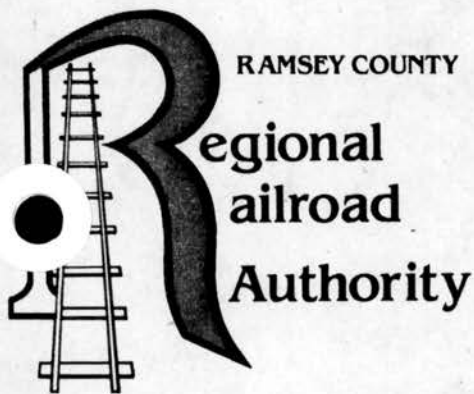




Ramsey County Regional Railroad Authority.
Records.

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Kathy DeSpiegelaere

RCRRAuthority Documentation

AGENDA

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tuesday, August 16, 1988

*10:00 A.M. - LARGE CONFERENCE ROOM

Room 316

1. Adopt Revised Mission Statement for Ramsey County Regional Railroad Authority.
2. 1989 Budget for Ramsey County Regional Railroad Authority - For Discussion.

*Please note time of meeting.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

<u>Public Works</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	<u>8/11/88</u> Date	Board Action Requested ADOPT REVISED MISSION STATEMENT FOR RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
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Request Justification

See attached memo from K. DeSpiegelaere dated July 18, 1988 with revised Mission Statement as requested by the RCRRA Board at its meeting of July 12, 1988.

See attached original mission statement.

<u>Budgeting and Accounting</u> <u>County Attorney</u> <i>Michelle L. Timmins</i> <u>8/11/88</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		Date / Time Received By
---	--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u> <u>Committee / Meeting Date</u> August 16, 1988 <u>Board Date</u>	<u>Signature</u> <u>Signature</u> <i>J. L. Glendinning</i> <u>Signature</u>	<u>Date</u> <u>Date</u> 8/11/88 <u>Date</u>
--	--	--

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KA*

SUBJECT: Mission Statement

DATE: July 18, 1988

At the July 12, Ramsey County Regional Railroad Authority meeting, I was directed to prepare a mission statement for your consideration. Commissioner Donald Salverda provided background information to assist in this task.

A mission statement is sometimes developed as a group effort. The proposed statement is a beginning point for your discussion.

Recommendation:

1. For your consideration.
2. The mission statement that results from your deliberations should be incorporated in future reprints of Goals for Light Rail Transit in Ramsey County, Minnesota (attached).

KD/clm
Attachment

1

~~DRAFT~~

Mission Statement

Ramsey County Regional Railroad Authority

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet ^{changing} needs for today and for succeeding generations. ^{providing}

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit locations and ~~by providing rail transit services.~~

The Authority shall respond to the ^{changing} transit needs of the County's citizens in a manner that is sensitive to the financial ^{the impact} implications to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage community participation in its deliberations.

Adopted August 16, 1988 ^{continuing}
~~July, 1988~~

KD:ptd

and
decision-making
process.

~~services and~~

#2

and services

options for ^{rail transit} corridors ~~and~~
and rail transit
services.

~~by providing~~

ADOPTED GOALS FOR LRT IN RAMSEY COUNTY

In adopting goals for LRT in Ramsey County, the following considerations were relevant:

- LRT is not a short-term solution. The permanency of rails is indicative of the time frame in which it should be considered. Twenty years is a common transportation planning horizon. That length of time should be extended considerably when LRT is the topic of discussion.
- Not all goals may be appropriate in any given corridor. Just as each alignment for LRT presents both opportunities and constraints, so there may be goals which conflict in some situations. They may, however, serve as a useful guide toward which Ramsey County would strive. The goals are not ranked in order of importance and the relative importance may vary in different corridors.

GOALS ADOPTED IN JUNE 1988 ARE:

1. **To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.**

How to accomplish:

- Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
- Coordinate LRT plans with other counties, state and regional agencies.
- Coordinate LRT plans with cities and township in Ramsey County.

2. **To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.**

How to accomplish:

- Increase use of transit by existing auto users.
- Improve transit travel time.
- Locate LRT in areas of high auto congestion, but not on street right of way where LRT would exacerbate that congestion.
- Locate LRT on exclusive right of way where feasible.
- Minimize vehicle/transit/pedestrian conflicts.
- Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
- Space stations at intervals to minimize travel time.
- Provide park/ride facilities at some LRT station areas.
- Encourage downtown parking policies that provide incentives to LRT use.

3. To enhance economic development in Ramsey County.

How to accomplish:

- Select corridors for LRT where economic development can be encouraged.
- Coordinate economic development with agency responsible for it.
- Promote marketing and incentives to encourage economic development at LRT station areas.
- Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
- Plan LRT construction to minimize detrimental impact on existing businesses.

4. To decrease costs of transportation services in Ramsey County.

How to accomplish:

- Provide an alternative to private auto ownership and its attendant costs.
- Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicles than conventional buses.
- Reduce the need for additional roadway capacity with LRT.

5. To respond to mobility needs in Ramsey County.

How to accomplish:

- Provide improved transit service with diverse modes to meet differing trip purposes.
- Integrate access to disabled in planning for an LRT system in Ramsey County.
- Involve citizens of the County in LRT plans.
- Serve transit dependent concentrations with transit services.
- Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.

6. To reduce environmental impacts associated with the automobile in Ramsey County.

How to accomplish:

- Locate LRT to improve, not worsen, air quality.
- Plan LRT systems to minimize noise levels to residential land uses.
- Work with neighborhoods through which LRT passes to minimize disruption.

7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

How to accomplish:

- Examine sources of funding as alternatives to the property tax.
- Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Originating Department <u>Patrick O'Malley (s)</u> Authorized Signature	8/11/88 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, on Estimated Light Rail Transit Levy Limit, with estimated taxes on homes and commercial property.

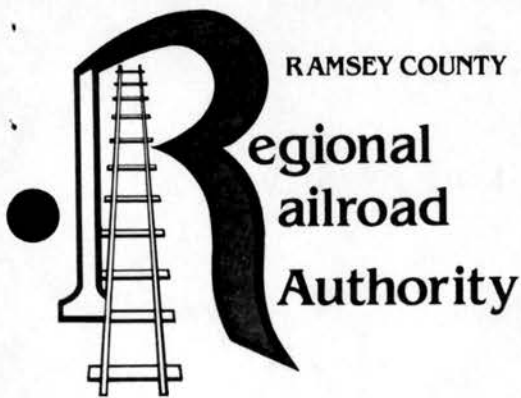
Proposed Budget, please note we have marked with *** the changes recommended at the Board Meeting of July 12, 1988

<i>Reviewed by Ed Blawie 8/11/88</i> 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
August 16, 1988	<i>J. L. Glendenning</i>	8/11/88
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 2

Donald E. Salve

District 6

Warren W. Schall

District 6

M E M O R A N D U M

TO: John T. Finley, Chairman
Regional Railroad Authority

FROM: Pat O'Malley *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 Railroad Authority
LOCATION: 316 Court House PHONE: 298-5792

MISSION

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The Authority shall respond to the transit needs of the County's citizens in a manner that is sensitive to the financial implications to County taxpayers.

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The Authority will encourage community participation in its deliberations.

ADDITIONAL INFORMATION

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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	LEVY GOAL	PROPOSED	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	LEVY GOAL	PROPOSED	APPROVED
Revenue	-	-	-	-		

TAX LEVY

CODE	TAX LEVY	1987	1988	1989			
				REQUEST	LEVY GOAL	PROPOSED	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		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY - 59101 - 1989

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989			
				REQUEST	LEVY GOAL	PROPOSED	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	LEVY GOAL	PROPOSED	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	LEVY GOAL	PROPOSED	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	LEVY GOAL	PROPOSED	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. 1DEPARTMENT 59101 Ramsey County Regional Railroad Authority
Code # NameBUDGET YEAR 1989

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

020102 - Consulting Services

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation	<u>-0-</u>	<u>4,280</u>	<u>300,000</u>			

EXPLANATION:

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

*** Comprehensive Planning \$300,000

020103 - Engineering Services

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation	<u>5,000</u>	<u>30,000</u>	<u>1,105,000</u>			

EXPLANATION:

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

*** Preliminary Engineering - Midway Corridor	1,000,000
Public Works Fees	65,000
Hazardous Substance Testing	40,000
TOTAL	\$1,105,000

020109 - Real Estate Appraiser Services

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation			<u>30,000</u>			

EXPLANATION:

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

DEPARTMENT 59101 Ramsey County Regional Rail Road Authority
 Code # Name
BUDGET YEAR 1989
 =====
 Use the following format for all accounts, and use as a continuous form.

<u>020174 - County Attorney Services</u>						
	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>5,000</u>	<u>3,000</u>	<u>16,250</u>	<u> </u>	<u> </u>	<u> </u>

EXPLANATION:

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

<u>020176 - Executive Director - Services</u>						
	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>3,200</u>	<u>3,000</u>	<u>32,500</u>	<u> </u>	<u> </u>	<u> </u>

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.

<u>020179 - Budgeting & Accounting Services</u>						
	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>524</u>	<u>3,000</u>	<u>16,250</u>	<u> </u>	<u> </u>	<u> </u>

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.

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

=====

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

<u>020202 - Postage</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>210</u>	<u>300</u>	<u>700</u>			

EXPLANATION:

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

<u>020401 - Publishing Minutes and Notices</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>1,670</u>	<u>1,500</u>	<u>1,900</u>			

EXPLANATION:

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

<u>020501 - Printing and Stationery</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>			
	<u>Expended</u>	<u>Budget</u>	<u>Request</u>	<u>Levy Goal</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation	<u>1,029</u>	<u>2,500</u>	<u>4,000</u>			

EXPLANATION:

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

BUDGET EXPLANATION FORM

PAGE NO. 4DEPARTMENT 59101 Ramsey County Regional Road Authority
Code # NameBUDGET YEAR 1989

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

021192 - Interest

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation		<u>2,420</u>	<u>2,720</u>			

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
	<u>2,720</u>
	=====

021407 - Other Travel

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation		<u>10,000</u>	<u>10,000</u>			

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	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	Approved
Existing Operation		<u>1,000</u>	<u>6,000</u>			

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 rail corridors and any additional light rail corridors that may warrant studies.

BUDGET EXPLANATION FORM

PAGE NO. 5DEPARTMENT 59101 Ramsey County Regional Railroad Authority
Code # NameBUDGET YEAR 1988

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

040103 - Land Acquisition

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

EXPLANATION:

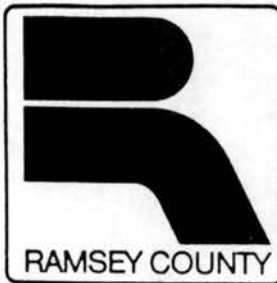
Funds are needed to pay for expenses not known at this time, transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

070201 - Due to Ramsey County

	1987	1988	1989			
	Expended	Budget	Request	Levy Goal	Proposed	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.



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.

Estimated Ramsey County Regional Railroad Authority

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

Estimated Taxes:

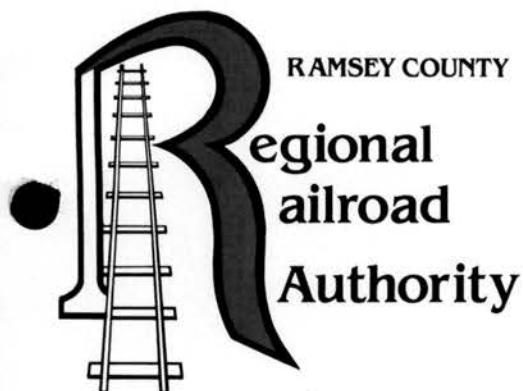
Home with estimated market value of	\$70,000	\$100,000	\$150,000
Estimated Gross Tax	\$12.28	\$20.48	\$34.18

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.



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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, August 23, 1988

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

Room 316

1. Minutes - A - Meeting of July 12, 1988
B - Meeting of July 26, 1988
2. Comprehensive light rail transit system plan for Hennepin County.
3. Soo Line tour - a verbal report
4. Appointment to Anoka County's Technical Advisory Committee.
5. Community Participation Program for Ramsey County RRA
6. Alignment Information Public Record for the Midway Corridor.
Discussion of Elimination of Some Proposed Alignments.
7. Definitions of LRT work
8. Consultant selection for LRT grant application
9. Work program for Comprehensive LRT Plan
10. Media relations assistance
11. Public Works Department responses to Northeast Corridor Study and
Computerized Base Mapping Request
12. Legal opinions on railroad issues
13. Financial Information for Light Rail Transit

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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 Motion adopted. Item 4.)

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 hazardous 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 retro-active 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 be 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 data 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. In other words, 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.

Ramsey County Regional Railroad Authority
July 12, 1988

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 so

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 Objectives 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 McCarron 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 Committee, 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.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MEETING

July 26, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, July 26, 1988, at 11:15 A.M. in the Conference Room of 316, Court House. Secretary Warren Schaber called the meeting to order.

MEMBERS PRESENT: Commissioner Ruby Hunt
 Commissioner Hal Norgard
 Commissioner Donald Salverda
 Commissioner Warren Schaber

MEMBERS ABSENT: Chairman John Finley
 Commissioner Diane Ahrens
 Commissioner Duane McCarty

Also Present: Michele Timmons represented the County Attorney's Office,
 Robert Clarkson, Hugh Faville, Howard Blin, Ed Glaubitz,
 Karen Tero, Toni Baker, Charles Kenow, Frances Glendenning,
 Patrick O'Malley

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of July 12, 1988.

These minutes will be on the agenda for the next meeting for full Board approval.

2. Mission Statement for Ramsey County Regional Railroad Authority

Acting Chairman Schaber recommended that this matter would be best to hold until we have the full Board present for input and discussion.

This will be laid over until the next meeting.

3. Community Participation Program for Ramsey County Regional Railroad Authority

Acting Chairman Schaber recommended that this matter should probably be held over until the new full Board Meeting.

Kathryn DeSpiegelaere addressed the Committee, she has spoken with Jerry Jenkins who is the Community Coordinator for St. Paul. However, Ms. DeSpiegelaere has been directed by Commissioner Finley to meet with Ms. Jenkins and review this program, so that we are certain that the District Councils are involved adequately in the Rail Authority in the future.

Acting Chairman Schaber asked if there were any comments, he would recommend this be laid over.

Commissioner Hunt mentioned that Ann Wynia, Representative, had discussed this also in a letter of July 25, 1988. Kathryn DeSpiegelaere informed the Committee that a response to Ms. Wynia's letter has been drafted for Commissioner Finley's signature.

4. Grant for Light Rail Transit

Acting Chairman Schaber recommended that this item be acted upon today.

Commissioner Norgard moved adoption of the following recommendation which was seconded by Commissioner Hunt.

Ms. DeSpiegelaere said they would like to be able to go ahead and sign the contracts instead of coming back to the Board, so they can get started, as September 1st is the deadline for the grant application, as the Board can see this is a time constraint.

Mr. O'Malley suggested if they would wish to delegate the authority to him or the Executive Director to execute the contract, then we can get started at once on the Grant Application.

Members of the Board were in agreement on this, and this should be included in the recommendation.

The Ramsey County Regional Railroad Authority approves the recommendations for the application to Minnesota Department of Transportation for a grant for Light Rail Transit Funds as follows:

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.
4. Authorize Ms. DeSpiegelaere to proceed with the selection of the consultant immediately, and authorize the Executive Director to execute the consultant contract to cover the grant application.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

5. Staff Needs for Ramsey County Regional Railroad Authority

Acting Chairman Schaber said that Ms. DeSpiegelaere had said this matter could certainly wait. This matter will be laid over until the next meeting.

