The District questions whether or not travel times on the BN alignments will be less than those on the I-94 non-stop express bus alignment. The improvement of I-94 geometrics following the I-94 REMAP project should result in substantially improved travel times along the mainline during the peak hour.

6. The on-going study of the Short Line could delay any decisions on the applicability of that route for LRT; however, the District sees this alignment as offering opportunities to accommodate LRT and highway uses.

Thank you for the opportunity to comment on the draft report.

Sincerely,

for Kermit K. McRae, P.E.
District Engineer

UNIVERSITY OF MINNESOTA
TWIN CITIES

Office of the President
202 Morrill Hall
100 Church Street S.E.
Minneapolis, Minnesota 55455
(612) 626-1616

April 22, 1988

Mr. John T. Finley, Chairman
Ramsey County
Regional Railroad Authority
Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, Minnesota 55102

Dear Commissioner Finley:

Thank you for sharing the information on the Study of Alignments for the Midway Corridor in St. Paul. I am happy to offer some preliminary comments.

The University supports the efforts to meet the challenge of serving an ever more complex metropolitan land use pattern by providing a more efficient transportation system. As an additional mode in a multi-modal system, the University appreciates the opportunity to review and participate in the Authority's feasibility analysis of LRT.

Since LRT will impact both the physical development of the campuses and the needs of the University community, the preference of an alignment is directly related to the transit philosophy of the University. I feel this philosophy is most relevantly expressed by identifying those significant issues which the University believes should guide the decisions of "if and where" to build.

First, the University would favor an alignment that best serves the existing transit dependent members of its community; and can attract the largest number of riders from among the students, faculty and staff, and visitors to the campus. We would expect the service to be better than that which exists today, and the fare structure must respect the financially sensitive posture of students. Second, the University would favor the introduction of LRT on an alignment which creates the least interference with trips on other modes and thereby increases the capacity of the total transportation system serving the campuses. Finally, the University favors the choice which is most compatible with the Transitway, offers park and ride potential, and can be implemented with the least negative impact on the aesthetic and physical environment.

As you are aware, the University has been participating in the study of LRT with various agencies in the metropolitan area since 1984. While the University is not in a position to be able to make financial contributions to either the study or construction of LRT, I look forward to our continued cooperative efforts regarding the development of its potential.

Sincerely yours,

Richard J. Sauer
Interim President

RJS:pln

c: Mr. Elliott Perovich
Senator John Marty
University Vice Presidents

Minnesota Pollution Control Agency

April 25, 1988

APR 27 1988

Ms. Kathyrn DeSpiegelaere
Transportation Planner
Ramsey County Public Works
3377 Rice Street
St. Paul, MN 55126

Dear Ms. DeSpiegelaere:

Thank you for the opportunity to review the Draft Light Rail Transit Planning Analysis for the Midway Corridor: Alignment Information. Enclosed are some suggested changes for the air quality language, and some comments on the noise language. They were written in consultation with Cliff Twaroski, Acid Rain Team Leader, and David Kelso, Noise Team Leader. Since they may be longer than what you can use, the two important things to remember are: 1) LRT's do pollute. It's just a question of where and under what conditions. 2) Fencing and landscaping do not mitigate noise. (But it's a common misconception that they do.) Please call me at 296-7723 if we can of further assistance. Your willingness to consider these issues is greatly appreciated!

Sincerely,

Susanne P. Spitzer

Susanne Pelly Spitzer, AICP
Principal Transportation Planner
Division of Air Quality

enc

sps: COiM2:23

cc: J. David Thornton
S. John Seitz
Innocent E. Eyoh
Katherine Turnbull
Natalio Diaz

Phone:
520 Lafayette Road St. Paul, Minnesota 55155
Regional Offices • Duluth/Brainerd Detroit Lakes Marshall Rochester

Air Quality

LRT will be powered by electricity generated at power plant locations. While the LRT itself will not have gaseous emissions, the coal-fired power plants most likely to generate the electricity to run the LRT will produce carbon monoxide (CO), carbon dioxide (CO2), nitrogen oxides (NOx), and sulphur dioxide (SO2). Emissions of these pollutants will not create ambient or local problems but could add to regional problems, particularly in the case of SO2 and NOx, which are precursors to acid deposition. The SO2 and Nox produced at the plants, given the tall stacks, could lead to more long-range transport problems than would these pollutants emerging from automobiles. In the latter case, these pollutants would not be as likely to be transported long distances. The LRT will displace emissions and help reduce ambient (local) concentrations of CO and NOx. However, it will not eliminate these emissions because of the electric power generation required to run the LRT and the subsequent emissions from the power generating facilities.

All of the alternatives have the potential to improve CO by drawing people out of their automobiles. For each automobile trip diverted to LRT, overall CO in a region would probably be less. So would CO at any particular intersection, unless street or intersection capacity is significantly diminished. Diminished street or intersection capacity will occur only when the amount of vehicle space absorbed by the LRT is not matched by a comparable diversion of trips to LRT.

For example, the University Avenue option, examined in the Alternatives Analysis prepared by the staff of the Metropolitan Council, showed increased levels of CO would result if an at-grade station were built at Snelling and University compared to one underground. Other locations, such as Lexington and University, may also experience elevated levels. These levels are due to delays resulting from idling caused by additional delay times spent by vehicles trying to turn or go through the intersection when an LRV is present.

The intersection of Snelling Avenue and University Avenue has in previous years experienced on occasion CO levels that violate federal and state standards, according to monitoring equipment at that location. In attempting to resolve CO air quality problems at Snelling and University, modeling was done for other intersections in St. Paul. In addition, a new CO monitor was installed at Lexington and University Avenues, as was one at Hennepin Avenue and Lake Street in Minneapolis. Both new monitors showed actual violations of eight-hour CO air quality standards, but the Lexington site also recorded a violation of the one-hour CO standard. Although on-site monitoring equipment is not available for all locations, modeling done in accordance with U.S. EPA accepted standards shows that the CO problem is a region-wide one. The problem extends into the suburbs and even as far as Anoka.

State legislation approved in 1988 requires inspection and maintenance of vehicles in the metropolitan area. Properly maintained vehicles would improve air quality in the St. Paul Midway area, and elsewhere in the region, by as much as 25-30%. Reductions in CO past those amounts require comprehensive coordinated planning for transportation, including LRT.

Noise

Fencing, landscaping, and/or buffering materials will not significantly mitigate noise. Fencing materials do not always mitigate noise; mitigation depends on the height, and the absorptive/and or reflective properties of the fencing, as well as the height, placement, angle, etc. Landscaping rarely mitigates noise. Landscaping, for example, consisting of a row of dense hedge one hundred feet deep would most likely result in a 3 dBA reduction in noise, at most. Buffering materials are subject to the same problems as fencing.

Kathy DeA.

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

Telephone (612) 291-6359

May 2, 1988

John T. Finley, Chairman
Regional Railroad Authority
Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102

Elliott Perovich, Chair
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

RE: Light Rail Transit Analysis for the Midway Corridor
Metropolitan Council Referral File No. 14448-1

Dear Mr. Finley and Mr. Perovich:

At its meeting on April 28, 1988, the Metropolitan Council considered the Midway Corridor Study. This consideration was based on a report of the Metropolitan Systems Committee, Referral Report No. 88-27. A copy of this report is attached.

The Council approved the following recommendations:

1. That the Metropolitan Council recommend the University Avenue alignment, based on ridership and cost, as the preferred alignment for the Midway Corridor.

2. Transmit these comments to the Regional Transit Board and Ramsey County Regional Railroad Authority for their consideration in selecting a preferred alignment in the Midway Corridor.

Please note recommendation number 1 was amended.

Sincerely,

Steve Keefe

Steve Keefe
Chair

SK:ll
Attachment

cc: Steve Wilson, Metropolitan Council Staff

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Metropolitan Council Meeting of April 28, 1988 Business Item: C-1

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, St. Paul, Minnesota 55101

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE
Referral Report No. 88-27

DATE: April 20, 1988

TO: Metropolitan Council

SUBJECT: Review of Draft Light Rail Transit Analysis for the Midway Corridor, Referral File No. 14448-1

BACKGROUND

On April 5, 1988 the Metropolitan Systems Committee heard a presentation from the Regional Transit Board and Ramsey County Regional Railroad Authority regarding the Midway Corridor Study. The study is currently seeking public comments to determine which of several alignment options. The Committee considered staff comments to be submitted for the public record at its meeting on April 12. Committee action was deferred to April 19 to allow for more discussion of Council concerns with the Ramsey County Regional Railroad Authority. The committee acted on a report revised to reflect issues raised during those discussions. Additional comments from public officials may be presented at the Council meeting on April 28.