6. Financial Information for Light Rail Transit

Acting Chairman Schaber because of the small number of members here today recommended that this matter be laid over for discussion at the next meeting.

7. Northeast Burlington Corridor Study

Acting Chairman Schaber recommended that we should move ahead on this.

Ms. DeSpiegelaere advised the Board that the recommendation is to request nominations for the North East Corridor Task Force. This also indicates that the meetings will be scheduled this summer and probably not until later next year, so there will be a time lapse. Also, the Board may want to be aware that if we go ahead with this, the nominations would be requested as outlined in the Community Participation Program which would be one from each affected District Council, which may be 4, and two from each city other than St. Paul, business interests as well, as listed on Page 7.

Acting Chairman Schaber has looked at the Community Participation Program, and it appears that all the bases have been covered.

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

The Ramsey County Regional Railroad Authority Board approves the request for 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, and selection of these members is to follow the process as shown in the Community Participation Program.

Roll Call; Ayes - 4, Nays - 0
Motion adopted.

Commissioner Norgard said there is a rumor which he has been asked about, that is that the County is going to buy the Burlington Northern Corridor right of way.

Acting Chairman Schaber said he does not know, but he does know that the City of St. Paul has been urging us to buy it as they want it for a trail type and he suggested that the City buy it.

Patrick O'Malley informed the Board that the Met Council has expressed an interest in buying this. He has talked to Burlington Northern, and they are working on a price for the property, getting an appraisal, so we are waiting for them to come back with this information.

Acting Chairman Schaber can see no reason for the County acquiring this for transit purposes. He knows Bob Piram, City of St. Paul, is very anxious to have it acquired, so it can be used as a trail.

Ms. DeSpiegelaere advised the Board that yesterday the Technical Staff Committee for the NE Corridor had a meeting, and Bob Piram did apply to the Met Council for funds for acquisition for the corridor. She added that Michele Timmons has recently issued an opinion that for the Regional Railroad Authority to purchase it, the purpose would have to be for light rail transit, it could not be for recreation use, although that could be an interim use. Her opinion stated that a study should be conducted before a decision is made for the Regional Railroad Authority to purchase it.

Michele Timmons had copied the Commissioners on the Legal Opinion. This opinion is consistent with everything that has been said before, basically the purpose for purchasing the corridor is to preserve the corridor for light rail. We need some kind of a reason documented decision, probably through this NE Corridor Study, that affirmatively says that purpose before we go ahead and actually purchase it.

Acting Chairman Schaber said the Met Council was looking at acquiring it for recreational purposes. Ms. DeSpiegelaere said the funding would be 100%.

Acting Chairman Schaber asked about the budget for the RRA, and Ms. DeSpiegelaere said this was discussed at the RRA Board Meeting two weeks ago, and there will be a special meeting on August 16th solely for discussion of the budget.

8. Comprehensive LRT System Plan for Hennepin County

Acting Chairman Schaber recommended that this be held until the next meeting when we have a full Board.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

PUBLIC WORKS		Board Action Requested
Originating Department		COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY
K. DeSpiegelaere	8/18/88	
Authorized Signature	Date	Information
Request Justification		

See attached memo from K. DeSpiegelaere dated 7/20/88 with Summary of the Comprehensive LRT system Plan for Hennepin County dated June 21, 1988.

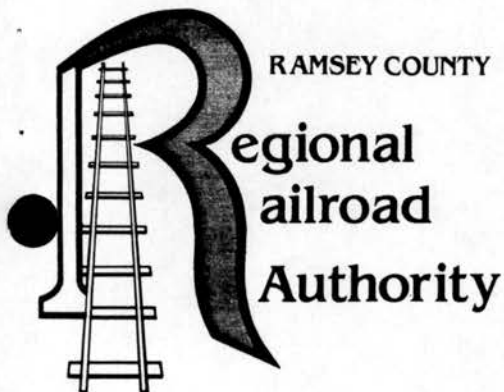
Budgeting and Accounting	Date / Time Received By
County Attorney <i>Michelle L. Lerner</i>	
Risk Manager	
Data Processing	
Previous Action taken on Request	

This item had appeared on the July 26, 1988 agenda for the RCRRA, and it was recommended that this matter be held over for discussion when the full Board would be present.

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
August 23, 1988	<i>[Signature]</i>	8/18/88
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

RE: Comprehensive LRT System Plan for Hennepin County

DATE: July 20, 1988

Hennepin County regional Railroad Authority (HCRRRA) adopted a Comprehensive Light Rail Transit System Plan in June, 1988. The summary of the plan is attached.

Statistics of the plan are contained on page 6, Table 1, of the report. The Stage 1 portion of the plan is 29.1 miles in length with a cost estimate of \$497,000,000. HCRRRA has authorized staff to negotiate a contract for preliminary engineering (\$10 million) for the Stage 1 plan for LRT.

As indicated on page 5 of the plan, financing for capital costs has yet to be resolved.

Recommendation: For your information.

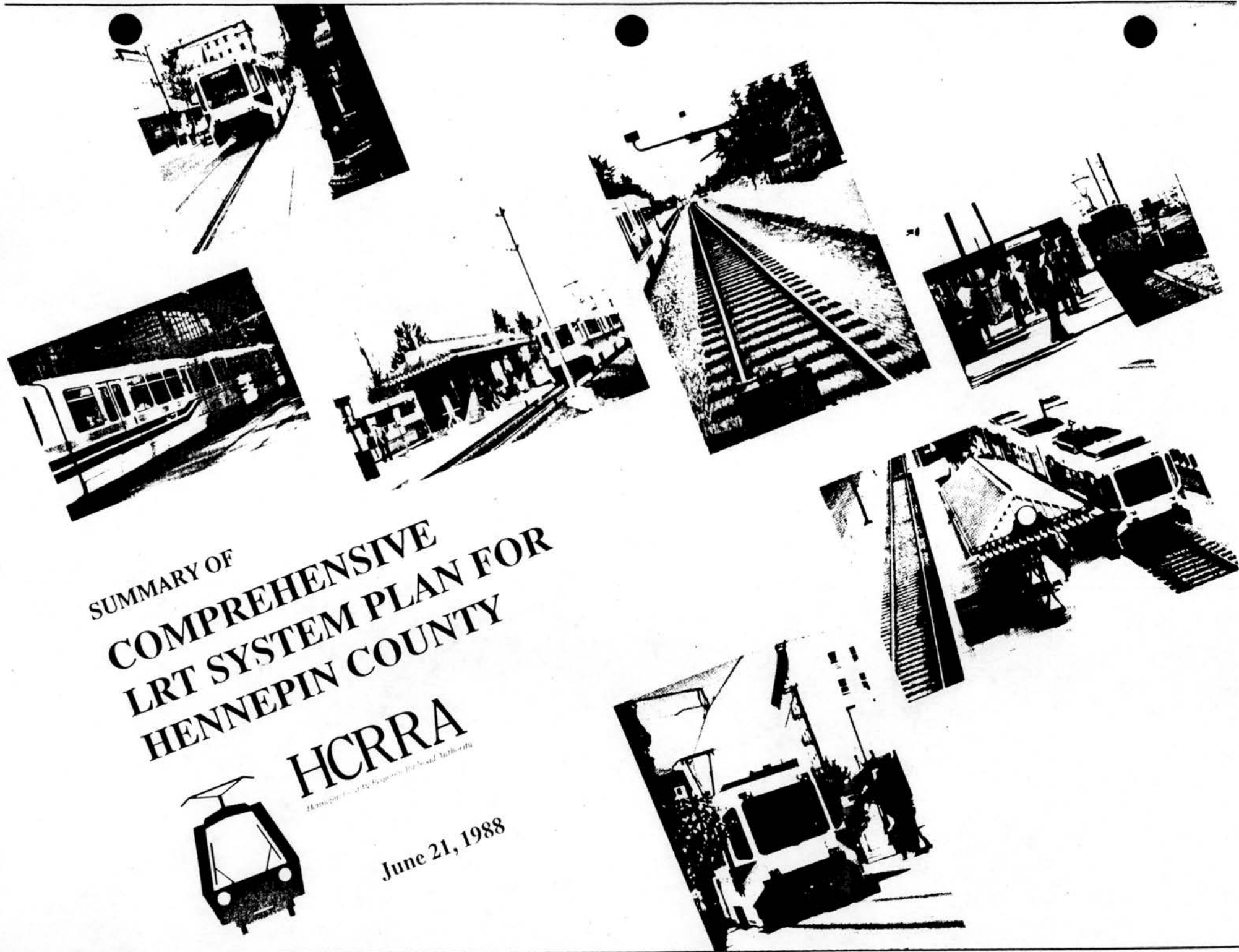
KD/gb
Attachment

SUMMARY OF
COMPREHENSIVE
LRT SYSTEM PLAN FOR
HENNEPIN COUNTY



HCRRA
Hennepin County Regional Railroad Authority

June 21, 1988



Hennepin County Regional Railroad Authority

Jeff Spartz, Chairman

Sam S. Sivanich, Vice Chairman

John E. Derus, Treasurer

Mark Andrew, Secretary

Randy Johnson

John Keefe

E.F. Robb, Jr.

NOTE: **The Comprehensive LRT System Plan for Hennepin County as presented in this report was adopted by the Hennepin County Regional Railroad Authority on June 21, 1988.**

COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

Prepared for

**HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY
2307-A Government Center
Minneapolis, Minnesota 55487**

Prepared by:

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

Subcontractors:

**BECHTEL CIVIL, INC.
LTK ENGINEERING SERVICES
MILLER & SCHROEDER FINANCIAL
CNA CONSULTING ENGINEERS**

June 21, 1988

I. SUMMARY

The Comprehensive Light Rail Transit System Plan has been prepared by the Hennepin County Regional Railroad Authority (HCRRA) in response to a mandate by the Minnesota State Legislature in its 1987 session. In the preparation of the System Plan, the HCRRA considered:

- LRT Design and Service Standards and Policies
- System Definition
 - Location of LRT Service within Hennepin County
 - Patronage Forecast
 - Capital and Operating Costs
- System Financing
- Potential Public Benefits of LRT
- LRT and Corridor Land Use Relationship
- Implementation Methodology Alternatives
- System Operator

Major points are summarized below.

LRT DESIGN AND SERVICE STANDARDS AND POLICIES

The recommended system is a conventional light rail system, using a steel-wheeled vehicle riding on a steel rail, electrical power drawn from an overhead wire, and exclusive (though not necessarily grade-separated) right-of-way.

The analysis of system standards also determined hours of service, maximum headways, passenger loading standards, fare collection method, and other standards and policies regarding system construction and operation.

One remaining issue which has been deferred to the preliminary engineering phase of project development is the means by which elderly and handicapped accessibility will be provided. The options include high platform stations, low platform stations with various means of bringing the mobility-impaired to the car floor height, and low floor cars which would allow level loading from a 14- to 18-inch high platform.

SYSTEM DEFINITION

The recommended Twenty-Year Plan and the Stage I Plan are shown on Figure 1 and Figure 2. The Twenty-Year Plan represents the long-range view of how light rail will serve Hennepin County and reflects the expected growth in population and employment concentrations. The Twenty-Year Plan includes service in five corridors and a downtown segment located underground; service in a sixth corridor is recommended for study with Anoka County. The Stage I Plan is proposed to be implemented over an eight-year period. The Stage I Plan includes the University Connector and initial segments of the four other corridors contained in the Twenty-Year Plan. The proposed Yards and Shop facility will be located in the Hiawatha Corridor near I-94 and Cedar Avenue. The potential for trails will be investigated in preliminary engineering for all LRT corridors.

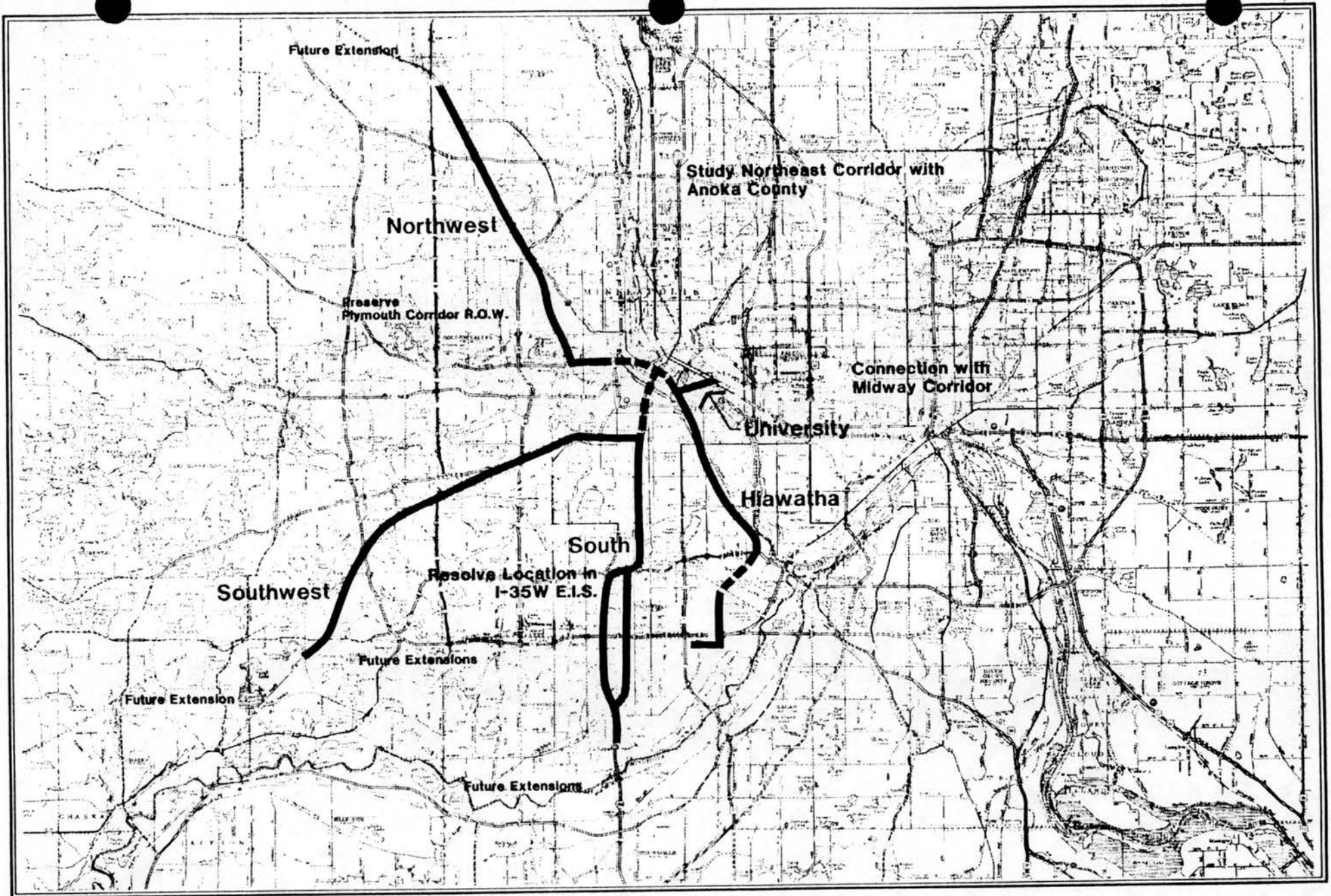
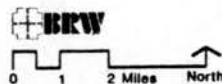