ISSUES AND CONCERNS

The costs and benefits of shorter versus longer station spacings were discussed, including serving the overall interests of the regional transit system. Concern was expressed that adequate communication be maintained between the Council, RTB, Ramsey County Regional Railroad Authority, and interested public officials such as legislators.

RECOMMENDATIONS

That the Metropolitan Council:

1. Identify University Avenue alignment as the preferred alignment for the Midway Corridor;

2. Transmit these comments to the Regional Transit Board and Ramsey County Regional Railroad Authority for their consideration in selecting a preferred alignment in the Midway Corridor.

Respectfully submitted

Carol Flynn, Chair

Metropolitan Council of the Twin Cities Area
300 Metro Square Building, 7th and Robert Streets
St. Paul, Minnesota 55101 Tel. 612 291-6359/TDD 291-0904

DATE: April 6, 1988
Revised April 18, 1988

TO: Metropolitan Systems Committee

FROM: Carl Ohrn, Nacho Diaz, Steve Wilson

SUBJECT: Review of Draft Light Rail Transit Analysis for the Midway Corridor, Referral File: 14448-1

## AUTHORITY TO REVIEW

The Regional Transit Board (RTB) and Ramsey County Regional Railroad Authority (RCRRA) are soliciting public comments to assist decisionmakers in selecting a preferred alignment for the Midway Corridor. The Council is submitting its comments as a part of the public record for this decision.

## BACKGROUND AND PURPOSE

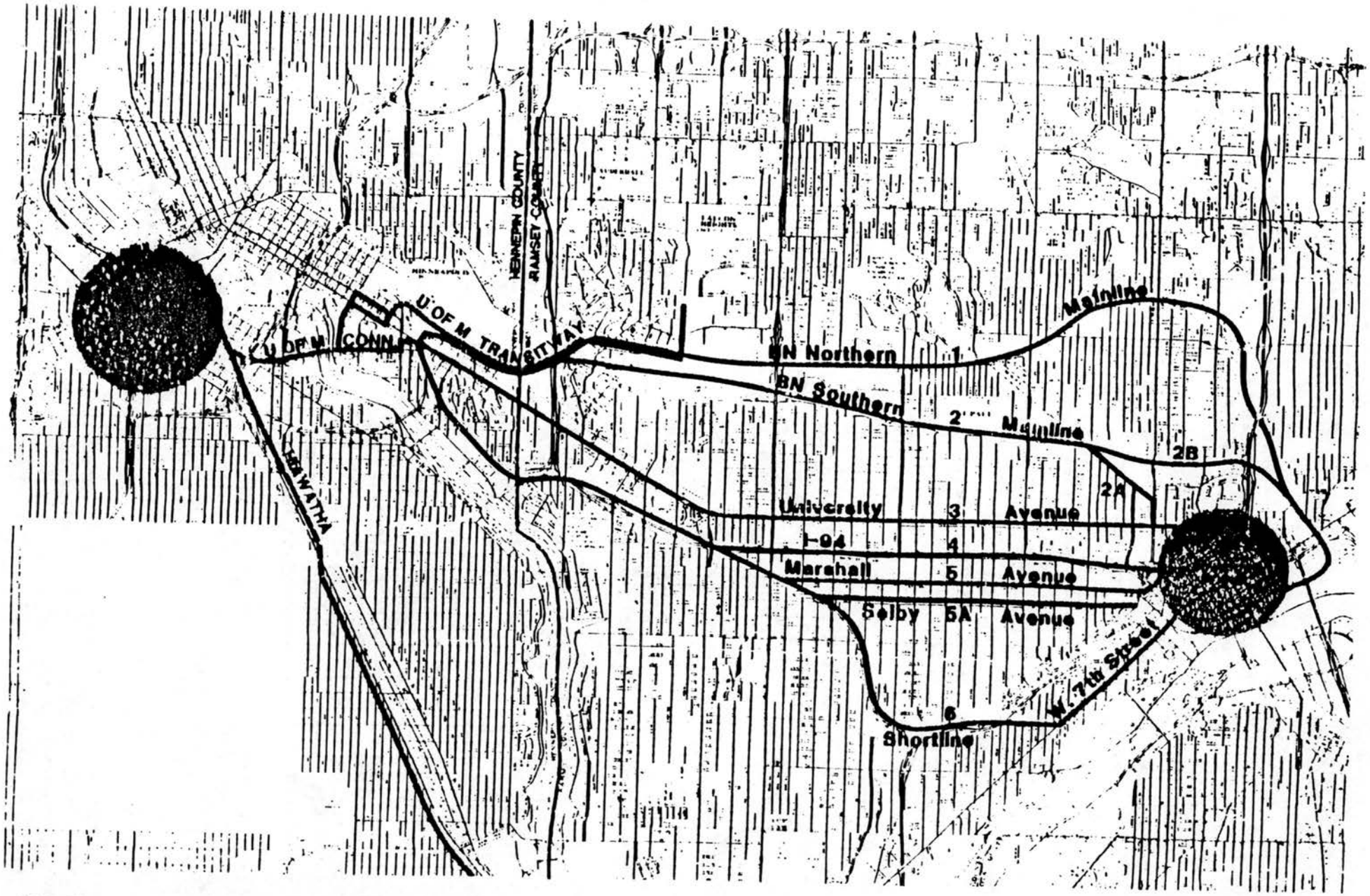
In December 1987, the Regional Transit Board (RTB) and the Ramsey County Regional Railroad Authority (RCRRA) adopted a joint work program to conduct light rail transit (LRT) planning for the Midway Corridor.

The main focus of the joint work program was to examine alternative alignments for LRT within the Midway Corridor between downtown Minneapolis and downtown St. Paul. Other related activities, still under study by the RTB and RCRRA, include examination of downtown St. Paul alignment alternatives and scoping of financial alternatives. This information will be developed in the future based on the alignment selected and will be used to produce the county LRT plan.

The Council has conducted two recent studies, a Long-Range Transit Study and an Alternatives Analysis Study, concerning transit services in the Midway (Central) Corridor. The Long Range Transit Analysis Study was adopted by the Council in December 1986. The Midway Corridor was identified as one of two top priority corridors in the region for transit capital investments. The report recommended either LRT or a busway be implemented on University Avenue and preferential access for multi-occupant vehicles be provided on I-94.

The study reported that the Midway Corridor is one of the most heavily traveled corridors in the region. I-94, its main arterial, carries approximately 120,000 vehicles per day and is operating, in certain segments, at or above capacity. Traffic is expected to increase to almost 130,000 vehicles per day by 2010. The transit system carries between 25,000 and 30,000 riders a day in the corridor.

Specific locations on I-94 experience low operating speeds, traffic stoppages and unsafe traffic conditions and expansion capacity is limited. Although highway improvements as part of a major reconstruction of the freeway are planned, they are not expected to be sufficient to fully eliminate congestion.




# Midway Corridor LRT Planning Analysis

Universe of Alternatives

Figure 1

0 1000' 1/2 Mile North

Expansion of this facility beyond three through-lanes is not feasible because of physical right-of-way constraints. In fact, additional capacity in certain sections of I-94 could even worsen conditions at certain bottlenecks, such as the Lowry Tunnel. Improvements in the form of lanes providing preferential access to buses and carpools could alleviate traffic congestion by encouraging ridesharing and transit use, thus increasing vehicle-occupancy rates.

University Avenue is the other major transportation facility between the two downtowns. At present it carries approximately 22,000 vehicles per day on two through-lanes of traffic in each direction. It also has one lane of parking on each side of the street. Traffic volumes are expected to remain relatively constant over time. The transit solution on University Avenue, however, can play a role in alleviating the need for additional capacity on I-94 over and above the feasible improvements already under consideration.

The Midway Corridor has the greatest transit ridership potential of any other corridor in the region. The corridor has one of the highest proportions of transit dependent persons in the entire region. Over 21 percent of the population is of low income, 19 percent of all households are without automobiles, and almost 14 percent of the population is 65 years of age and older.

In 1985, the Council and the RTB adopted a set of conclusions and recommendations in the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for University Avenue and the Southwest Corridor. In summary, the Council action identified University Avenue as the region's priority corridor for transit improvements and LRT as the preferred mode. The Council at that time instructed the RTB to undertake preliminary engineering for LRT in the University Avenue Corridor.

Description of Corridor Alignments Evaluated

o Alignment alternatives evaluated and evaluation criteria.

Potential LRT alignments identified for the Midway Corridor Study conducted by the RCRRA and the RTB are shown in Figure 1. The major criteria used in selecting alignments was that they serve downtown St. Paul, the University of Minnesota Minneapolis Campus and downtown Minneapolis.

A common alignment was assumed from Minneapolis to the University of Minnesota campus. The alternative alignments focused on the portion of the Midway Corridor from the University of Minnesota Minneapolis campus to the edge of downtown St. Paul.

The ten criteria used to compare the alternatives are listed in Table 1.

o Action of Advisory Committees and the St. Paul Planning Commission.

A 14 member Advisory Committee was appointed by the RCRRA in the fall of 1987. A Corridor Task Force was also appointed by the RCRRA in January 1988 to provide advice on the preferred alignment. The task force is comprised of representatives from each of the affected St. Paul planning districts, the Midway Civic and Commerce Association, RCRRA Advisory Committee members, and other neighborhood groups. Both committees have been actively involved in the Midway Corridor LRT analysis, receiving and reviewing the technical information and screening the potential alignments.

TABLE 1

EVALUATION CRITERIA

Right-of-Way Availability

Connection to Other LRT Lines

- Service to Capitol and Downtwon St. Paul
- Connection to University of Minnesota LRT Line

Traffic Impacts

- Impact on Street/Highway Capacity
- Impact on Traffic Circulation and Access
- Impact on Curb Use (Loading Zones, Taxi Stands, On-Street Parking, Etc.)

Development Potential

LRT Ridership

- Travel Time
- Market Size (Population, Employment)
- Park-and-Ride Potential
- Proximity to Market (Origins and Destinations)
- Ridership Differences

Transit System Integrity

- Impact on Transit Dependents
- Impact on Current Transit Users (Service Frequency, Station Spacing)

Land Use Compatibility

- Impact on Existing Business
- Impact on Existing Residential Neighborhoods
- Impact on City Land Use Goals

Environmental Impacts

- Air Quality
- Noise
- Vibrations
- Aesthetics

Captial and Operating Costs

Construction Impacts

The Advisory Committee has not yet completed its review. The Committee has recommended that the BN southern mainline with the east side approach to St. Paul (2-B) and the Short Line route with elevated structure on I-35E (6-A) be eliminated from further consideration.

The corridor task force recommended in and eight to six vote that the University Avenue alignment be selected as the preferred alignment as opposed to the BN Como Rice alignment.

The City of St. Paul Planning Commission found the University Avenue the best overall option for location of LRT in the Midway area because it has the highest potential for:

1. Attracting and serving riders to and from the Midway Area
2. Attracting non-work riders to use the commercial uses found in the Midway Area
3. Complementing and encouraging the development objectives of the Midway area and the City
4. Getting built at a reasonable cost
5. Providing the most direct accessibility for riders from the Midway Area to downtown and the Capitol area

The Planning Commission recommended further analysis of the following important issues and their impacts along University Avenue:

Access to businesses and land uses during construction and operation of LRT

Traffic flow and street capacity questions

On-street and off-street parking need and supply for business

Station spacing and locations and physical accessibility by riders

Development of a bus system and routes which will complement the LRT and the surrounding neighborhoods without detrimental impact

The Saint Paul Planning Commission recommended to the Mayor and City Council that the City's position be that the University Avenue alignment be chosen by the RTB and the RCRRA as the preferred alignment for LRT in the Midway Corridor and that the Transit Board and the Rail Authority proceed to preliminary engineering to resolve the issues surrounding use of University Avenue as an LRT alignment.

## POLICY ASSESSMENT

The regional transportation system fulfills two major objectives:

- It provides access to various opportunities for the residents of the region

- It enhances the region's attractiveness for economic growth

The draft transportation policy plan identifies three major objectives for LRT:

- To improve the cost-effectivenesss of the regular route transit system in particular and of the transportation system in general
- To provide better service to the transit dependent
- To allow for intensification of development along major transportation corridors and in the two downtowns

These objectives can in turn be achieved by:

- Increasing transit ridership
- Reducing the long-term operating cost per transit passenger carried on the regular route system
- Reducing the need for buses in the downtown areas while increasing the ability to deliver more people by transit
- Reducing the need for parking in the downtown areas

Two factors in LRT development are critical in achieving the above objectives: ridership and cost. The cost-effectiveness of LRT in comparison to other transportation alternatives (including "doing-nothing") is directly related to its ability to carry more people at an equal or lower cost in a socially acceptable way. The cost-effectiveness of LRT increases when ridership increases and total cost decreases. The location of the service, of course, is a major factor that determines the market that will be served and in turn the ridership that will result.

In terms of costs, two major components must be taken into consideration: the initial capital investment and the on-going operating costs of running the system. One of the most promising feastures of LRT is its potential to reduce the on-going operating costs because of its ability to carry many more riders than the bus system with one driver. These long-term savings could eventually compensate the larger capital investment required initially. These potential savings, however, are only truly achieved if large numbers of riders are willing to use it. Otherwise, large capital investment per capita also gets compounded with high operating costs.

Aside from population and employment densities adjacent to LRT alignments, ridership is related to a number of factors such as:

- o Station spacing
- o Travel time
- o Feeder bus service
- o Park/Ride facilities

Some of those factors conflict with each other. Wider station spacing results in shorter travel time but requires a more extensive feeder bus service and park/ride facilities. The additional feeder bus service and its incremental cost may become important factors when evaluating the cost-effectiveness of a proposed line.

Those factors are also intimately related to the type of transit riders being served. If the focus were to serve the Minneapolis to St. Paul riders, a faster service would be justified. Conversely, if the primary focus were to serve shorter trips in the corridor, more frequent stops would be desirable.

## TECHNICAL ASSESSMENT

The technical assessment will mainly focus on the two broad issues of ridership and costs. These factors and the resulting measures of cost effectiveness should influence the selection of an alignment in the Central Corridor or any corridor being considered for LRT.

Conclusions drawn from the ridership and cost estimates for the alignments must be considered in light of the way in which the estimates were made. It must be recognized that all forecasts are uncertain to some degree. The alignment information was determined through "sketch planning" methods containing simplifying assumptions, sufficient to distinguish among alignments but not for detailed planning and engineering. One exception is that the University Avenue alignments were studied in detail as a part of the AA/DEIS, therefore the level of confidence in estimates for those alignments is higher. This review points out the uncertainties in estimates for the other alignments and the bearing they have on the potential cost effectiveness of each alignment.