FIGURE 1



HCRRA
Hennepin County Regional Rail Authority

**Comprehensive
LRT System Plan**



**20 Year Comprehensive
LRT System Plan**

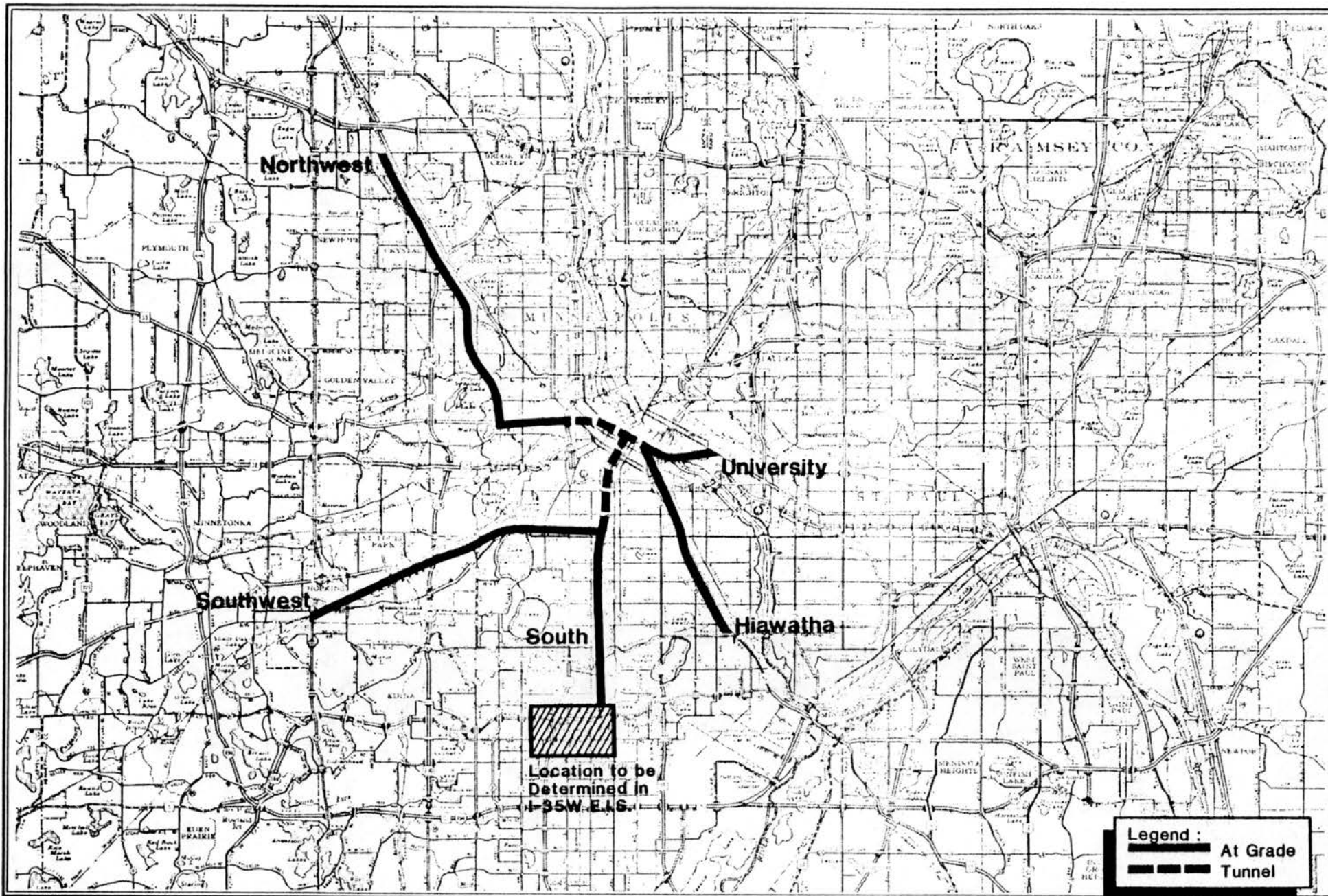


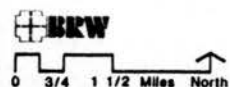
FIGURE 2

Stage I Plan



HCRRA
Hennepin County Regional Railroad Authority

Comprehensive
LRT System Plan



The characteristics of the Twenty-Year Plan and the Stage I Plan are presented on Table 1. The characteristics include corridor length, capital cost, and ridership.

SYSTEM FINANCING

The above described Stage I Plan is estimated to cost \$497 million (1988 dollars). The revenue used to retire the bonds to pay for this system are expected to come from federal, state, local, and private sources. At this time the following three revenue sources have been adopted by the HCRRA:

- Property Tax levy of up to 1 mill for Hennepin County
- Tax increment financing through agreements between the HCRRA and cities
- Motor vehicle excise tax (MVET) as directed by the Legislature

Other revenue sources that are candidates to be used to retire the bonds include:

- Hiawatha Special Funding
- I-35W Reconstruction Funds
- Urban Mass Transportation Administration Capital Grant
- Private Sector Development Related Payments
- Other private-sector contributions

The first three revenue sources identified above would cover approximately 64 percent of the required revenue to pay for the 29-mile Stage I system. During preliminary engineering, the financial plan and Stage I system plan will be finalized.

TABLE 1**CHARACTERISTICS OF RECOMMENDED TWENTY-YEAR AND STAGE I PLANS**

SEGMENT	TWENTY-YEAR PLAN			STAGE I PLAN		
	Length (Miles)	Capital Cost (1988 \$ Million)	Daily Ridership Range Year 2010	Length (Miles)	Capital Cost (1988 \$ Million)	Daily Ridership Range Year 2010
Downtown (Tunnel to 29th Street)	3.4	\$138	--	3.4	\$138	--
Northwest Corridor	12.0	139	19,600 - 25,500	9.0	114	18,000 - 23,500
Southwest Corridor	13.5	127	16,600 - 22,000	6.9	71	14,500 - 18,800
South Corridor	10.4	216	24,500 - 32,000	4.4	80	15,300 - 20,000
Hiawatha Corridor	10.0	145	17,300 - 22,500	3.9	34	13,000 - 17,000
University Connector	1.5	40	9,200 - 12,000	1.5	40	9,200 - 12,000
Yards and Shops	--	20	--	--	20	--
TOTAL	50.8	\$825	87,200 - 114,000	29.1	\$497	70,000 - 91,300

NOTE: The capital costs and patronage forecasts will be refined in Preliminary Engineering. The ridership forecasts are based on work reported in the Metropolitan Council report dated December 1986, "A Study of Potential Transit Capital Investments in Twin Cities Corridors" and the results of the Patronage Forecasting Peer Review Committee work.

BENEFITS OF LRT

Implementation of a light rail transit system in Hennepin County will have beneficial effects in several areas:

- Enhanced transit service in corridors where LRT is constructed
- Increased transit patronage
- More economical use of transit resources
- Reduced auto trips on regional highway system
- Improved air quality in the region
- Reduced bus traffic in downtown Minneapolis
- Reduced auto traffic in downtown Minneapolis
- Reduced need for parking in downtown Minneapolis
- Increased development potential near stations
- Increased development potential in downtown Minneapolis

LRT AND CORRIDOR LAND USE RELATIONSHIP

Each community along proposed LRT alignments will be responsible for making appropriate changes in its comprehensive plan and zoning ordinance. The recommendation is that land use decisions along the LRT alignments should remain the sole responsibility of local units of government. The HCRRA will request the opportunity to review proposals for development along the LRT alignments. Local communities will be asked to examine the potential for funding of develop-

ment-related LRT construction under an agreement with the HCRRA through the appropriate local taxing authority.

IMPLEMENTATION METHODOLOGY ALTERNATIVES

Four alternative implementation methodologies were defined and analyzed; the preferred approach will be selected in preliminary engineering.

Traditional

The Project Manager/Engineer prepares detailed plans and specifications for all system components. Contracts are bid and awarded to low, responsible bidders.

Upon completion, an operations contractor or a public agency operates the system. Traditional contracting provides maximum control to the project owner, but limits the likelihood of obtaining contractor financial participation.

Design/Build

The Project Manager/Engineer advances the design to approximately the thirty percent level. Contracts are awarded to contractors who design, furnish, and install each component. Upon completion, an operations contractor or a public agency operates the system; the operations decision is made independent of the design and construction. Design/Build sacrifices a modest degree of owner control, but enables suppliers to tailor final design to their products rather than having to "re-engineer" to the owner's exact specifications.

Turnkey

The Project Manager/Engineer advances the design as would be done in the Design/Build category, but the performance specifications and thirty percent design are issued for competition as one package. The winning Turnkey contractor completes the design in all areas and fabricates and furnishes the equipment at an agreed-upon price. The Turnkey Contractor also manages the operation of the system, at an agreed-upon price, for a prescribed period to ensure reliability. A minimum period of five years is usually suggested as a reasonable time period for problems to develop.

Super Turnkey

This is the same as the Turnkey approach except that, in addition, the Super Turnkey contractor is made responsible for partial or total system financing and may be involved in the related land development. This approach allows the private sector to prepare "innovative" financing methods. The Super Turnkey approach is likely to require that public agencies cede substantial control over the precise details of the technical/physical solution to the Super Turnkey contractor.

SYSTEM OPERATOR

It is recommended that the LRT system be operated by the Metropolitan Transit Commission. The potential for private sector management of the system would exist.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> <u>8/18/88</u> Authorized Signature Date	Board Action Requested Soo Line Tour
---	---

Request Justification

This will be a verbal report on the tour taken July 15, 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:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
August 23, 1988	<i>J L Glendinning</i>	8/18/88
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Public Works</u> Originating Department		Board Action Requested APPOINTMENT TO ANOKA COUNTY'S TECHNICAL ADVISORY COMMITTEE
<u>K. DeSpiegelaere</u> Authorized Signature	<u>8/18/88</u> Date	
Request Justification		

SEE ATTACHED LETTER FROM COMMISSIONER PAUL MCCARRON DATED JULY 25, 1988

<u>Budgeting and Accounting</u> <u>County Attorney</u> <i>Michelle L. Linn</i> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		Date / Time Received By
---	--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>August 23, 1988</u>	<i>J. L. Linn</i>	<u>8/18/88</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

July 25, 1988

RECEIVED
1988 JUL 27 AM 11:34

Terry Schutten, Executive Director
Ramsey County Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Dear Mr. Schutten:

As you are aware, the Anoka County Regional Railroad Authority (ACRRA), together with the Hennepin County Regional Railroad Authority, has begun the process of studying the various light rail transit routes in the northeast corridor as described on the attached map. BRW, a technical consulting firm, has completed a scoping study which identifies potential LRT routes to serve Anoka, Hennepin, and Ramsey Counties. Anoka and Hennepin Counties have contracted with BRW to complete a northeast corridor comprehensive LRT system plan which will study in detail each identified route. The study will attempt to answer questions regarding the potential of light rail transit becoming a component of our future transportation systems.

In order to obtain the maximum input in this study from officials, businesses, and citizens, three advisory committees - the Corridor, Technical, and Intergovernmental Committees - have been established.

Because the Minnesota Commercial Regional Railroad Highway 88 proposed route may impact your city, we request your assistance in appointing a staff person to represent your city along with relevant state and metropolitan agencies on the Technical Advisory Committee which will review all technical work and advise the Intergovernmental Advisory Committee.

I would ask that you please inform Tim Yantos, of our County Administration Office, of your appointment to the Technical Advisory Committee by August 22, 1988.

We look forward to your community's participation in this very exciting and challenging study and should you have any questions, please do not hesitate to contact us.

Yours truly,

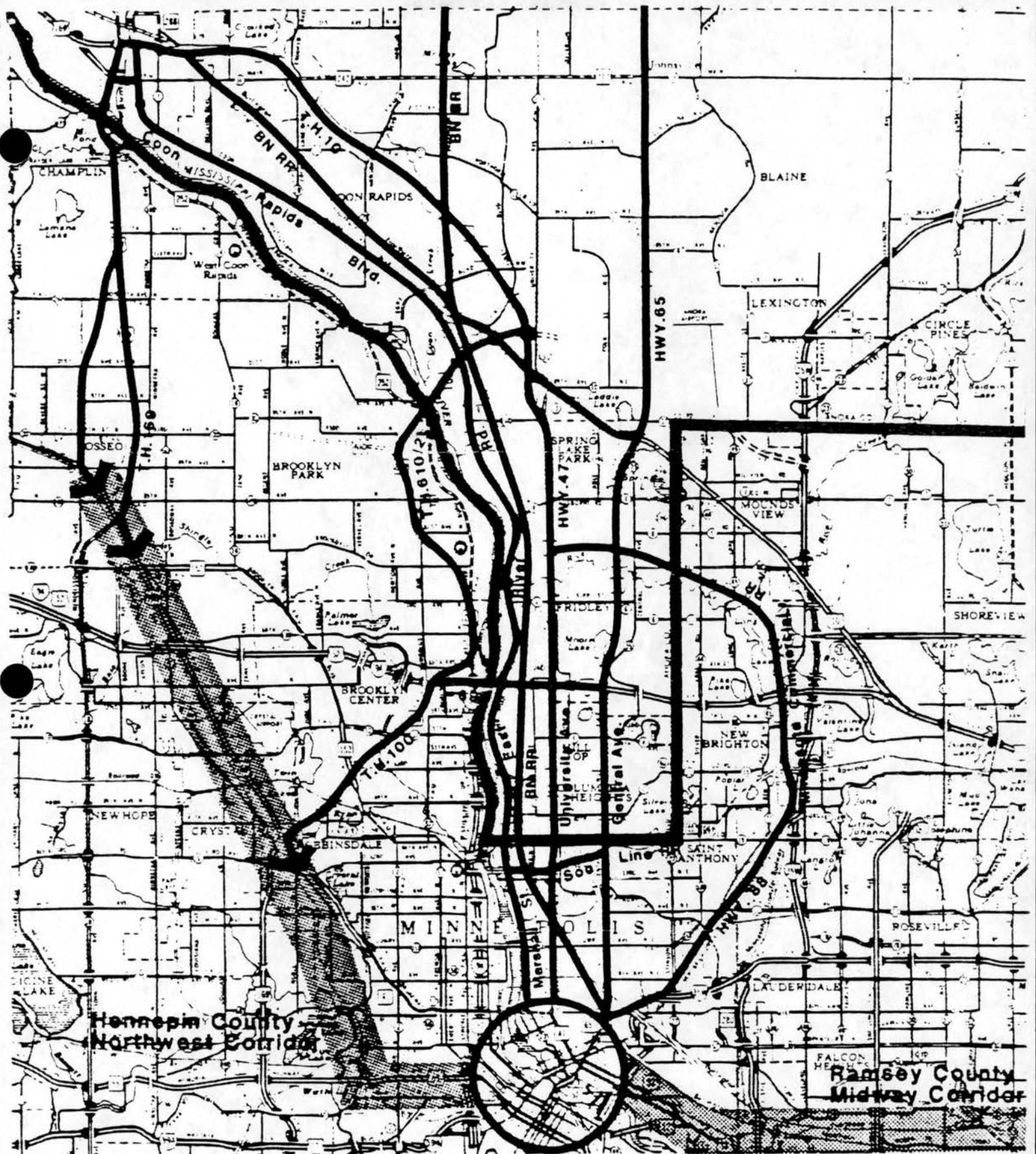
Paul
Commissioner Paul McCarron, Chairman
Anoka County Regional
Railroad Authority