### Ridership

The Midway Corridor Study uses the ridership estimates from the AA/DEIS for the University Avenue alignments (3A, 3B). The results are then extrapolated to arrive at estimates for other alignments. The uncertainties in the numbers are recognized in the study through the development of high, moderate and low forecasts and a graphic range of uncertainty. Three aspects that influence that level of uncertainty are discussed below: non-work trips; impact of access to the core of St. Paul CBD; and impact of feeder bus service. The net result of these uncertainties are that the forecasts for non-University Avenue alignments could be 1800 to 4800 passengers per day too high.

o Uncertainty due to Non-Work Trip Ridership

As stated above, the Midway Corridor Study "built" ridership estimates from extrapolations of the University Avenue estimates. The analysis estimates work trips for each alignment and subsequently assumes that the proportion of transit trips that are work trips is the same for all alternatives. However, the socio-economic and land use characteristics of different alignments are different enough to cause uncertainty about how reasonable this assumption is for non-University Avenue alternatives. When those uncertainties are quantified to reflect different proportions of work trips, ridership forecasts could be too high by 1500 daily riders on the BN alignment; 800 in I-94; and 1800 in the Short Line. Since the University Avenue alignments served as the basis for the forecasts, they would not need to be revised.

o Uncertainty due to CBD Travel Time

The analysis has assumed a constant five minute travel time for all alternatives to reach the downtown St. Paul core from the edge of downtown. This travel time may vary but has been assumed constant to simplify the

analysis. Again this is accounted for by providing a potential uncertainty factor. This factor presents a different risk for the various alternatives because of the location of the State Capitol. For those alternatives entering downtown from the east, service to state capitol jobs will be hindered due to the circuitous access and a potential travel time in excess of five minutes. Based upon this correction, the I-94 and Short Line alignments could have lower ridership estimates as shown in Table 2.

o Uncertainty due to Feeder vs. Walk-up Ridership

The walking access to a transit line is often a key to successful ridership levels. The generally accepted standard is a five minute walk, or about a 1/4 mile distance. Although ridership can be brought to the LRT line by feeder buses, the lower relative convenience in comparison to walking produces lower ridership. A careful balancing of assumptions regarding feeder bus levels is necessary to ensure that the feeder services assumed are capable of generating the LRT ridership estimated but are not so extensive that the operating cost savings obtained by the LRT are lost due to the extensive feeder bus system. These two considerations can introduce a significant degree of uncertainty into ridership estimates and of operating costs associated with feeder bus.

The BN alternatives have little residential or commercial activity within 1/4 mile of four proposed stations. Even Bandana Square and the residential areas in Energy Park are beyond 1/4 mile of the nearest station. The alignment must rely heavily on feeder bus-generated patronage.

Both sides of University Avenue are densely developed along its entire length. Residential and commercial uses predominate with the exception of the industrial-oriented development between Prior Avenue and Raymond Avenue. Even with the 1-mile spacing alternative, up to 80 percent of the existing bus ridership would be able to board at their current intersections according to the AA/DEIS.

The I-94 alignment shares many characteristics with the University Avenue alignment. The freeway corridor is more residential than University Avenue. The core of the commercial activity abuts University Avenue on the north side of the corridor but is at the outermost part of the 1/4 mile walk standard. The I-94 alignment itself is approximately one block wide and creates a "dead spot" or barrier. South of the freeway, some good walking access can be found to certain trip concentrations, such as Concordia College and the Desnoyer Park area.

The Short Line Road corridors exhibit both an industrial and residential character. The two alternatives share the western right-of-way along the Soo Line which is predominately industrial in nature. The segment of the line north of I-94 becomes commercial in the Snelling Avenue area and residential between I-94 and I-35E. The I-35E corridor is basically residential until it reaches the edge of downtown at United Hospital. The Shepard Road alternative is more industrial in nature, although the City plans to redevelop much of the section adjacent to dowtown. Again, due to station spacing and the barriers created by the railroad right-of-way, the steep bluff and river, walk-in riders would be limited in the Shepard Road area.

In summary, having good walk-up ridership potential improves the opportunities for a successful LRT line. The less potential for walk-up ridership, the more uncertainty there will be that the estimated ridership will be achieved.

TABLE 2
COMPARATIVE UNCERTAINTY/POTENTIAL RISK

| | BN South 2A | Univ. Ave. 1 mile spacing 3B | I-94 Frontage Rd. 4A | Short Line/ Shepard Rd. 6B |
|---|---|---|---|---|
| Medium Ridership Estimate | 37,200 | 41,800 | 42,500 | 36,500 |
| Uncertainty due to non-work ridership estimates | -1,500 | -- | - 800 | -1,800 |
| Uncertainty due to travel there to and from CBD Core | -- | -- | - 500 | -2,000 |
| Uncertainly due to feeder bus versus walk access to stations | -1,500 | -- | - 500 | -1,000 |
| Potential Change | -3,000 | -- | -1,800 | -4,800 |
| Adjusted Total | 34,200 | 41,800 | 40,700 | 31,700 |
| Less ridership from U of M to downtown Minn. | -10,000 | -10,000 | -10,000 | -10,000 |
| Alignment-influenced Ridership | 24,200 | 31,800 | 30,700 | 21,700 |
| Difference from Alternative 3B | - 24 % | --- | - 3 % | - 32 % |

University Avenue, the most densely developed of the alignments, and the alignment with the fewest physical barriers to deter riders from reaching the LRT has good walk-up ridership potential. However, other alignments have varying degrees of uncertainty associated with walk-up or feeder bus access that tend to make them less certain and, if assumptions prove inaccurate, are more likely to be overestimated. Table 2 records a potential uncertainty factor due to dependency on feeder bus access. Ridership estimates for the I-94, Short Line and BN alignments could be lower by 500, 1,000 and 1,500 riders respectively due to dependence on feeder bus access.

o Alignment-related Ridership Differences

The ridership estimates used include approximately 10,000 daily riders that would be carried between the University of Minnesota and downtown Minneapolis. Including these riders in the estimates increases the base of ridership in each alignment and therefore distorts the order of magnitude of differences among alignments. Table 2 shows the percentage differences among alignment options once these riders are excluded. The University Avenue alignment is used for the comparison basis because it has the highest ridership. Other alignments are as much as 32 percent lower.

Capital Costs

o Facility Needs

Uncertainties exist in determining capital costs for LRT lines, not only in early planning but even as construction is underway. As might be expected, however, the the more "sketch planning" level at which the analysis is conducted, the greater the likelihood that some costs will later be discovered. For example, while the AA/DEIS was being conducted that the need for a tunnel under Snelling avenue was determined necessary for University Avenue alignments. Similarly, it is likely that additional capital needs would be identified for other alignments. In other words, a higher degree of uncertainty exists for the non-University Avenue alternatives.

A number of specific issues exist that could significantly affect construction cost. An analysis of BN and Short Line alignments shows an estimated cost-per-station of approximately $400,000 per station. This cost includes little more than a platform, shelter and fare collection equipment. Since nearly all of the stations in these alignments are on a railroad grade removed from the surrounding streets, stairs, escalators and elevators would be needed to get pedestrians to the platforms. These facilities are not included in the capital costs. In discussions with the consultant, it was estimated these additions would increase station cost by $300,000 for four BN stations and three Shortline stations.

The railroad alternative also presents a problem for vehicle access. This is important for feeder bus, and kiss-and-ride access. These vehicles must be able to get to and from the stations to give passengers safe and convenient access to the stations. These costs are not included in the estimates. Either access roads or pull-out bays on the streets or bridges above could add significant costs.

o Right-of-Way Availability

Another uncertaintly lies with the use of right-of-way adjacent to the active BN railroad and the potential costs. Although asssumptions are made regarding cost of right-of-way, bridges and barriers needed, the report records BN position as follows:

> "Several meetings were held with BN in which they indicated that insufficient right-of-way was available in the corridor for LRT use. The BN railroad said that this line is an important link in the entire system connecting areas to the east and west coast and Canada. The line carries approximately 50 trains per day and BN was not favorable to LRT generating within the same right-of-way."

This raises a serious question about BN's willingness to sell the right-of-way. The right-of-way acquisition costs used in the study are comparable to those experienced by Hennepin County when the Southest Corridor alignment was acquired during the 1984-86 period and the CNW was willing to sell the property. The I-94 and Short Line alignments would require negotiations with the Soo Line for some segments. It appears the Soo Line is more willing to sell and does not see the same level of conflict with LRT.

Cost Efficiency/Effectiveness Measures

Per passenger costs have been used by the Council in the past to compare transit alternatives as a means of assessing cost effectiveness. In the context of the Midway Corridor Study, it is possible to developmeasures of cost effectiveness that are adequate to distinguish among alignments. More detailed measures would require other considerations such as:

- The total corridor service costs and benefits must include the Hennepin County Regional Railroad Authority "University Connection" and the St. Paul downtown portion of the alignment, which are only partially included in this analysis;

- Additional information on elements such as the number of new transit riders, number of non-LRT transit riders and existing bus service costs and riderships is needed to determine cost efficiency and effectiveness impacts for the total transit system in the corridor and a comparison to a "do-nothing" alternative;

The Midway Corridor Study, for example, looks at the "LRT Operating Cost Per Passenger" as a cost effectiveness measure. However, a more complete view of transit cost effectiveness should include the costs and ridership of non-LRT elements of the transit service in the corridor. Table 3 includes a "Modified LRT Operating Cost" that shows the additional cost of feeder services required by some alternatives. An incremental feeder bus cost, based on the relative bus miles saved for each alignment, shows the amount of additional feeder service needed to serve some alignments. This measure attempts to show not only LRT but all transit costs in determining the cost effectiveness

It should also be noted that the sketch planning approach may underestimate the additional feeder costs for the non-University Avenue alternatives. The AA/DEIS developed a feeder bus network to serve LRT that looked at potential improvements in efficiency and service, and a balance between LRT and feeder

bus ridership demand. While the Midway Corridor Study made revisions to existing bus routes to improve feeder service and efficiency, the balancing between supply and demand was not done to the same degree as the AA/DEIS. This presents uncertainties for operating costs. For example, where an alignment such as the BN or Short Line is more dependent on feeder bus access, it may be necessary to have greater levels of service on those routes compared to current conditions or compared to an alignment that is less dependent on feeder buses.

This assessment looks at cost effectiveness measures from two perspectives. First, the measures are determined for the estimated costs and ridership presented in the Midway Corridor Study (Table 3). Then, the "uncertainties" for ridership and capital costs are included to assess the potential impact of over-simplified assumptions (Table 4).

Four basic measures of cost effectiveness are considered:

-- The corridor operating costs per passenger , which includes feeder bus plus LRT operating costs;

-- The LRT capital costs per passenger ;

-- The total cost per passenger, reflecting that some more capital intensive options may have enough operating savings to justify the higher capital costs;

-- An "index" of cost effectiveness which shows how alternatives compare to the lowest total cost per passenger alternative. A score of 148 indicates that an alternative is 48 percent less cost effective than the most cost effective option.

The analysis shows that an alternative with a lower capital and/or operating cost for LRT may not be preferable once the feeder bus costs and the ridership differences are included. In general, the University Avenue alignments are the most cost effective and the Short Line options are the least cost effective. Both I-94 and BN alignments have options that are more cost effective than the Short Line, but not within about 10 percent of the more effective University Avenue alignment. Overall, the I-94 alignment is more cost effective than the BN.

Table 4 shows the effect of including ridership and capital cost uncertainties that have been quantified to date. The table shows no change in the cost effectiveness ranking among alternatives, but a substantial change in the order of magnitude of differences among alternatives. The best of the I-94 alignments is no better than 16 percent less cost effective than the highest University Avenue option. The best BN routing is about 24 percent less cost effective, and the Short Line alignments are over 70 percent less cost effective.

In summary, the University Avenue alternatives compare most favorably to the cost effectiveness measures considered. Furthermore, once uncertainties regarding ridership and cost are included, the other alignments become even less supportive of the cost effectiveness principles that the Council has for the regional transit system.

TABLE 3

COST-EFFECTIVENESS MEASURES

(NOTE: Because alignment capital costs do not include downtown St. Paul and Minneapolis and University of Minnesota portions, these measures are valid only the purposes of comparing alignment segments, not the cost-effectiveness of the entire corridor)

| ALTERNATIVE | Annual LRT (1) Ridership | Modified LRT (2) Operating Cost | Modified LRT Operating Cost Per Passenger | Annualized (3) Capital Cost | Annual Capital Cost Per Passenger | Total Cost Per Passenger | (4) Cost Effectiveness Index |
|---|---|---|---|---|---|---|---|
| 2A BN (Como/Rice) | 10.97 Mill. | $9.40 Mill. | $0.86 | $14.32 Mill. | $1.31 | $2.17 | 114 |
| 2B BN (East CBD) | 10.97 | $9.86 | $0.90 | $19.82 | $1.81 | $2.71 | 142 |
| 3A University Av. (1/4 mile) | 12.36 | $9.58 | $0.78 | $13.99 | $1.13 | $1.91 | 100 |
| 3B University Av. (1 mile) | 12.33 | $9.09 | $0.74 | $14.91 | $1.21 | $1.95 | 102 |
| 4A I-94 (Frontage Rd.) | 12.54 | $8.95 | $0.71 | $17.60 | $1.40 | $2.11 | 110 |
| 4B I-94 (Aerial) | 12.54 | $8.84 | $0.70 | $22.06 | $1.76 | $2.46 | 129 |
| 6A Short Line (I-35E) | 10.77 | $9.38 | $0.87 | $21.02 | $1.95 | $2.82 | 148 |
| 6B Short Line (Shephard Rd.) | 10.77 | $9.83 | $0.91 | $20.70 | $1.92 | $2.83 | 148 |

(1) Based on medium ridership estimate, 295 day annualizing factor

(2) Assumes $3.50 per bus mile feeder service above base requirement

(3) ...es overall 0.11 annualizing factor (based on AA/DEIS)

...mined by normalizing total cost per passenger to lowest cost alternative

TABLE 4

COST-EFFECTIVENESS MEASURES INCLUDING IMPACT OF COST/RIDERSHIP UNCERTAINTIES

(NOTE: Because alignment capital costs do not include downtown St. Paul and Minneapolis and University of Minnesota portions, these measures are valid only for the purposes of comparing alignment segments, not the cost-effectiveness of the entire corridor)

| ALTERNATIVE | Annual LRT (1) Ridership | Modified LRT (2) Operating Cost | Modified LRT Operating Cost Per Passenger | Annualized (3) Capital Cost | Annual Capital Cost Per Passenger | Total Cost Per Passenger | (4) Cost Effectiveness Index |
|---|---|---|---|---|---|---|---|
| 2A BN (Como/Rice) | 10.09 Mill. | $9.40 Mill. | $0.93 | $14.45 Mill. | $1.43 | $2.36 | 124 |
| 2B BN (East CBD) | 10.09 | $9.86 | $0.98 | $19.95 | $1.98 | $2.96 | 155 |
| 3A University Av. (1/4 mile) | 12.36 | $9.58 | $0.78 | $13.99 | $1.13 | $1.91 | 100 |
| 3B University Av. (1 mile) | 12.33 | $9.09 | $0.74 | $14.91 | $1.21 | $1.95 | 102 |
| 4A I-94 (Frontage Rd.) | 12.01 | $8.95 | $0.75 | $17.60 | $1.47 | $2.22 | 116 |
| 4B I-94 (Aerial) | 12.01 | $8.84 | $0.74 | $22.06 | $1.84 | $2.58 | 135 |
| 6A Short Line (I-35E) | 9.35 | $9.38 | $1.00 | $21.12 | $2.26 | $3.26 | 171 |
| 6B Short Line (Shephard Rd.) | 9.35 | $9.83 | $1.05 | $20.80 | $2.22 | $3.27 | 171 |

(1) Based on medium ridership estimate, 295 day annualizing factor

(2) Assumes $3.50 per bus mile feeder service above base requirement

(3) Assumes overall 0.11 annualizing factor (based on AA/DEIS)

(4) Determined by normalizing total cost per passenger to lowest cost alternative

## Transit Dependent Service

Table 5 presents estimates of four transit dependent populations in the census tract adjacent to the four alignments. As would be expected, each alignment varies in which groups it serves best. All but the I-94 alignment census tracts contain about 6,000 elderly individuals. The University Ave. alignment census tracts have the highest number of households with no cars and the highest number of low income households. The I-94 alignment serves the greatest number of minority persons. The University Ave. corridor also serves a high number of minorities.

## Service to Existing Development

The Council position is that regional service or facilities should be planned to serve existing development before proposed or potential development. All alignments serve some existing development and all alignments over time will likely experience development and redevelopment that will need to be served. In this instance, it is difficult to specifically quantify how one alignment varies from another. In review of the alignments, a general assessment has been made as to which is more supportive of existing development. Since they all serve downtown St. Paul, the University of Minnesota and downtown Minneapolis, this evaluation excludes these areas.

The BN alignment is least supportive of existing development. Access, however, would be improved to Energy Park.

The University Ave. alignment is the most supportive of existing development since the existing commercial, industrial and residential development can take advantage of the increased accessibility.