PM:nb
Enclosure



Anoka County Regional Railroad Authority

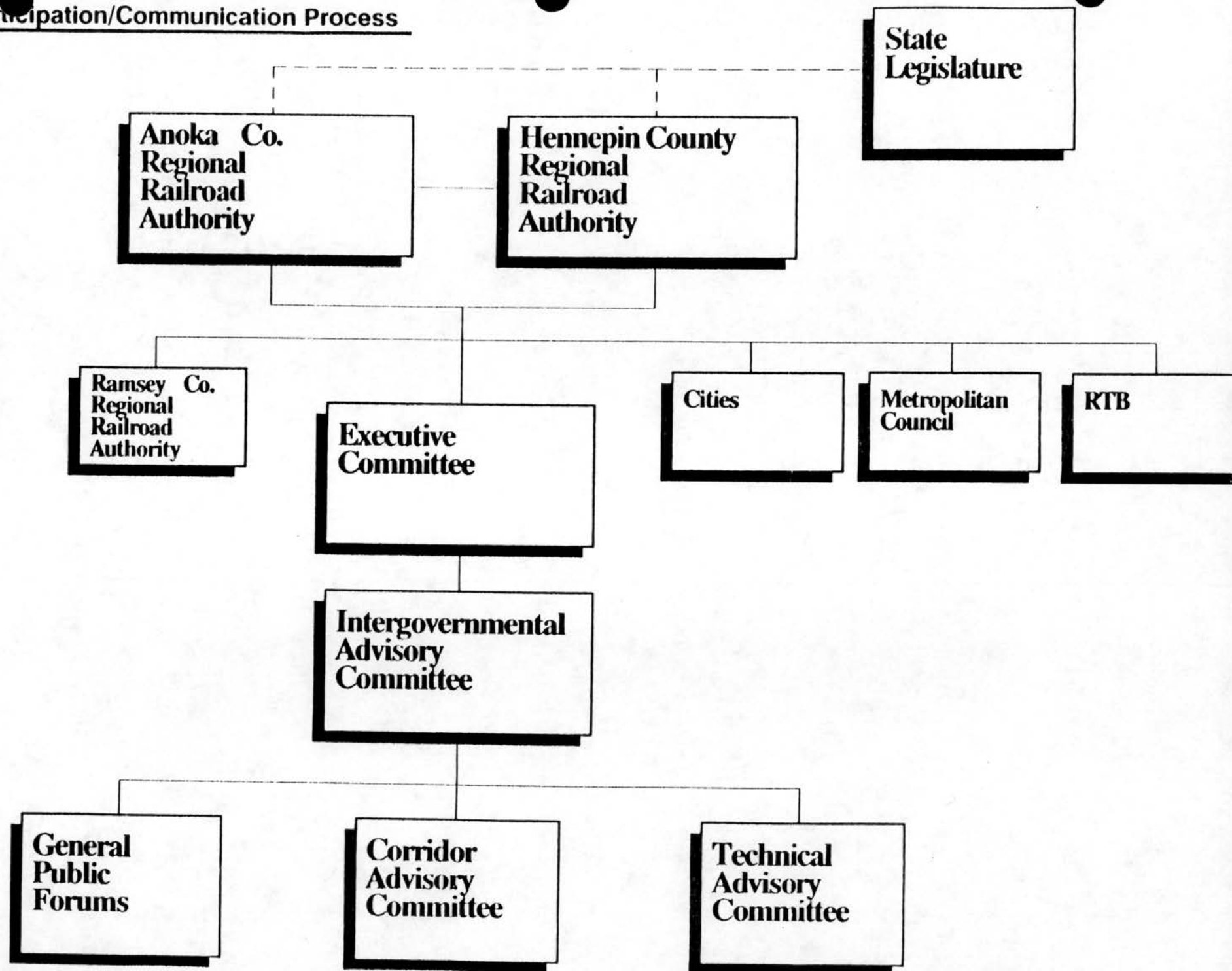
325 East Main St., Anoka, MN 55303, (612)421-4760, ext. 1171



**Anoka/Hennepin Northeast Corridor Study
and Comprehensive LRT System Plan**

**Alternative Alignments
to be Analyzed**

Participation/Communication Process



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> <u>8/17/88</u> Authorized Signature Date	Board Action Requested COMMUNITY PARTICIPATION PROGRAM FOR RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Request Justification	

See attached memo from K. DeSpiegelaere dated 7/14/88

See attached Community Participation Program.

Budgeting and Accounting _____ County Attorney <u>Michelle L. Simon 8/18/88</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---

At the Ramsey County Regional Railroad Authority Board Meeting of July 26, 1988 this matter was laid over for discussion at the next Board Meetings when all members will be present.

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>August 23, 1988</u>	<u>F. L. Blendenning</u>	<u>8/18/88</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Community Participation Program for
Ramsey County Regional Railroad Authority

Date: July 14, 1988

At the June 14, 1988 Ramsey County Regional Railroad Authority meeting, I was directed to make recommendations regarding citizen involvement in activities of the Ramsey County Regional Railroad Authority. The attached report contains those recommendations.

Recommendation:

For your consideration.

KD:m

COMMUNITY PARTICIPATION PROGRAM
FOR
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Prepared for: **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

JULY, 1988

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

**316 Courthouse
Saint Paul, Minnesota 55102
612-298-4145**

**COMMUNITY PARTICIPATION PROGRAM
FOR
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

Table of Contents

	<u>Page</u>
Summary	A
Background	1
Existing Ramsey County Regional Railroad Authority Community Participation Program	2
Community Participation Program in Light Rail Transit of Other Jurisdictions	3
Recommended Community Participation Program for Ramsey County Regional Railroad Authority	5
Conclusion	8
Appendix	9

SUMMARY

Ramsey County's Regional Railroad Authority (RCRRA) has responsibility for planning, design and implementation of light rail transit (LRT) in Ramsey County. The RCRRA may also acquire railroad right of way.

This report recommends a community participation program for the RCRRA. As background to the recommended program, the report reviews the existing RCRRA community participation program and reviews the programs of other areas involved in LRT planning.

Existing RCRRA community participation program

The RCRRA appointed a 14-member Citizens Advisory Committee in 1987. Members are citizens who represent the entire County. The Committee makes recommendations to the RCRRA.

The RCRRA established a Corridor Task Force concept. Task Force members are citizen and business representatives for specific corridors under consideration by the RCRRA. The Task Forces make recommendations to the Citizens Advisory Committee.

Community participation programs in light rail transit of other jurisdictions

The community participation programs in LRT activities of Hennepin and Anoka Counties; Buffalo, New York; and Portland, Oregon are reviewed in this section of the report. All are extensive and use diverse methods. The type of involvement varies during different stages of the project implementation.

Recommended community participation program for Ramsey County Regional Railroad Authority

The recommendations in the report are separated into four categories: general, comprehensive plan, Northeast Burlington Northern Corridor study and Citizen Advisory Committee concerns. They are located on pages 5 to 7 of the report.

BACKGROUND

In April of 1987 the Ramsey County Regional Railroad Authority, chaired by John T. Finley and comprised of the seven members of the Board of Ramsey County Commissioners was formed. The Authority has the responsibility for planning, design and implementation of light rail transit (LRT) in Ramsey County. The authority also may acquire railroad right of way.

The Authority is committed to a strong community participation program in its work. A Citizens Advisory Committee was appointed in August, 1987 and corridor task forces were recommended to be formed as needed to review and advise on information for specific corridors in Ramsey County.

As Ramsey County Regional Railroad Authority (RCRRA) begins preparation of a comprehensive plan for LRT, it was requested that the existing community participation program be analyzed by staff. Recommendations were requested regarding specific concerns that had developed after completion of a study of potential LRT alignment in the Midway Corridor between downtown St. Paul and Minneapolis.

The purpose of this report is to review the existing Ramsey County Regional Railroad Authority community participation program; review the programs of other areas involved in LRT planning; and to recommend a community participation program for Ramsey County Regional Railroad Authority that will serve the projects undertaken by the Authority and the citizens of Ramsey County.

EXISTING RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY COMMUNITY PARTICIPATION PROGRAM

A Citizens Advisory Committee (CAC) was appointed by the RCRRA in August, 1987. The 14-member committee is comprised of interested citizens and represents the entire County. Two members were appointed by each of the seven RCRRA commissioners. Although the request for applicants indicated that members would serve two and four year terms, the length of terms was not assigned to specific members. The CAC makes recommendations to the RCRRA.

The Corridor Task Force (CTF) concept was also established by the RCRRA. CTF members represent specific corridors where the RCRRA is making decisions. Interested citizens, community organizations and members of the CAC in the affected area are participants on the CTF. The Midway Corridor Task Force (18 members) was formed in January, 1988 and concluded its work by making recommendations on alignment for LRT in the Midway Corridor in March, 1988 to the CAC.

The responsibilities of the CAC and CTF are specified in the appendix of this report.

Questions and concerns have arisen regarding some aspects of the CAC and CTF roles. The RCRRA is about to begin additional studies, and it was therefore decided that this was an opportune time to examine these issues. Areas of concern are:

1. The term of the CAC members should be specified, rather than open ended.
2. The role of technical staff in citizen participation in studies undertaken by the RCRRA should be clarified.
3. Some CAC members who are also CTF members had two votes on the Midway Corridor recommendations. Other CAC members had only one vote.
4. The recommendations of the CTF should not be made to the CAC, but should be made directly to the RCRRA.

COMMUNITY PARTICIPATION PROGRAMS IN LIGHT RAIL TRANSIT OF OTHER JURISDICTIONS

Hennepin County, Minnesota has recently completed a Comprehensive Plan for LRT with an extensive community participation program that included:

- o Corridor Advisory Committees (one for each of several corridors)
 - Residents, business people are members.
 - Each city in corridor was asked to appoint four representatives.
 - Made recommendations on alignment issues.
 - Each group elected its own chair.
- o Technical Advisory Committee
 - Planners/engineers from cities/agencies are members.
 - Each agency was asked to appoint one representative.
 - Reviewed recommendations from all Corridor Advisory Committees.
 - Made recommendations on alignment and other issues.
- o Intergovernmental Advisory Committee
 - Elected/appointed officials from affected cities and agencies are members.
 - Made recommendations on alignment and other issues.
- o Single-Issue Committees
 - The Hennepin County Regional Railroad Authority appointed members to single-issue committees to make recommendations. The committees addressed Finance and Land Use issues relevant to LRT.
- o Newsletters
 - Newsletters were sent to an extensive mailing list at regular intervals throughout the study period.

Anoka County, Minnesota has initiated preparation of a Comprehensive Plan for LRT in cooperation with Hennepin County. The community participation program is similar to that used by Hennepin County with these exceptions:

- o Corridor Advisory Committee
 - There will be only one for the entire study area.
- o Public Forums
 - The public at large will be invited to public forums for specific geographic areas held at intervals throughout the planning process.
- o Executive Committee
 - Will most likely be composed of one staff member from Hennepin and Anoka Counties and one or two commissioners from each county. Recommendations will be reviewed by this committee before they are forwarded to the respective Regional Railroad Authority Commissioners. This committee will guide the study.

The **City of Buffalo**, New York had an extensive community participation program in the 1970's when LRT was being planned there. Key elements were:

- o Community forums
 - Held at regular intervals during planning process in particular geographic areas.
 - Consisted of a presentation by staff and elected officials followed by opportunity for public to speak for up to five minutes per person or group on issues.
 - Allowed views of public to be brought before decision makers without interruption.
 - Follow up of concerns expressed was important, although it must be recognized that achieving consensus on a major project such as LRT is not realistic.
 - Addressed issues such as alignment, system design and station locations.
- o Workshops
 - Held at request of interested groups to provide information and listen to specific concerns.
 - Recognized that some concerns are local, others are region-wide in scope.
- o Mass Transit Advisory Committee
 - The technical committee which received in-depth presentations on LRT topics.

The **City of Portland**, Oregon has a recently constructed LRT sytem. The community participation process in Portland included:

- o Citizens Advisory Committee
 - Originally consisted of 15 community representatives.
 - Approximately one year later was restructured and broadened to increase its effectiveness.
 - Membership of 133 at one point with these subcommittees:
 - homeowners
 - government representatives
 - business representatives (three groups)
 - low-cost improvement alternatives
 - general interests
 - public information
- o Committee Meetings
 - Work was accomplished on LRT recommendations through existing civic organizations.
- o Public Speakers Bureau
 - The transit agency provided speakers to make presentations on LRT.
- o Varied Focus at Differing Stages
 - The above community participation opportunities were provided during the alternatives analysis stage of LRT. Other opportunities were used as appropriate during the design stage and during the construction stage of LRT. The broad focus narrowed as construction occured and individual property owners' concerns were paramount.

RECOMMENDED COMMUNITY PARTICIPATION PROGRAM
FOR
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Community participation in the activities of the Ramsey County Regional Railroad Authority (RCRRA) is desirable for these reasons:

- Decision makers benefit from hearing the suggestions of many people with diverse views.
- Suggestions from the public improve the planning and implementation of projects.
- A well-informed community can understand and accept why decisions on complex projects are made and how they were made.

GENERAL RECOMMENDATIONS

General recommendations for community participation in the RCRRA are:

1. Community involvement should be flexible and responsive to different stages of projects undertaken by the RCRRA. A comprehensive plan for LRT should have broad representation in its conceptual aspects. If LRT is constructed by RCRRA, one to one involvement with property owners is preferred to other forms of involvement at that stage.
2. Community involvement should be undertaken with a respect for differing views and a willingness to consider and act upon suggestions. It should also recognize that suggestions and recommendations communicated to decisions makers need not necessarily be implemented by them.

COMPREHENSIVE PLAN

Recommendations for community involvement in a Comprehensive Plan for LRT for Ramsey County are:

1. Because of the multiplicity of corridors likely to be considered, the Corridor Task Force/Citizen Advisory Committee concept used for the Midway Corridor Task Force should be modified for the public participation program for a Comprehensive Plan.
2. The Citizens Advisory Committee (CAC) has spent the past several months learning about light rail transit. Since it represents the entire County, it would be an effective and educated vehicle for community participation. Recommendations on aspects of the Study should be made by the CAC.

3. The Corridor Task Force concept should be replaced for this Study with well publicized forums held at regular intervals in each corridor under consideration for LRT. The forums should consist of:

- an open house with information available and opportunity for one on one discussion among elected officials, technical staff and the general public;
- a brief presentation on the topic of the forum;
- an opportunity for audience comments, both verbal and written.

Following the forums, comments will be documented for decision makers. Technical staff will respond in writing, by phone or in person to questions and suggestions.

4. The procedure used by Hennepin and Anoka Counties for a Technical Advisory Committee, Intergovernmental Committee and an Executive Committee is recommended.

The Technical Advisory Committee would consists of engineers/planners/city managers from:

- each municipality in Ramsey County;
- adjacent counties (Hennepin, Anoka, Washington, Dakota);
- agencies (Metropolitan Council, Minnesota Department of Transportation, Regional Transit Board, Metropolitan Transit Commission, University of Minnesota).

This committee would make recommendations on various aspects of the Study.

The Intergovernmental Committee would consists of elected or appointed officials of the municipalities, adjacent counties and agencies. This committee would make recommendations on various aspects of the Study.