A St. Paul Planning Commission report on the Midway Study has reviewed the alternative corridors land use in detail and has recorded comments that are applicable in this instance:

> "The University Avenue alignment would provide greater access to existing commercial and mixed use developments and would be the most consistent with the comprehensive plan recommendation to stabilize existing commercial and residential development."
>
> "As identified in the discussion of development potential and in the review of consistency with the Comprehensive Plan, the LRT transit service seems most compatible with the commercial environment along University Ave. Use of existing railroad alignments can offer advantages to LRT operations but they do not provide an attractive environment for the rider, unless extensive redevelopment is committed to station locations. The I-94 frontage roads alignment would conflict with the general residential street character of the area between Lexington and Western Avenues. The aerial alternative would be even less compatible to the residential environment already compromised by I-94's presence."
>
> "Transit service belongs in the area where there are activities to be accessed and served. University Avenue best meets that criteria." (Report of the Economic Development Committee of the St. Paul Planning Commission 3/17/88)

TABLE 5
TRANSIT DEPENDENT POPULATION
IN ADJACENT CENSUS TRACT - 1980

| | BN 2A | University 3B | I-94 4A | Short Line 6B |
|---|---|---|---|---|
| Total Population | 37,158 | 44,937 | 27,882 | 42,348 |
| Households | 15,350 | 18,104 | 10,398 | 16,673 |
| Age 65 + (persons) | 5,914 | 5,975 | 3,252 | 6,068 |
| 0 Car Households | 3,736 | 5,271 | 3,264 | 3,994 |
| Low Income (175% of federal poverty level) Households | 5,362 | 6,764 | 4,033 | 5,226 |
| Minorities | 2,380 | 7,958 | 8,878 | 3,090 |

## Findings and Conclusions

1. The Midway Corridor Study reinforces the Council's identification of the corridor as one of two priority corridors for LRT investments in the region.

2. Ridership estimates for certain alignments are more likely to be over-estimated than others because of level of non-work trips served, CBD core access and feeder bus access to the LRT system.

3. When this over-estimation is taken into account, the following changes to the ridership estimates result:

| | Report Estimates (moderate) | Adjusted Ridership Levels (moderate) |
|---|---|---|
| BN | 37,200 | 34,200 |
| University Av. (1 mile spacing) | 41,800 | 41,800 |
| I-94 | 42,500 | 40,700 |
| Short Line | 36,500 | 31,700 |

4. The capital cost estimates for the BN and Short Line alignments are likely to be under-estimated due to the cost to provide adequate pedestrian access, (stairs, escalator, and elevators) to stations below street grade and the cost required to provide feeder bus and kiss-and-ride vehicle access to these same stations. The BN capital cost is also uncertain due to cost of right-of-way given an unwilling seller.

5. Right-of-way acquisition on the BN alignment could be difficult due to an unwilling seller of the right-of-way for an active railroad line.

6. A cost-effectiveness index based on ridership and cost estimates ranks the alignment options as follows:

| Ranking | Alignment | | Index Score |
|---|---|---|---|
| 1. | (3A) | University Av. -- 1/4 mile | 100 |
| 2. | (3B) | University Av. -- 1 mile | 102 |
| 3. | (4A) | I-94 -- Frontage Rd. | 110 |
| 4. | (2A) | BN Railroad -- Como/Rice St. | 114 |
| 5. | (4B) | I-94 -- Aerial | 129 |
| 6. | (2B) | BN Railroad -- East CBD | 142 |
| 7. | (6A) | Short Line -- I-35E/Grand Av. | 148 |
| 8. | (6B) | Short Line -- Shepard Rd. | 148 |

Furthermore, when lower ridership and increased costs due to uncertainties for some alignments are included in the index, the differences among alternatives increase, although there is no change in ranking:

| Ranking | Alignment | | Index Score |
|---|---|---|---|
| 1. | (3A) | University Av. -- 1/4 mile | 100 |
| 2. | (3B) | University Av. -- 1 mile | 102 |
| 3. | (4A) | I-94 -- Frontage Rd. | 116 |
| 4. | (2A) | BN Railroad -- Como/Rice St. | 124 |
| 5. | (4B) | I-94 -- Aerial | 135 |
| 6. | (2B) | BN Railroad -- East CBD | 155 |
| 7. | (6A) | Short Line -- I-35E/Grand Av. | 171 |
| 8. | (6B) | Short Line -- I-35E/Shepard Rd. | 171 |

7. The transit dependent population is served best by the University Avenue alignment.

8. Existing development is best served by the University Avenue alignment.

Recommendations

That the Metropolitan Council:

1. Identify University Avenue alignment as the preferred alignment for the Midway Corridor;

2. Transmit these comments to the Regional Transit Board and Ramsey County Regional Railroad Authority for their consideration in selecting a preferred alignment in the Midway Corridor.

SW227A
PHTRN3@5

RAMSEY COUNTY
Regional Railroad Authority

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: Metropolitan Systems Committee

From: John T. Finley

Subject: Metropolitan Council Staff Review of Draft Light Rail Transit Analysis for the Midway Corridor

Date: April 12, 1988

At your meeting at 11 a.m. today you will again be discussing the Midway Corridor LRT Study. As Kathryn DeSpiegelaere indicated at your meeting last week, Ramsey County will be unable to participate in today's discussion since the Ramsey County Regional Railroad Authority also meets at 11 a.m. today.

Today you will be discussing the report from Carl Ohrn, Nacho Diaz and Steve Wilson at your meeting. This report was discussed by Nacho Diaz yesterday at a meeting of the Light Rail Transit Committee of the Transportation Advisory Board.

At the meeting yesterday, it was indicated that staff of the agencies conducting the study, consultants and the Metropolitan Council staff had discussions about the information contained in the report authored by Carl Ohrn, Nacho Diaz and Steve Wilson. I think it is important for you to know that although the Regional Transit Board and Ramsey County have adopted a joint approach to the Midway Corridor study, Ramsey County staff was not invited to participate in the Regional Transit Board-Metropolitan Council-consultant discussions as outlined at the April 11 meeting. Ramsey County staff first received a copy of the April 6 Metropolitan Council staff report at 12:20 pm on April 11, ten minutes before the meeting at which it was discussed was scheduled to begin.

It would be reasonable for you to assume that had Ramsey County staff been given an opportunity to participate in the staff discussions, some questions relative to these issues would have been asked by County staff.

JTF:ptd

Kathy DeS.

# DISTRICT 10
# COMO COMMUNITY COUNCIL

1298 No. Pascal Ave. St. Paul, Mn. 55108 644-3889

May 2, 1988

Mr. John Finley, Chairman
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102

Dear John,

Thank you for attending two District 10 Council meetings and explaining the proposal for Light Rail Transit in Ramsey County.

At you are aware, at our April 26th meeting the Board discussed the pros and cons of a project such as this, and made their recommendations to be passed on to the Light Rail Transit Task Force.

Our organization is recommending the Burlington Southern route and that the Shepard Road options to the airport be left open to further consideration. We trust you will keep our Council appraised of developments in this project so that we can bring that information to the neighborhood.

Again thank you for taking the time to come and talk with us.

Sincerely,

Kay

Kay E. Woitas, Community Organizer
District 10 Community Council

K. De Spiegelaere


# DISTRICT 12 COMMUNITY COUNCIL
890 Cromwell • St.Paul, Minnesota 55114
646-8884


11 May 1988

TO: Council Members Wilson, Sonnen, Dimond

FROM: Roberta Megard
Community Organizer
St. Anthony Park Community Council

RE: **Light Rail Transit Alignment in the Midway Corridor**

The St. Anthony Park Community Council has discussed the various options involving the proposed location of light rail transit in the Midway area. We have had a representative on the Ramsey County Midway Corridor Task Force as well.

At the April 13 meeting the Community Council endorsed the Burlington Northern southern route as our preferred alternative at the present time, with the addition of bus feeder lines into the Midway and with the understanding that this positon may change after further study.

This position has been communicated to Commissioner Finley who attended the April 7 meeting of our physical planning committee.

We will continue to follow the developments surrounding light rail transit and are currently involved in discussions with the University of Minnesota regarding potential use of the busway as an LRT line.

cc: Commissioner John Finley
Commissioner Diane Ahrens

# COMMENT CARD

NAME Wm Baker
ADDRESS 2383 University Ave. St. Paul 55114
PHONE 647-3562

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☒ GROUP REP.
- ☐ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP Midway Civic and Commerce Assoc

COMMENT I am totaly opposed to LRT. I feel it is a waste of taxpayers money. It does not address what is actualy the problem. I also feel that this issue should be brought up before the citizens of St Paul in the form of a referendum.