The Executive Committee makeup would be determined by the Chairman of the Ramsey County Regional Railroad Authority. This committee would be responsible for the conduct of the Study.

5. Special committees to address specific aspects of the Study, such as finance of LRT, should be appointed as necessary by the commissioners of the Ramsey County Regional Railroad Authority.
6. A newsletter should be considered to disperse information during the course of the Study.

NORTHEAST BURLINGTON NORTHERN CORRIDOR STUDY

The Ramsey County Regional Railroad Authority has undertaken a study of the Burlington Northern Railroad right of way from downtown St. Paul to the north Ramsey County border. The transportation and recreation potential of the area will be addressed. Washington County may want to be included in this Study.

Recommendations for community involvement in the Northeast Burlington Northern Corridor study are:

1. The Citizens Advisory Committee should be involved in the LRT aspects of this study through the Comprehensive Plan for LRT for Ramsey County. This corridor will be one that is studied as part of the Comprehensive Plan.

2. The Corridor Task Force (CTF) should be retained for this study to make recommendations on the transportation and recreation study. Membership of the Corridor Task Force should consist of:
 - one representative from each affected district council in St. Paul;
 - two community representatives appointed by each municipality other than St. Paul in Ramsey County;
 - business community representatives;
 - members of the existing Citizens Advisory Committee in the affected area who wish to participate;
 - representatives from Washington County and affected cities in that County may elect to attend meetings but will not be permitted to vote on recommendations.

The CTF will make recommendations to the RCRRA on aspects of the study.

3. A Technical Advisory Committee has already been formed, consisting of representatives of Ramsey County Parks Department, St. Paul Parks Department, Minnesota Department of Natural Resources, Minnesota Department of Transportation, Regional Transit Board, Metropolitan Council, Washington County Regional Railroad Authority, St. Paul, Maplewood, Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township and Ramsey County Regional Railroad Authority.

This committee will guide the study and make recommendations on it to the RCRRA. Members will also be responsible for informing the organizations they represent about the study as it progresses.

4. Community forums to explain aspects of the study and solicit general public comments may be scheduled if requests are received for this form of community involvement.

CITIZENS ADVISORY COMMITTEE CONCERNS

The recommended modifications to community participation will address the concerns relating to the Citizens Advisory Committee (CAC) members.

1. The term of CAC members should expire upon completion of recommendations on the Comprehensive Plan for LRT for Ramsey County.
2. Technical staff should participate on the Technical Advisory Committees of Regional Railroad Authority projects, rather than on its Citizens Advisory Committee or Corridor Task Forces.
3. CAC members who participate on the Corridor Task Force of the Burlington Northern Corridor Study may elect to vote on this aspect of the Comprehensive Plan for LRT at the CAC meeting or to vote at the Corridor Task Force meeting, but not at both meetings.
4. The recommendations of the Corridor Task Force will be made to the RCRRA, not the CAC.

CONCLUSION

The recommendations for community participation are made for the consideration of the Ramsey County Regional Railroad Authority.

APPENDIX

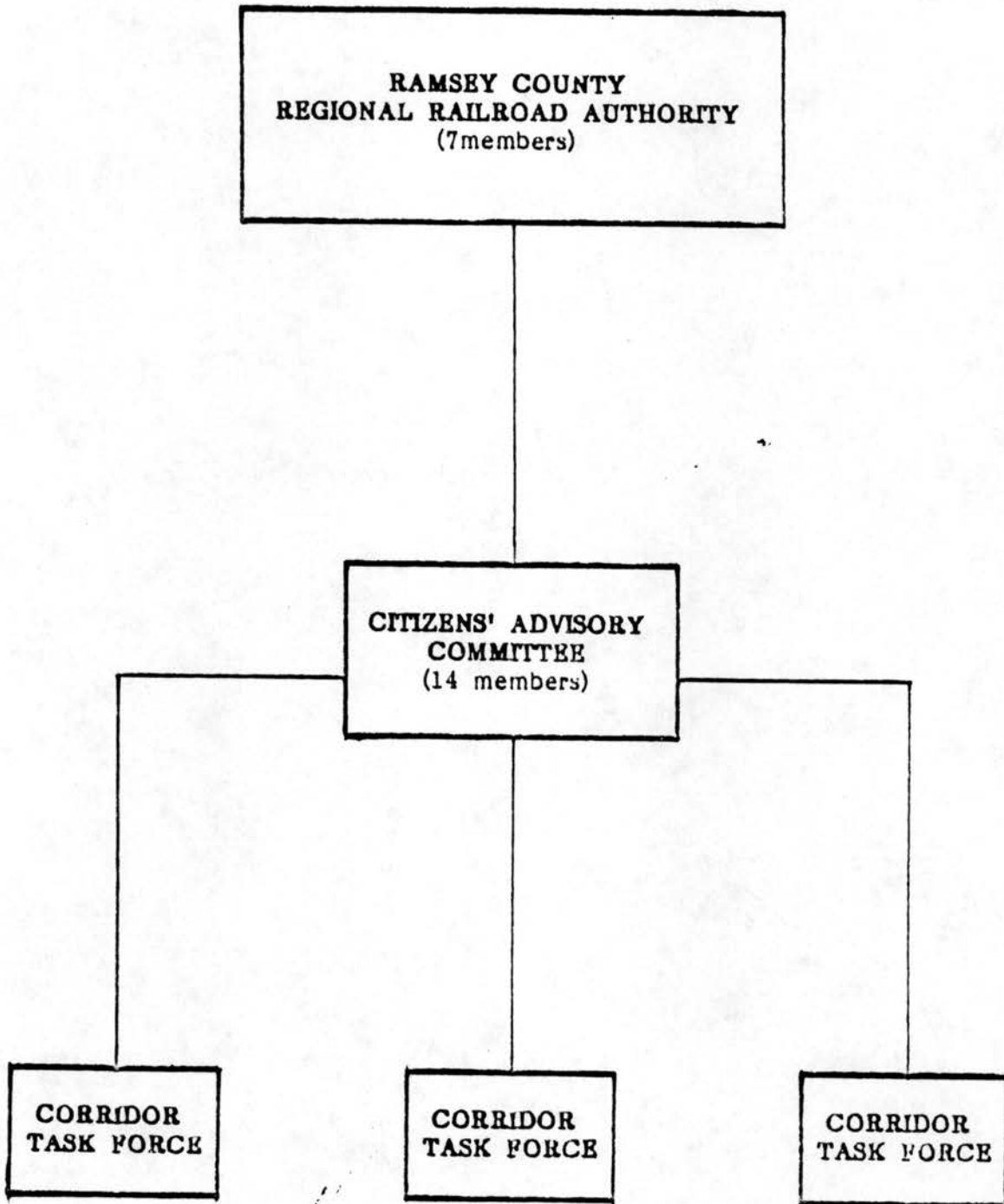
**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**
(7members)

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

**CORRIDOR
TASK FORCE**

**CORRIDOR
TASK FORCE**

**CORRIDOR
TASK FORCE**



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

Responsibilities:

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

KD:rv
8/26/87

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

Responsibilities:

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

KD:kph

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

PUBLIC WORKS

Originating Department

K. DE SPIEGELAERE

Authorized Signature

8/17/88

Date

Board Action Requested

ALIGNMENT INFORMATION PUBLIC RECORD FOR THE
MIDWAY CORRIDOR.

DISCUSSION OF ELIMINATION OF SOME PROPOSED
ALIGNMENTS.

Request Justification

See attached memo from K. DeSpiegelaere dated 8/17/88
with comments.

Budgeting and Accounting

County Attorney

Michelle L. Timmer 8/18/88

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

August 23, 1988

Signature

Frances L. Glendonning

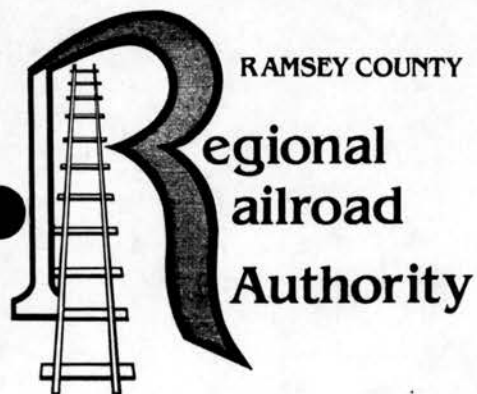
Signature

Date

8/17/88

Board Date

Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

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District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Comments on the Midway Corridor LRT Study

DATE: August 17, 1988

At the August 16 Regional Railroad Authority meeting, you asked to be provided with comments made on the Midway Corridor LRT study to assist you in eliminating some of the alignments from further work in the Midway Corridor. The comments are attached.

Comments have been added since you last received this information from:

- o City of St. Paul
- o St. Paul Chamber of Commerce
- o Merriam Park Community Council
- o Midway Civic & Commerce Association
- o Midway Coaliltion District 11.

Recommendation:

For your information.

KD:ptd

Light Rail Transit

**Planning Analysis
for the
Midway Corridor**

Alignment Information

Public Record

August, 1988

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

**Regional Transit Board
Elliott Perovich, Chairman**

ALIGNMENT INFORMATION
PUBLIC RECORD
TABLE OF CONTENTS

	<u>Page No.</u>
Description of Study	2
Project Area Map	4
Letters Requesting Comments	6
Information Meeting/Open House	16
Citizens Advisory Committee Recommendations	20
Midway Corridor Task Force Recommendations	32
Recommendations of Agencies	38
Public Response	82

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.

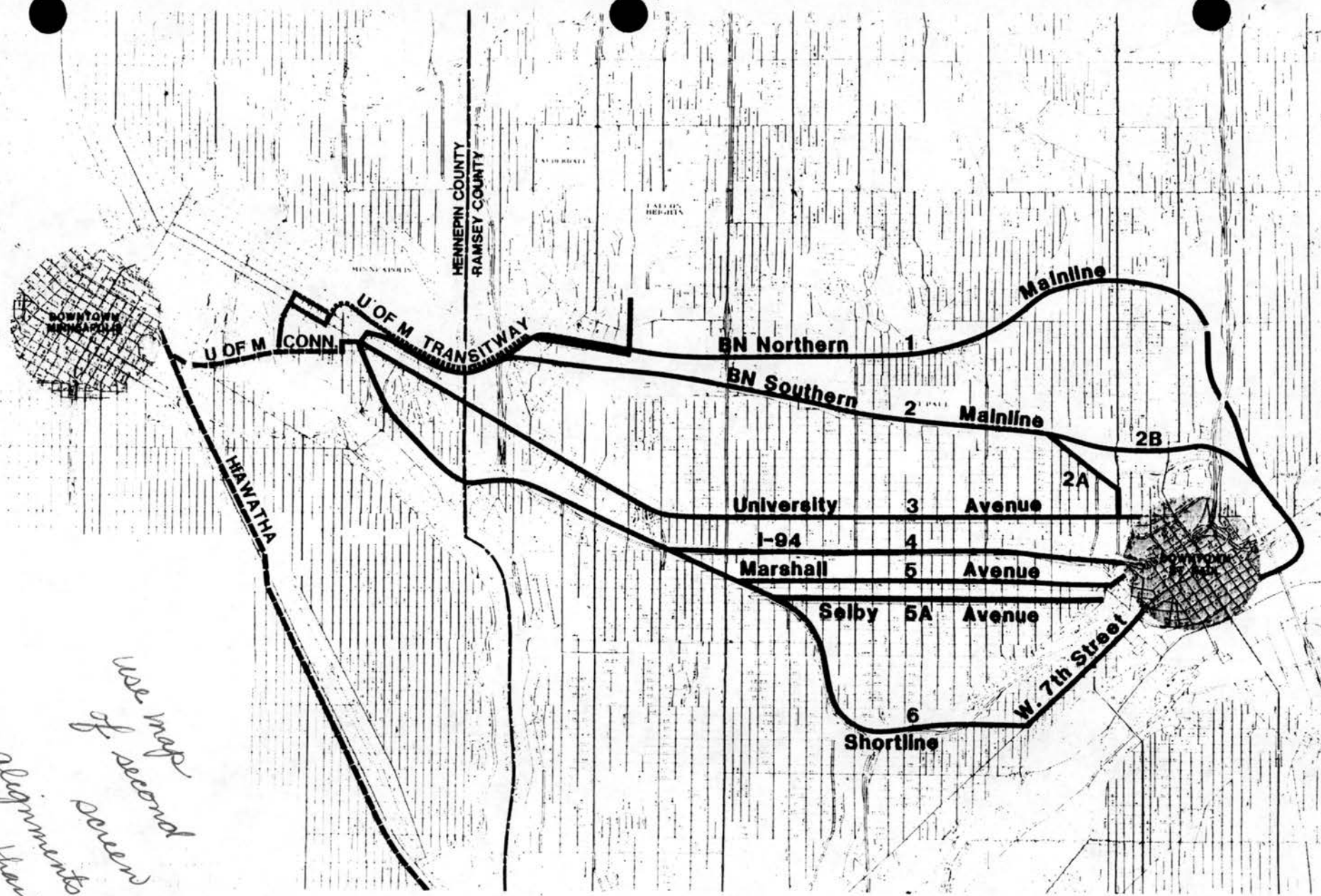
The study was conducted in January and February, 1988. A comment period allowed an opportunity for public, agency and citizen group comments to be made on the alignment issue.

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

5

*use map
of second
screen
alignments
rather than
this one*



Midway Corridor LRT Planning Analysis

RTB
REGIONAL TRANSIT BOARD



Universe of Alternatives

Figure 2



BRW

LETTERS REQUESTING COMMENTS

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

James 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

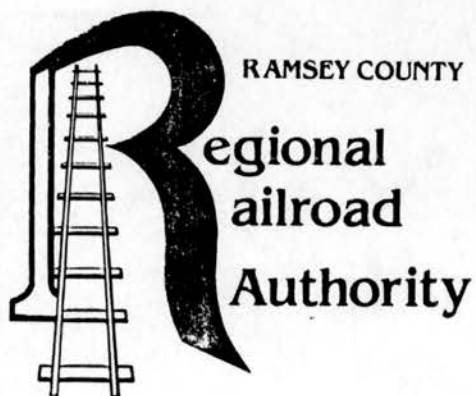
Mr. Steve Keefe, Chair
Metropolitan Council
300 Metro Square Building
Seventh & Robert Streets
St. Paul, Minnesota 55101

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

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

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

Richard Sauer, Interim President
University of Minnesota
201 Coffey Hall
1000 Eckles Avenue
St. Paul, Minnesota 55108



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

March 10, 1988

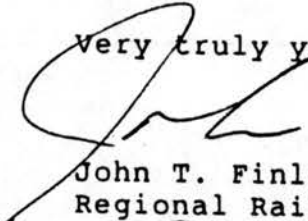
Mayor George Latimer
City of St. Paul
347 City Hall
St. Paul, Minnesota 55102

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.

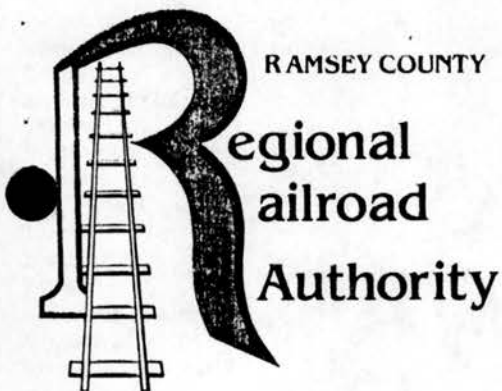
A copy of the study is enclosed for your review. Recommendations from the two citizens' groups will be forwarded to you when they are received. We would appreciate receiving your comments by April 20.

Very truly yours,


John T. Finley, Chairman
Regional Railroad Authority


Elliott Perovich, Chair
Regional Transit Board

JTF/clm
Enclosure



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

John T. Finley, Chairman

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March 23, 1988

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

Dear George:

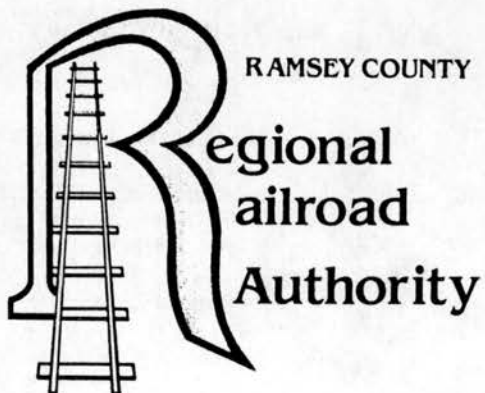
As indicated in my recent letter to you regarding the study of alignments for the Midway Corridor in St. Paul, the study was referred for recommendations to the Citizens' Advisory Committee and Midway Corridor Task Force of the Ramsey County Regional Railroad Authority. Comments from the committee and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



Room 316 Courthouse
15 W. Kellogg Blvd.
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Phone 298-4145

John T. Finley, Chairman

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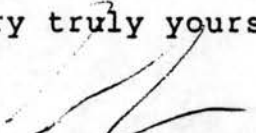
District 6

April 21, 1988

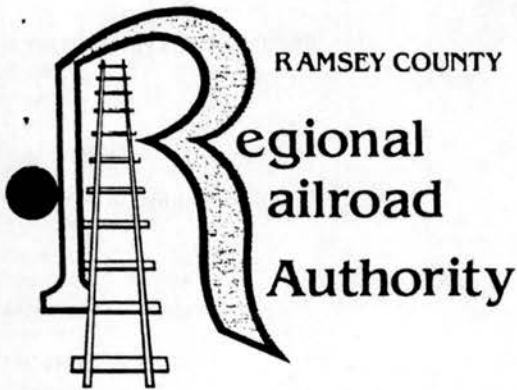
Dear

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



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

John T. Finley, Chairman

District 3

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June 21, 1988

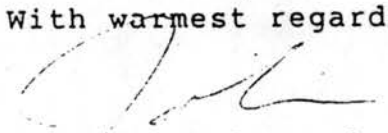
Mayor George Latimer
City of St. Paul
347 City Hall
St. Paul, Minnesota 55102

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.

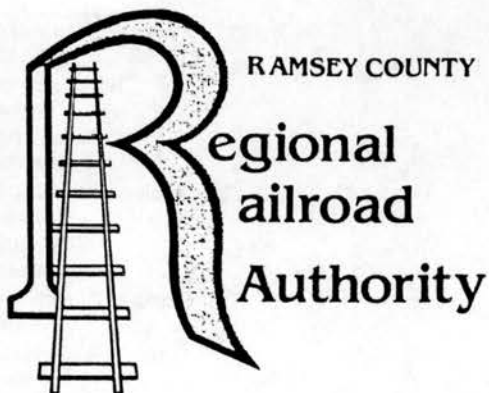
Please advise me if the July 22 date for receipt of comments is unworkable. We look forward to reviewing your comments on the study.

With warmest regards,


John T. Finley, Chairman
Regional Railroad Authority

JTF/clm

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



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

John T. Finley, Chairman

District 3

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June 21, 1988

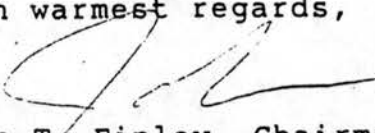
James Scheibel, President
St. Paul City Council
716 City Hall
St. Paul, Minnesota 55102

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

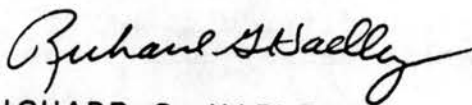
Dear Commissioner Finley:

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.

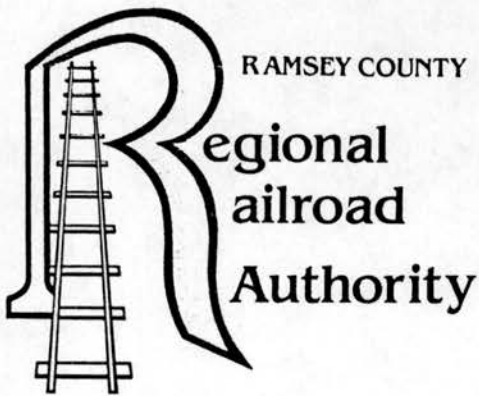
We thank you for your consideration on this matter.

Respectfully,



RICHARD G. HADLEY
President

RGH/agg



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

May 2, 1988

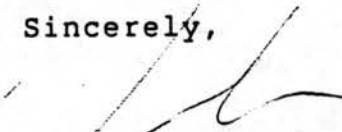
Richard G. Hadley, President
St. Paul Area Chamber of Commerce
600 North Central Life Tower
445 Minnesota Street
St. Paul, Minnesota 55101

Dear Mr. Hadley:

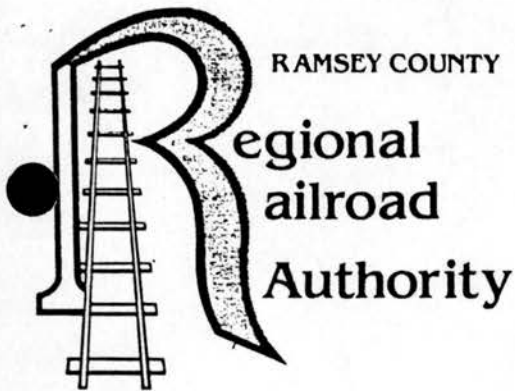
In response to your letter of April 20, Ramsey County Regional Railroad Authority would be interested in receiving your comments on the light rail transit planning analysis for the Midway Corridor, even though they will be received after April 20.

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



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 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.

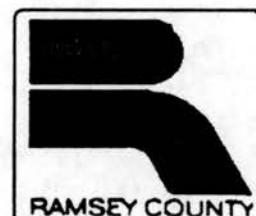
Information on the Midway Corridor Light Rail Transit (LRT) Analysis will be provided. There will also be the opportunity to ask questions and provide comments on the study. The public record on the Midway Corridor LRT Analysis will remain open until April 20.

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



3/23/88

Name	Address
Ken Wetzel	Public Works
Ben Sebesta	1795 Dayton Av.
Paul S. Mann	825 W. Hoyt
Gene Nannetti	1255 Polk Pl. - 1st Fl.
Mark [unclear]	RTB / DIST B
Garret Wald	Melapotos, Curial
Ed Bowe	Snelling Hamline
George K. Isaacs	RTB / Dist B
Michael F. Baker	2285 Hampden
Stephen Wilson	Metro Council
Susan Marschalk	Midway Coalition - District 11
Tom Frake	DSU INC.
Charles Neve	Swanson's Paint
Alicia Fehr	RTB member.
Dennis R. Jellestad	MTC
Kenneth McRae	Mn/DOT - D-9
John T. Finley	Ramsey County
Clint Eastwood	Hollywood Carmel
Michelle Davis	RTB
Perry + Doris Caranicas	RTB
Connie Kofak	Metro Council
Kathy Melchor	1295 N. Cleveland
	Park Buyle
	BRW, INC
RICHARD WOLFE	
Paul Schersten	
Judith Hollander	RTB
John [unclear]	

3/23/88

RTB-RCRRA LRT Open House

NAME (Please Print)	Address
TRISTA BROWN	1491 BLAIR AVE
Steve Grochala	1994 Summit Ave 55105
Tommy Schmitt	Ramsey County -
Pat O'Malley	" "
Lorraine E. Carlson	749 North Snelling
Douglas Strand	901 Thomas Ave. St. Paul 55104
ELLIOTT PEROVICH	RTB
CAREY ANDREWS	RTB
Harvey Turner	University of Minnesota
John Dillery	MTC
Wennis Greeley	\$16 Court House
Larry J Klueh	599 N. Pascal
Liz Carpenter	50. S. Cretin
John Doe	1214 Scott Terr Edina
Mark Boeding	719 City Hall 55102
Mike Klassen	800 City Hall Annex 55102
Noel	
Guemette Nield	1194 Blair Ave
David Nield	1194 Blair
Robert E. Clarkson	1370 West Belmont home
Hugh C. Fawcett	1835 ALTA VISTA DR. ROSEVILLE 55113
Valerie Hef	1521 Thomas Ave St. Paul MN. 55104
Ann Copeland	MCCA, 475 Cleveland Ave No. #211 St. Paul
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 developed once a Midway Corridor alignment recommendation has been made.

The committee, following the recommendation of the Midway Corridor Task Force, eliminated these alignments from further consideration in February, 1988:

- 1 Burlington Northern Northern Mainline
- 5 Marshall Avenue
- 5A Selby Avenue
- The West Seventh Street portion of the Soo Line (Shortline) alignment

The alignments were eliminated for the following reasons:

Alignment 1 - Northern Burlington Northern Railroad

Recommended for elimination from further consideration because:

1. The narrow right of way would not allow parallel use of LRT and freight trains without major construction of retaining walls and some right of way acquisition.
2. Joint use of tracks for LRT and freight trains is not feasible with current volume of freight use, 70 trains per day.
3. Burlington Northern Railroad has said that the right of way is not available.
4. The Southern Burlington Northern Railroad alignment offers a possibility for wider right of way to accommodate parallel operation of LRT and freight trains.

Alignment 5 - Marshall Avenue and Dayton Avenue

Recommended for elimination from further consideration because:

1. The right of way is somewhat restrictive in the eastern portion and would require one-way operation on two residential streets.
2. The loss of boulevard and parking areas, some mature trees and restriction of driveway access would be unacceptable.

Alignment 5A - Selby Avenue

Recommended for elimination from further consideration because:

1. The right of way is prohibitive on at least two segments of the street. Sidewalks, boulevards and driveway access would be impacted.

Alignment 6 - Short Line with West Seventh Street access to Downtown St. Paul

Recommended for elimination pending development of additional information because:

1. Right of way may be available along the Short Line segment of the railroad tracks.
2. The West Seventh Street portion of the alignment has traffic capacity restrictions that would increase with LRT operations. LRT would require the elimination of some on-street parking and may limit access to adjacent land uses. There is little available space for off-street parking.
3. Railroad right of way from West Seventh Street to Downtown St. Paul is, according to the Soo Line, not available. Direct at grade access to Downtown St. Paul could not be provided because of the difference in elevation between the Soo Line tracks and Kellogg Boulevard in the Downtown area.
4. Right of way width along I-35E should be examined in greater detail to allow consideration of that alignment as an alternative route to West Seventh Street. A general cost estimate for elevating this portion of the alignment should be available for the consideration.

On March 8 the committee eliminated from consideration as potential LRT routes in the Midway Corridor these alignments:

2B Burlington Northern Southern Mainline via East Central Business District Bypass

4B I-94 Aerial

6A Soo Line/Short Line via 35E

The alignments were eliminated for the following reasons:

2B Burlington Northern Southern Mainline via East Central Business District Bypass

- o high cost
- o poor access to downtown
- o poor access to capitol
- o less favorable travel time than 2A (Burlington Northern Southern Mainline via Rice/Como)

4B I-94 Aerial

- o committee feels aerial section is unacceptable due to visual impact and effect on adjacent properties
- o high cost

6A Soo Line/Short Line via 35E

- o high cost
- o the committee feels that an elevated section of LRT along I-35E would be especially undesirable and unacceptable because of controversy surrounding the design of this section of I-35E

The remaining alignments were discussed by committee members. The committee minutes provide a detailed discussion on these points and should be considered an integral part of the committee report. The comments were made by individual members of the committee and do not necessarily reflect agreement of the entire committee.

BN SOUTHERN 2A COMO

- o Exclusive right of way along BN/no conflicts with auto traffic except on Como/Rice
- o Would serve more north suburban residents
- o Space for park/ride facilities on adjacent land
- o A new right of way which adds transportation capacity to the corridor
- o Higher speed than University Ave.
- o Serves St. Paul campus and Energy Park better than the other alignments
- o Less disruptive to University Ave. businesses
- o Greater potential for new transit riders than University Ave.
- o Narrow right of way could be solved by condemnation
- o Allows easy, high speed connection to northern LRT routes
- o Buses can be compatible with the LRT
- o Second lowest capital cost
- o Least helpful to University Ave. businesses
- o Questionable if would attract new riders; put emphasis on existing riders (Univ. Ave.)
- o Right of way may not be available
- o Some areas may have inadequate right of way
- o BN may be less than enthusiastic because of heavy use of lines by trains
- o Poorest integration with existing bus system

- o Poorest integration with pedestrians
- o Poor aesthetics for riders
- o Access to southern parts of city not favorable
- o Planned park/ride may be positive or negative; needs to be evaluated

UNIVERSITY AVE. 3A and 3B

University Avenue was considered without particular reference to the two station spacing alternatives because the charge to the committee was to evaluate alignments. Station spacing for any alignment was viewed as an operations/design issue relating to transit philosophy.

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

STATION SPACING UNIVERSITY AVE.

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

I-94 Frontage Road 4A

- o High ridership
- o High speed
- o Some railroad right of way is being abandoned and is available for LRT
- o If complete reconstruction of I-94 was realistic, LRT on I-94 would be advantageous
- o Has negatives of University Avenue (speed, congestion) without positives (integration with businesses and access by passengers)
- o Relatively high capital cost
- o High potential for pedestrian/auto conflicts
- o Potential negative impact on single family residences in some areas
- o Because of current -94 rehabilitation plans, and the difficulty of coordinating LRT proposals with that work, there exists the potential for lengthy construction time affecting adjacent areas
- o Duplicates existing express transit service
- o High potential for auto/LRT conflicts at ramps
- o Limited park/ride land available
- o Appears to require maintenance of existing bus service on University Avenue
- o Capital costs east of Marion Street could be high; connection to downtown may be difficult

Soo Line/Short Line via Shepard Road 6B

- o Opportunity for tunneling in the downtown area (all alignments have that potential)
- o Aesthetically pleasing (scenic)
- o Good integration with bus grid
- o Provides service to portion of St. Paul not served by other potential Midway Corridor alignments
- o Provides service to downtowns and University of Minnesota at likely station sites
- o Underutilized land with development potential at station locations
- o Potential to connect to airport and Hiawatha Corridor
- o Some railroad land is being abandoned and is available for light rail transit
- o Least direct connection to Capitol
- o Highest capital cost
- o Problems with right of way availability
- o Access to downtown St. Paul is highly problematic
- o Serious coordination problem with proposed Shepard Road improvements

Summary and Recommendations
page 6

The committee voted on alignments with these results:

<u>Alignment</u>	<u>Number Favoring</u>
University Avenue, unspecified station spacing	7
Burlington Northern southern mainline via Como/Rice	3
Soo Line/Short Line via Shepard Road	1
I-94 frontage road	0

Three members were absent from the meeting at which the vote was taken and while offered an opportunity to submit written comments on their preferences, chose not to do so.