Bill Huestis

# COMMENT CARD

NAME D S & B Realty
ADDRESS 2147 & 2161 University Ave St Paul 55114
PHONE 699.5588

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP

COMMENT LRT Does not provide a logical or economic advantage for University area. The concept being studied is in conflict with auto traffic, passenger service and the reality of financial expectations.

Nearly all of the features offered as advantages are suspect as to reality both in physical features and cost of construction

# COMMENT CARD

NAME Henry S. Kristal
ADDRESS Embers Restaurants
1664 University Ave. 55104
PHONE 645-6473

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☒ GROUP REP. MCEA
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP _____

COMMENT Re Comment on: Cost & Build LRT VS Dedicated Busway
- Amortization of Costs difference, added to operating costs differential
- Facts proving increasing ridership if LRT is built and if there is any difference if Dedicated busway is built
- Facts showing less highway construction will occur and also showing (if ridership from present usage & usage after LRT) why there will be less highway congestion.
- Travel time difference between points using LRT and dedicated busways. How much does each minute cost.

Where will riders come from if University is not the LRT (or Dedicated busway) routing?

-ALL OF THE ABOVE SHOULD BE EVALUATED WITH DEDICATED BUSWAY.
- CAPITAL COSTS - AMORTIZATION OR SAME
- Ridership differentials
- Difference on highway usage and construction

PLACE STAMP HERE

4/14/88

FOLD ALONG DOTTED LINE

Ramsey County Dept. of Public Works
3377 N. Rice Street
St. Paul, Minnesota
55112

Major study all existing systems and evaluate what they really have done to benefit the entire community as well as the users.

I OPPOSE LRT CONSTRUCTION — PREFER DEDICATED BUSWAY IF ANY BECAUSE SLIGHT DIFFERENCES ARE NOT WORTH THE $'S.

PUBLIC RESPONSE

NAME SCOTT COLE
ADDRESS 660 TRANSFER RD
PHONE 645-6471

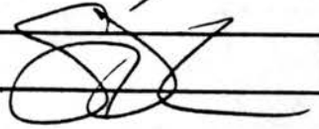
CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP JOHNSON RADIO COMM. CO. - GEN. MNGR.

COMMENT ALL I CAN SAY IS, WE NEED IT; BUT I'LL LEAVE WHERE IT SHOULD BE PUT UP TO THE EXPERTS EVALUATING THE SITUATION

RAMSEY COUNTY PUBLIC WORKS
APR 18 1988

THANKS



# COMMENT CARD

NAME MARCIA BYSTROM
ADDRESS 1420 Valley High Dr
Bloomington, MN 55431
PHONE 884-9789 W-298-1605

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP Concerned Citizen - taxpayer

COMMENT While I live in Bloomington, I have strong attachment through work in St Paul + formerly Mpls. I work downtown but travel between towns regularly. The LRT project does not make sense ① it's expensive! A dedicated bus line would be more cost efficient short + long term. ② It would affect commerce on University Avenue. I frankly see it's benefit simply to downtown business. It would have a negative impact on commerce along University ave which when added to the cost makes it a very illogical investment. Try a dedicated bus line first - it makes more sense.

NAME Dick Saylor

ADDRESS 869 Osceola Ave. St. Paul, Mn. 55105

PHONE Days - 774-1372 Eve. 774-5993

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☑ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP Western Bank

COMMENT I am generally very open to the concept of LRT. It can serve one because I feel many policy makers have a very short term point of view and can't envision what our community will grow to resemble in 2000?, 2050?, or 2100? Why don't we try to shape it as much as possible? This is 900 yrs. old and St. Paul and their cities will also. Can you imagine the great cities of Europe without their transit systems? We must change our habits and it won't happen until just before it is too late.

# COMMENT CARD

NAME DOROTHY HUESTIS

ADDRESS OWNER 1685 TAYLOR AVE

PHONE 644-1992, 457-6314

CHECK ONE
- ☐ ELECTED OFFICAL
- ☐ PUBLIC AGENCY REP
- ☐ GROUP REP.
- ☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP

COMMENT CANNOT UNDERSTAND SPENDING SUCH A HUGE SUM OF MONEY FOR WHAT APPEARS TO BE NO REAL GAIN TO ANYONE EXCEPT THE BUILDER. I, FOR ONE, OBJECT STRENUOUSLY to BEING CHARGED FOR SOME SUCH HUGE OBLIGATION FOR PRACTICALLY NO BENEFIT TO MOST. IT WILL FOREVER BE A DRAIN FINANCIALLY! FORGET IT!! THE RESULT WILL PROVE TO BE A REAL DISASTER AND CREATE RATHER THAN SOLVE PROBLEMS

To: John Finley
316 Courthouse
St. Paul, MN 55102

April 20, 1988

There are six criteria for a good transit system from the passenger's viewpoint: 1. the bus stops must be convenient to their own starting point; 2. the buses must have a frequent schedule, so that one missed or missing bus won't throw their whole schedule out of whack; 3. the stops must be frequent enough so that the passenger can alight at a point convenient to their destination or to other bus lines; 4. the trip should be fairly rapid; 5. the cost must not be too expensive; and 6. the buses must not be constantly overcrowded.

There is one bus route in the city of St. Paul that fits most of these criteria. This is the 16A running between the two cities on University Av. Those who want to go more rapidly from one downtown to the other, usually take one of the express buses. The bus riders living, working or shopping anywhere on the University corridor can depend on the 16A( except on Sundays). It takes them where they want to go, when they want to go. The large ridership on the line is proof of its utility.

Now the Midway Task Force, outside consultants and the Ramsey County Commissioners have decided that this would be the perfect place for an LRT(Light Rail Transit) line. This decision seems to have been reached without consulting or surveying the people who daily ride the 16A or the residents along University Ave who would be profoundly affected by their decision. I am a 6 day a week 2 times per day user of the 16A and I live a block from the Avenue. I have not been surveyed. The decision seems to have been based on a captive ridership from the present 16A passengers. I do not believe that we will automatically become so. The sketchy plans so far presented do not answer the prime crierion for bus riders.

The LRT stops are planned to be 1 mile apart versus the one or two blocks now in use by the 16A. The very concept of LRT precludes the more frequent stops allowed by the present MTC buses mobility. At present I walk 1 1/2 blocks to catch the bus, walk another block to make a transfer and walk 3 blocks from the bus stop to work. I don't believe that I could walk another 7 or 8 blocks in the cold of mid-winter to an LRT stopping point.

There has been some talk of shuttle buses to LRT pick-up points. This would add a third transfer for me. And that assumes that the shuttles would come closer than 7 blocks to my residence. How are the elderly and physically handicapped going to be able to use the LRT? They must make up at least 25% of the 16A ridership. No one seems to have considered these passengers.

The LRT as it now stands totally flunks the foremost criterion for most present 16A bus passengers. The other criteria cannot , at present be applied to the LRT. No one has presented any concrete plans on which to base such a judgement. For the same reason, none of us living in the area which would be served by a University LRT, can make any sensible comments on how it will influence our neighborhoods.

Will the tracks run down the middle of the avenue, or one on each side? Will the LRT's have abolute right-of-way? What happens when I want to cross University, either as a pedestrian or as a

driver? There will be LRT's coming from both directions. If they run frequently, will I be able to cross University at all? What about traffic lights? Will they occur only at LRT stops? LRT won't be rapid transit if they have to stop for signal lights. The whole concept of rapid transit is that they don't stop between stations.

If anyone has ever watched an elderly person trying to cross University Ave now must have realized how difficult it is at the present time. Add the LRTs and you may make it impossible for them to cross University at any time.

As to LRT's effects on University corridor businesses, it may very well be devastating. If the LRT stops turn out to be 8 blocks from your place of business, you aren't going to find prospective customers willing to walk a 1 mile round trip just to shop in your store. And since the rails will cross every intersection and traffic lights will only occur at LRT stops, many drivers will no longer be willing to put up with such hassles, just to shop on University Ave. The suburban malls would be quicker to get to in the long run.

If the purpose of LRT is to get passengers quickly from one downtown to the other, then the railroad right-of-ways or the free ways are by far the most sensible solutions. If the purpose is to serve the residents and businesses on the University corridor, then the LRT is superfluous. The 16A already does the job with great convenience and flexibility.

My guess is that the decision on University Ave as the choice LRT corridor was made by people who have seldom, if ever, ridden an bus. And who probably will not ride the LRTs, except on ribbon cutting day.

Laura Sweney
Laura Sweney
1424 Sherburne Ave
St. Paul, MN 55104

*Concordia College St. Paul*
*Hamline and Marshall*
*St. Paul, Minnesota 55104*
*Telephone: 612/641-8211*

*Office of the President*

April 14, 1988

Mr. John T. Finley, Chairman
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, Minnesota 55102

Dear Mr. Finley:

Greetings from Concordia College, Saint Paul, Minnesota.

It is my understanding that one potential corridor, which will be considered if the decision is made to incorporate light rail transit in the mixture of transportation availability in the metropolitan Twin Cities area, is the surface drive on either side of Interstate 94.

Concordia College is located immediately adjacent to Concordia Avenue, which is the surface drive on the south side of the I-94 freeway.

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The selection of this proposed corridor would be highly detrimental to Concordia College, and I encourage all involved in decision making roles not to select this particular option.

Sincerely yours,

Alan F. Harre
President

AFH:gb
pc: Cabinet members
Board of Regents

April 20, 1988

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

Dear Sir:

This letter is in support of your idea to keep any proposed Light Rail Transit (LRT) off University Avenue. I have lived near this avenue for the majority of my life and feel that adding such a system would worsen traffic problems and present a major obstacle to North/South motorists. I agree that the number of stops which would be required to accommodate local business interests would negate any benefits derived from the system.

Like you, I feel a more logical approach would be to use one of the existing rail lines. I looked at all three of the rail options you suggest and feel that the existing Short Line route is the best. Let me explain why. First, this is perhaps the least utilized by the railroad industry. The ones by Pierce Butler route are heavily used and the piggyback operations of BN is very profitable. It would be very expensive and difficult to relocate and reroute the operations. Connecting Energy Park to the system is not a high priority at this time. The population concentration of the city is further south near I-94. While I live near the Pierce Butler route and would like the convenience of a LRT stop near my house, I do not see the benefits of locating the route here. The system's purpose should be to move large populations within a quick time frame. The idea should be to minimize traffic on I-94 and University. Location of stops should be minimized. A route strategically located near I-94 and Snelling Avenue would help remove the express buses from the highway and free traffic. Pierce Butler route is to far from this freeway. In order to get ridership it would require a number of stops similar to University Avenue. Also, a stop at Snelling and Marshall would be more palatable to the University Task Force which recommends that the LRT run up University. However, this Task Force should not weigh heavily in your decision. The group appears to have its self-interests at heart. The Short Line Route would provide an excellent opportunity to upgrade the viaduct on the corner of Marshall and Snelling Avenues. The upgrade could provide a LRT stop with buses located underneath on a wider Snelling Avenue. This shouldhelp the pollution problem on University. The Short Line route also allows for a downtown connection to the airport which is very important to the viability of the downtown hotel businesses.

Secondly, LRT should be designed with speed in mind. Speed in construction, as well as movement of vehicles. If University or Pierce Butler is chosen a number of years of construction and delays will only increase the cost and delay the effectiveness of the system. You must establish a timeframe. The mid 1990s should be used as a goal. Remember, Hennepin County plans to have a system by then. The Short Line Route is very cost effective. It provides the only route opportunity where existing rails run all the way to the center of downtown. Stops by the civic center and depot provide excellent strategic locations. These stops would serve large business populations, such as; West Publishing, St. Paul Companies, City Hall, and First Bank Systems. These are currently the largest employers in the city. Also, major activities are located here (Ordway, Library, Civic Center, and the soon-to-be School of the Arts). The route can later connect to the Capital with a route up Robert Street.

What is needed by your office is strong action. What we don't need is a fancy monorail, subway or other white elephant that will never pay for itself. We need an inexpensive link to Minneapolis' LRT. We should not try to compete with their system which may cost more. Decide what the purpose of the LRT is (this really is not hard) and chose the most cost effective route. Remember politics will be involved, but we need the system.

As a side benefit, Short Line provide the best view of the city to a commuter or tourist. This summer, take a walk along the routes you proposed and determine which is best. I think only Short Line meets our needs, not Pierce Butler and certainly not University. I would like to help you more in this project, so please let me know what I can do.

Sincerely,

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1682 Taylor Avenue
St. Paul, Minnesota 55104

The Minnesota Chemical Co.

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612-646-7521

MINN 1-800-392-0330
MIDWEST 1-800-328-5689

March 14, 1988

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

Re: Midway Corridor Light Rail Transit

Dear Ms. DeSpiegelaere:

I would like to go on record as opposed to Light Rail Transit on University Avenue. It is my feeling that the use of the Avenue would be greatly impaired by presence of LRT. The several years construction phase would devastate business. Much needed parking would be permanently lost. The clutter of rails and wires would detract from any sense of order on the Avenue. It would serve no need as it would force people out of an efficient public transportation system that is profitable, buses, into one that is not profitable. Indeed buses would not disappear from the Avenue but would be needed as parallels and feeder systems, so there would be little net decrease in noise or pollution.

The LRT would need priority over cross streets and stop lights and thus would make crossing University very difficult, isolating neighborhoods and congesting intersections. It would appear that the LRT would take a minimum of two and up to four lanes of traffic or parking out of service at ony one spot on the Avenue, thereby adding to and not relieving congestion.

It appears that the Avenue is ripe for LRT only because it already has a good public transportation system that works, has been carefully studied and is cost effective. Why spoil it? Put the LRT where it will serve a need and would persuade people to leave cars. It appears that the driving force for LRT on University is political: an LRT on University Avenue would be instantly full as bus riders would have to use it, no matter how far they had to walk to get on it or walk once they get off it. Thus the planners would show a full LRT as a sign of success - a self fullfilling prophesy.

Very Truly Yours,

Michael F. Baker

MILWAUKEE, WISCONSIN 53225 414-781-8630

# Armstead, Evans & Company Investments

February 26, 1988

Kathy De Spiegelaere
Ramsey County Public Works
3377 North Rice Street
Shoreview, MN 55126

Dear Kathy,

May I take this opportunity to formally apologize to the Midway Corridor Task Force Committee and to you Kathy, for my inability to attend our final task force meeting. I am deeply appreciative of the task forces willingness to consider my written comments. It has been a rewarding experience for me to have worked with you and all of the task force members. I know everyone has taken our responsibility seriously.

It is with great concern that I would urge the task force members to seriously consider alternative 3A or 3B University Avenue with either quarter mile or mile spacing. University Avenue has traditionally served our great Twin Cities as the major transportation corridor providing for easy access to both downtown business districts. As the Twin Cities have grown, so too has University Avenue. University Avenue is the most commercial thoroughfare in either St. Paul or Minneapolis. It is deserving of having the most up to date transportation available. Thousands of businesses together with tens of thousands of residents will be greatly affected by any other choice. It is my belief that the future economic stability and further development are in serious jeopardy if any other transportation corridor is selected.

In defense of my position, I would urge the task force to consider the fact that the greatest number of people will be served if the University Avenue Corridor is selected. It is projected that the highest patronage will be accomplished with this route. Add to this the fact that the greatest savings in miles bussed is accomplished through this alignment.

Finally, it seems perfectly clear to me that one of our considerations should certainly be cost. It appears there are millions of dollars to be saved if the University Avenue Corridor is ultimately selected.

427 University Avenue St. Paul MN 55103 (612) 291-1374

Armstead, Evans & Company

It has indeed been a pleasure to serve as Chairman of this fine committee. My task has been made easy by Kathy De Spiegelaere who has worked diligently to support our group.

Sincerely,

Clark A. Armstead

CAA/lf

*Concordia College St. Paul*
*Hamline and Marshall*
*St. Paul, Minnesota 55104*
*Telephone: 612/641-8211*

*Office of the President*

April 14, 1988

Mr. John T. Finley, Chairman
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, Minnesota 55102

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