The committee took action on these additional matters relating to the alignment recommendation:

1. If the Ramsey County Regional Railroad Authority gives further consideration to a University Avenue alignment, a combination of Soo Line on the west and University Avenue on the east alignments should also be given further consideration (Attachment 3).
2. If an LRT line is constructed in Hennepin County from downtown Minneapolis to the University of Minnesota or in the Midway Corridor in Ramsey County, those lines should be constructed at the same time.

Additional general comments by committee members were:

- o The committee's recommendation addresses the alignment for light rail transit in the Midway Corridor. The recommendation does not address whether or not light rail transit should be constructed in the Midway Corridor.
- o Of all the corridors being considered for LRT in the Twin Cities, the Midway Corridor appears to offer the greatest potential for good ridership and cost effectiveness.
- o Service to the Central Business District (Downtown St. Paul) should be a factor considered in selecting an alignment. There are issues unknown to the committee regarding where an alignment will be routed in downtown St. Paul that could affect the east/west decision.
- o There is a need to think about LRT over the long term. Capital costs should be put in that perspective.

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

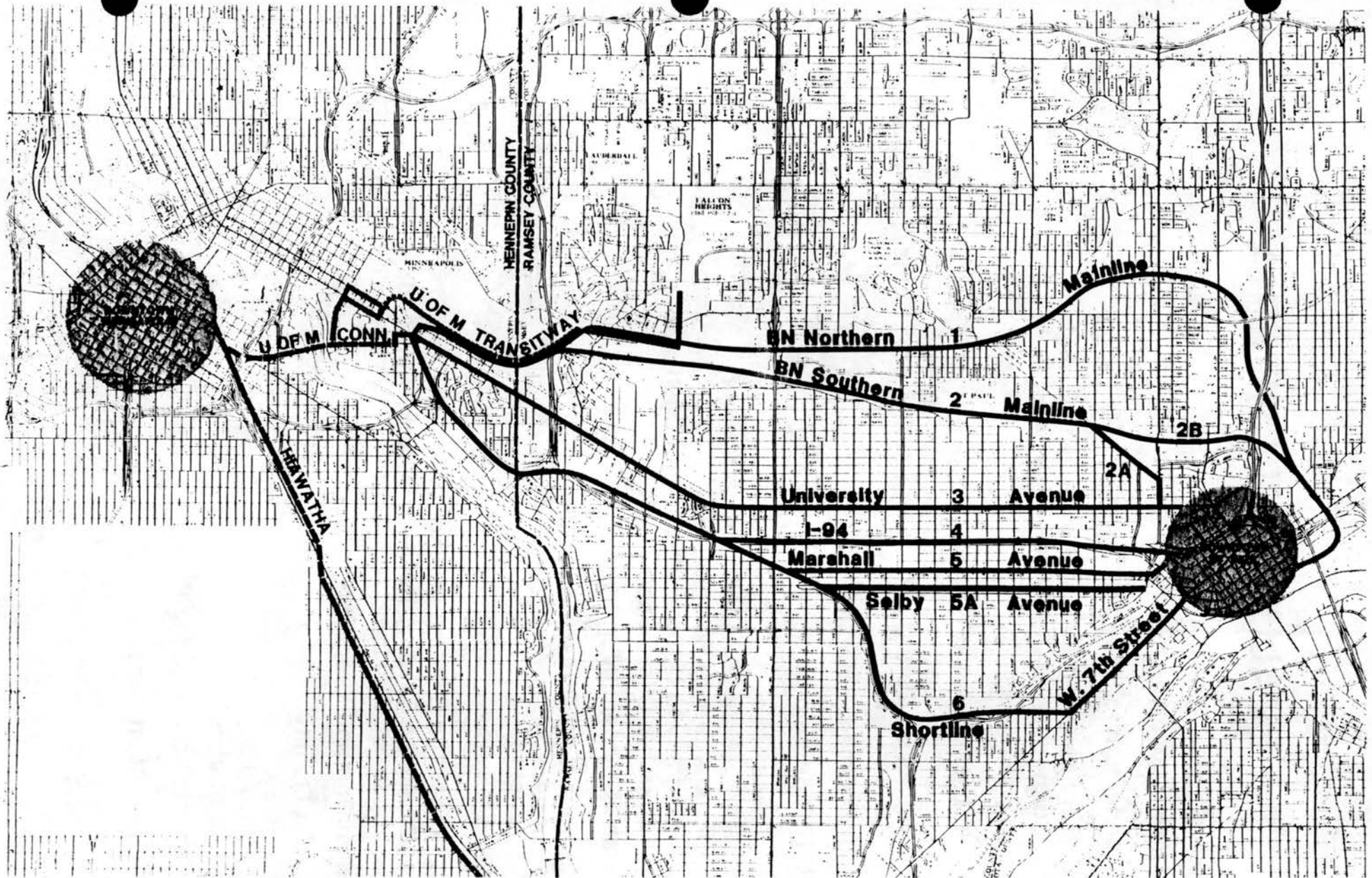
- o Transit philosophy: the ridership group to be served
- o Importance of serving the Capitol area
- o The Ramsey County Regional Railroad Authority should consider variations or combinations of the alignments, such as that shown in Attachment 3

Summary and Recommendations
page 7

- o Potential of LRT to affect economic development
- o Operational costs of the LRT system and effect on current bus service expenditures
- o Impact of station location on informal park/ride facility (city streets, private parking lots) vs. formal park/ride facilities (exclusive and/or joint use park/ride facilities).

CITIZENS ADVISORY COMMITTEE MEMBERS

- District 1 - Appointed by Commissioner Duane McCarty
Robert Rossman
Frank Sandberg, Jr.
- District 2 - Appointed by Commissioner Donald Salverda
Robert Clarkson, Vice Chairman
Hugh Faville
- District 3 - Appointed by Commissioner John Finley
John Sheehan
Ignatius Theisen
- District 4 - Appointed by Commissioner Diane Ahrens
Stephen Grochala
Nancy Tracy
- District 5 - Appointed by Commissioner Ruby Hunt
Robert Kren, Chairman
Marc Manderscheid
- District 6 - Appointed by Commissioner Warren Schaber
Paul Gilliland
Robert Van Hoef
- District 7 - Appointed by Commissioner Hal Norgard
Helen Sever
Charles Wold



Midway Corridor LRT Planning Analysis

RTB
REGIONAL TRANSIT BOARD



Universe of Alternatives

Figure 2

0 1000' 1/2 Mile North



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

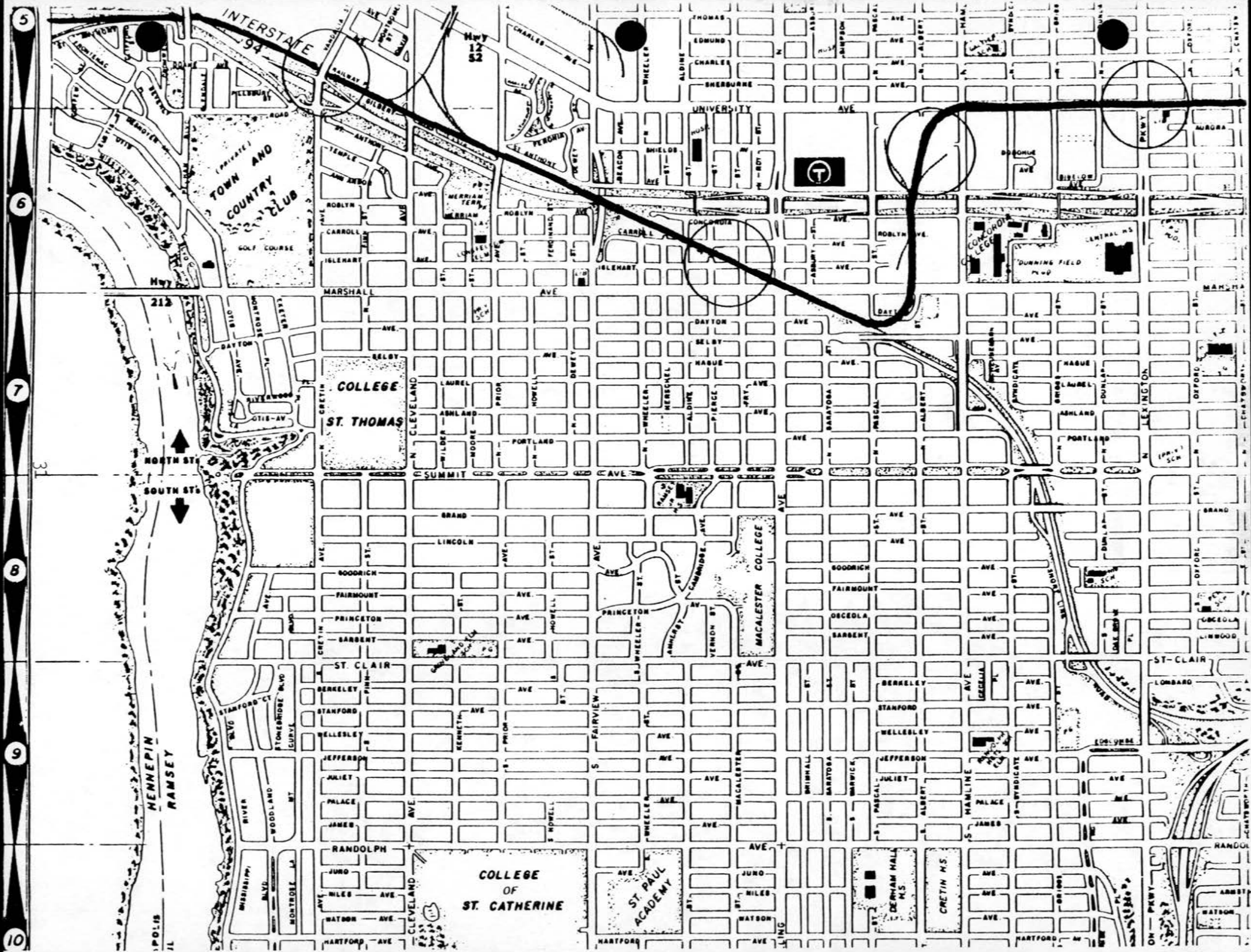
- Impact on Existing Business
- Impact on Existing Residential Neighborhoods
- Impact on City Land Use Goals

Environmental Impacts

- Air Quality
- Noise
- Vibrations
- Aesthetics

Capital and Operating Costs

Construction Impacts



5
6
7
8
9
10

INTERSTATE 94

Hwy 12 52

TOWN AND COUNTRY CLUB

ST. THOMAS COLLEGE

UNIVERSITY

MACALESTER COLLEGE

COLLEGE OF ST. CATHERINE

ST. PAUL ACADEMY

HENNEPIN RAMSEY

NORTH ST
SOUTH ST

CONCORDIA COLLEGE

DUNNING FIELD

ST. CLAIR

CRETIN H.S.

DERHAM HALL H.S.

HAND

MIDWAY CORRIDOR TASK FORCE RECOMMENDATIONS

4
SUMMARY OF ACTIONS
MIDWAY CORRIDOR TASK FORCE MEETING
MARCH 2, 1988

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

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

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

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

The results of the vote were:

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

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

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

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

Southern Burlington Northern/Como/Rice

Alternative 2A

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

University Avenue

1/4 mile spacing

Alternative 3A

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

I-94

frontage road

Alternative 4

- serves residents south of I-95 better than University Avenue alignment
- does not duplicate bus transit
- will not destroy development along University Avenue but will complement it
- operational concerns with tracks split on either side of I-94
- access to Capitol would be difficult
- potential conflicts with high speed traffic
- not compatible with pedestrians

University Avenue

other unspecified spacing

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

Soo Line (Shortline)/I-35E

Soo Line (Shortline)/Shepard Road

Alternative 6A

Alternative 6B

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

Southern Burlington Northern/ECBD Bypass

Alternative 2B

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

Other comments:

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

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

KD/clm

MIDWAY CORRIDOR ALIGNMENT ALTERNATIVES

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

KD:ptd

MIDWAY CORRIDOR LRT TASK FORCE

Membership

Clark Armstead, Chairman

David Bradshaw

Triesta Brown

Greg Crawford

Jerol Fleck

Steve Grochala

Michael Heffron, Vice Chairman

Ken Holdeman

Bill Jones

Bob Kren

Marc Manderscheid

Ray Mordorski

Kim Reckinger

Laurie Rockne

Maggie Schwichtenberg

John Sheehan

Ignatius Theisen

Nancy Tracy

RECOMMENDATIONS OF AGENCIES



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

August 12, 1988

John Finley, Chair
Ramsey County Regional
Railroad Authority
Room 316 Courthouse
Saint Paul, Minnesota 55102

Elliot Perovich, Chair
Regional Transit Board
Mears Park Centre
230 East 5th Street
Saint Paul, Minnesota 55101

Dear Chairmen:

Saint Paul has completed its review of your joint study, "Light Rail Planning Analysis for the Midway Corridor". I want to thank you both for the opportunity to review the study and for extending to the City the extra time to complete our review.

I am forwarding to you the Saint Paul City Council's resolution endorsing University Avenue as the preferred alignment for LRT in the Midway Corridor; and endorsing the County Railroad Authority's proposal to proceed with preliminary engineering and a Comprehensive LRT Plan for Ramsey County. The Council recommends University Avenue because it best attracts and serves riders to and from the Midway area, best complements the City's Comprehensive Plan land use and development objectives, has the best chance of being built at a reasonable cost and provides the most direct accessibility for riders into the downtown and capitol areas of the city.

I also strongly endorse the Council's position and urge you also to support University Avenue in your next stage of preliminary engineering for LRT.

No new LRT alignment developed within the city will be without its problems. Both the City Council and the Saint Paul Planning Commission recognize that in their support of University Avenue. But it is my belief that the issues facing implementation on University can be dealt with to create a better business and neighborhood environment for University. And they will be easier to resolve than the many problems facing LRT development in the BN corridor. The Council's overwhelming support for LRT on University Avenue is a mandate for us to work diligently with neighborhood residents and business owners to develop an LRT plan that will enhance the quality of life and commerce on the avenue and throughout Saint Paul.

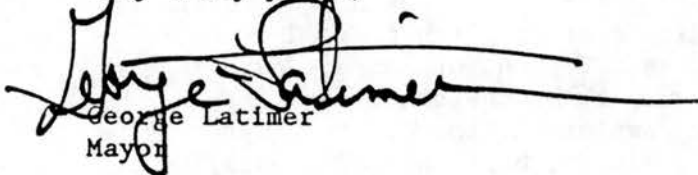
John Finley
Elliot Perovich
August 12, 1988
Page 2

Clearly, University is where the transit need exists and where LRT can benefit so many goals of the city and county for better transportation. It is our goal to create a transit system that reflects the specific needs of the surrounding community, not to bypass them. I believe that light rail transit on University Avenue will enhance business and residential life there as such systems have in other cities of our size and climate. I am confident that we can develop an LRT line that will provide direct service to Midway travelers but also can provide the express service for people destined for the two downtowns and the University. University Avenue is the core of our Midway business community. We cannot afford to have LRT service bypass this street.

Now is the time for the City and County to work cooperatively, to dig in to make a rail transit system that meets our joint objectives. We need to tackle the issues facing use of University Avenue. You will hear that these issues are unresolvable problems making LRT on University impossible. But they are not unresolvable and they can be addressed by going the next step to actually perform the engineering of the LRT line. Through good design and engineering we can find a solution to these issues. Whatever the final design and alignment, block by block, it should be focused on University Avenue.

As the Council's resolution indicates, Saint Paul offers to the Rail Authority our support, participation and appropriate resources to complete the development of LRT in the Midway Corridor. I hope you will concur in this with us and select University Avenue for your preliminary engineering study. We are anxious to begin the next phase, moving ahead to develop this important new component of our county transportation system.

Very truly yours,


George Latimer
Mayor

GL/SG/bp

cc: Members of the Regional Railroad Authority
Members of the Regional Transit Board
Saint Paul City Council

Council Resolution

Presented By J. Huleand Wilson (7) 7/28/88

Referred To _____ Committee: _____ Date _____

Out of Committee By _____ Date _____

WHEREAS, the Regional Transit Board and the Ramsey County Regional Rail Authority have initiated a Study of Light Rail Transit (LRT) Alignments in the Midway Corridor in Saint Paul, and

WHEREAS, the RTB and the RCRRA have requested the opinion of the City of Saint Paul regarding selection of a preferred alignment, and

WHEREAS, the Study report has evaluated the alternative alignments against 10 major criteria, and

WHEREAS, the City of Saint Paul's Comprehensive Plan identifies Land use and Transit policies and factors to be considered regarding location of major transit corridors in the city, and

WHEREAS, the Study by the RTB and the RCRRA provides information on six alternative alignments within the Midway Corridor, and

WHEREAS, the Saint Paul Planning Commission finds that the RTB / RCRRA Study information indicates that University Avenue still remains the best overall option for location of an LRT alignment in the Midway area of Saint Paul because it has the highest potential for:

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

COUNCIL MEMBERS

Yeas _____ Nays _____

Dimond _____ In Favor
Long _____
Goswitz _____
Rettman _____
Scheibel _____ Against
Sonnen _____
Wilson _____

Adopted by Council: _____ Date _____

Certified Passed by Council Secretary

By _____

Approved by Mayor: _____ Date _____

By _____

Requested by Department of: _____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

By _____

Council Resolution

Presented By _____

Referred To _____ Committee: _____ Date _____

Out of Committee By _____ Date _____

WHEREAS, the Planning Commission also identifies certain issues concerning the placement of LRT in the University Avenue right-of-way which must be resolved before it can be built, and

WHEREAS, there is still considerable uncertainty among residents and business owners in the city about LRT's role in transit service and its effects and operations, questions which can be answered in the next stage of engineering studies, and

WHEREAS, the City Council has received comments from several neighborhood and business organizations detailing their concerns,

BE IT NOW RESOLVED, that the City Council of the City of Saint Paul strongly endorses University Avenue as the city's preferred alignment for Light Rail Transit development in the Midway Corridor between downtown Saint Paul and the City of Minneapolis if LRT is to be built, and

BE IT FURTHER RESOLVED, that the City Council requests the Ramsey County Regional Rail Authority to establish University Avenue as its preferred alignment for LRT and to proceed to preliminary engineering to resolve the engineering issues, inform residents and businesses, and to work with them to resolve issues and problems before any final decision to build LRT, and

BE IT FURTHER RESOLVED, that the City Council offers to the Regional Rail Authority our support, participation and appropriate resources to complete the development of LRT in the Midway Corridor to the satisfaction of the County, the City and our residents and business owners, and

BE IT FURTHER RESOLVED, that the City Council commends the Ramsey County Regional Rail Authority on their work on transportation issues affecting the county, and endorses the Rail Authority's proposal to proceed both with Preliminary Engineering for the Midway corridor and with development of a Comprehensive LRT and Transit Plan for the county.

COUNCIL MEMBERS

Yeas		Nays	
	Dimond	6	In Favor
	Long		
	Goswitz		
	Rettman	1	Against
	Scheibel		
	Sonnen		
	Wilson		

Adopted by Council: _____ Date AUG - 9 1988

Certified Passed by Council Secretary

By Albert B. [Signature]

Approved by Mayor: _____ Date _____

By George [Signature]

Requested by Department of: _____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

By _____

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.

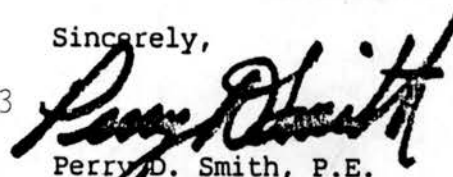
This Resolution commends the Ramsey County Regional Railroad Authority and the Regional Transit Board for their efforts in studying the Midway Corridor and for their coordination with the Hennepin County Regional Railroad Authority in developing alternatives that are compatible with those developed by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

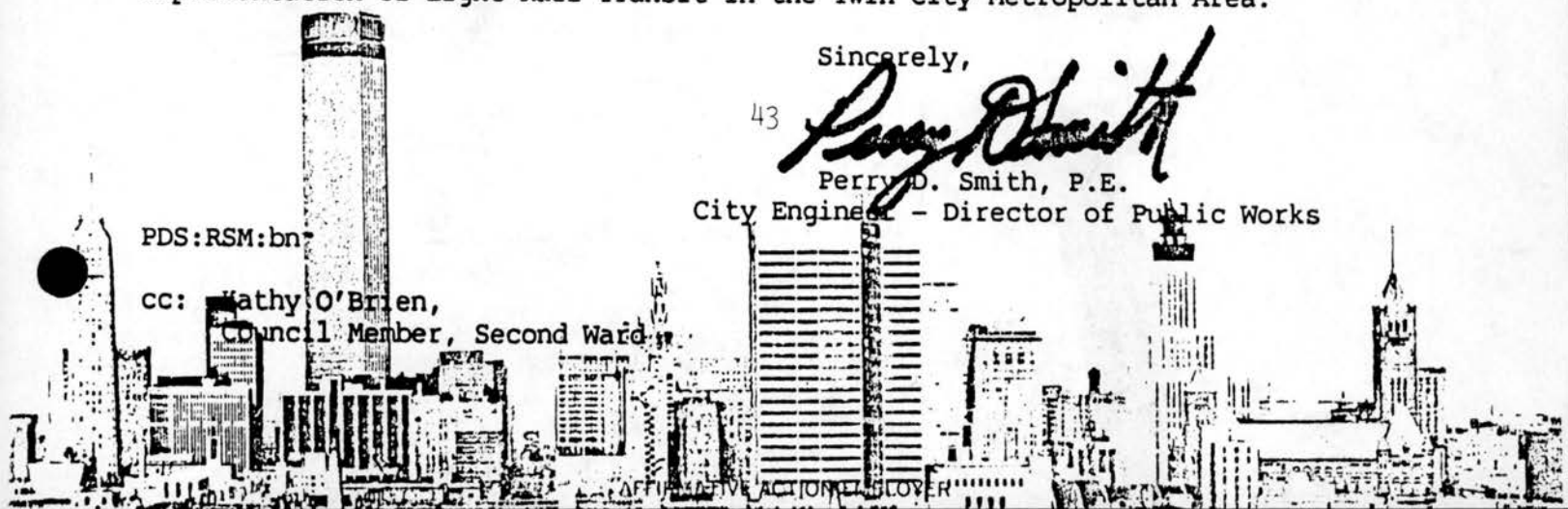
43



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

PDS:RSM:bn

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

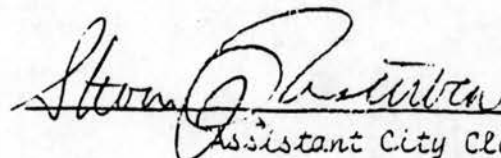


STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF MINNEAPOLIS)

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 Planning 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.


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.

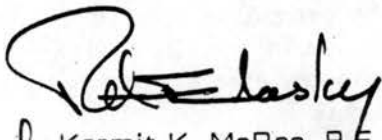
2. It is not clear from the draft what the goals and objectives for light rail transit (LRT) in Ramsey County are, even though three different "transit philosophies" are stated in the report. The definition of objectives, or even alternative objectives, would help the evaluation of alignments. For example, 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.

Kathryn DeSpiegelaere
Page two
April 20, 1988

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.

Mr. John T. Finley
April 22, 1988
Page Two

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.

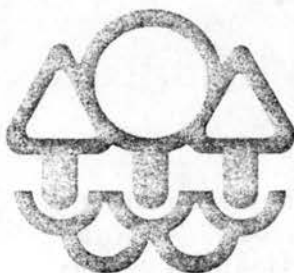
Sincerely yours,

A handwritten signature in cursive script, reading "Richard J. Sauer".

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

APR 27 1988

Ms. Kathryn 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

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 (NO_x), 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 NO_x, which are precursors to acid deposition. The SO₂ and NO_x 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 NO_x. 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 DeS.

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:11
Attachment

cc: Steve Wilson, Metropolitan Council Staff

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

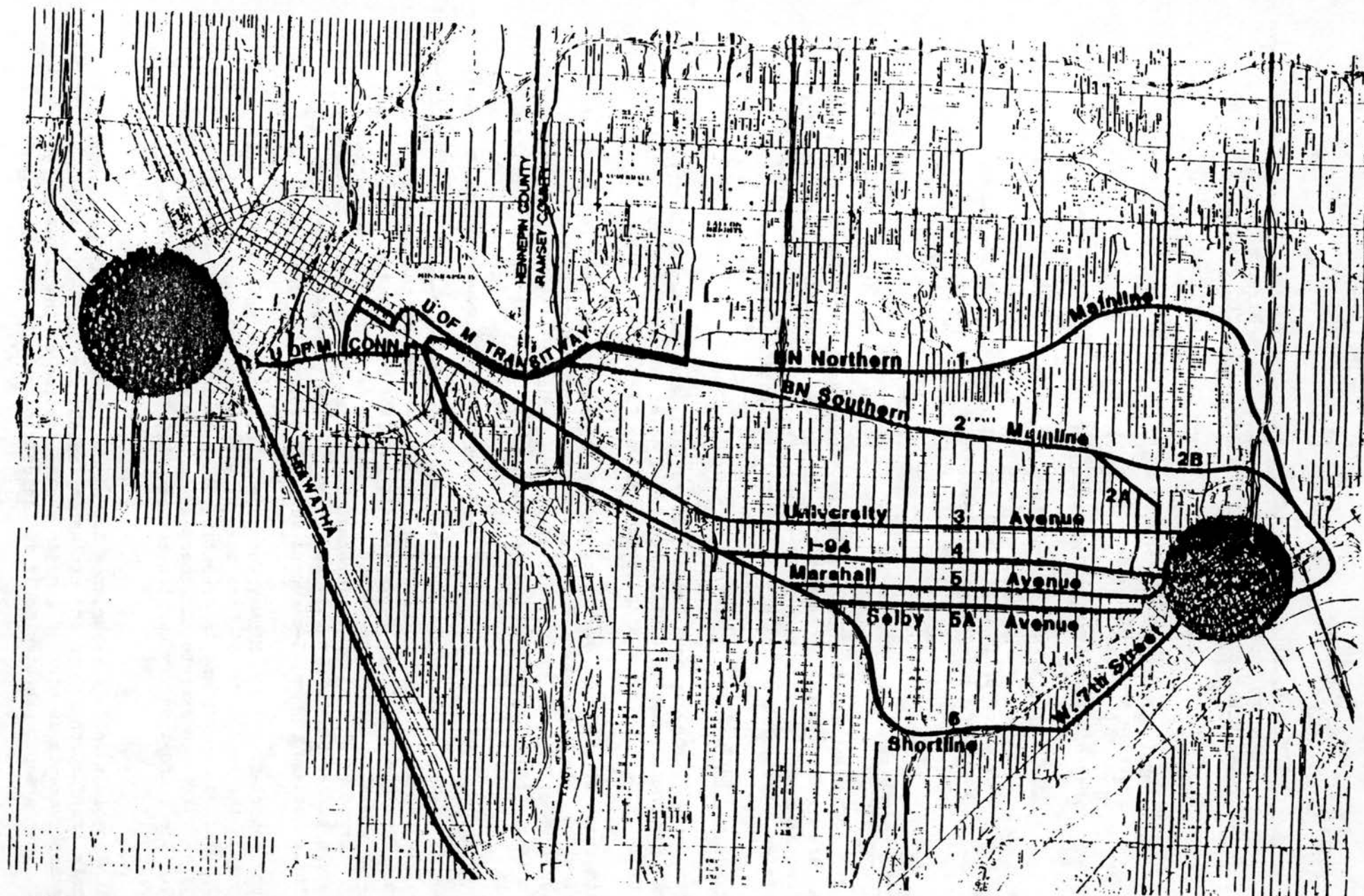
In December 1987, the Regional Transit Board (RTB) and the Ramsey County Regional Railroad Authority (RCRRA) adopted a joint work program to conduct light rail transit (LRT) planning for the Midway Corridor.

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

RTA

Universe of Alternatives

Figure 1

0 1000' 1/2 Mile

North

RTA

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

Capitla 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 an 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-effectiveness 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 features 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 downtown. 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 <u>2A</u>	Univ. Ave. 1 mile spacing <u>3B</u>	I-94 Frontage Rd. <u>4A</u>	Short Line/ Shepard Rd. <u>6B</u>
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
Uncertainty due to feeder bus versus walk access to stations	-1,500	--	- 500	-1,000
Potential Change	<u>-3,000</u>	<u>--</u>	<u>-1,800</u>	<u>-4,800</u>
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 uncertainty lies with the use of right-of-way adjacent to the active BN railroad and the potential costs. Although assumptions 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 Southeast 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 develop measures 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 (Shepherd 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) Uses overall 0.11 annualizing factor (based on AA/DEIS)

Derived 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 (Shepherd 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:

<u>Ranking</u>	<u>Alignment</u>	<u>Index Score</u>
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:

<u>Ranking</u>	<u>Alignment</u>	<u>Index Score</u>
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

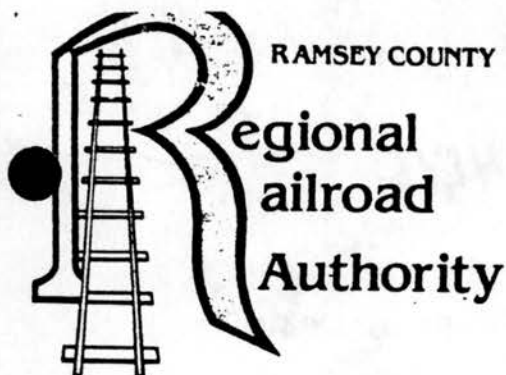
7. The transit dependent population is served best by the University Avenue alignment.
8. Existing development is best served by the University Avenue alignment.

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
PHTRN305



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

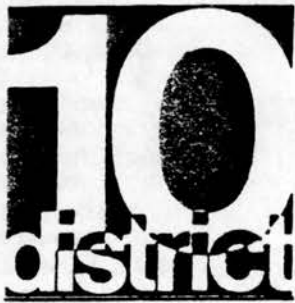
At your meeting at 11 a.m. today you will again be discussing the Midway Corridor LRT Study. As Kathryn DeSpiegelaere indicated at your meeting last week, Ramsey County will be unable to participate in today's discussion since the Ramsey County Regional Railroad Authority also meets at 11 a.m. today.

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



DISTRICT 10
COMO COMMUNITY COUNCIL

Kathy De S.

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.

As 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 apprised 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 position 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



Midway Civic & Commerce Association

Ivy League Place - Suite 211
475 Cleveland Avenue North
St. Paul, MN 55104
Phone: 646-2636

July 11, 1988

Executive Director: Ann Copeland

RECEIVED

JUL 12 1988

COUNCILMEMBER
ROGER GOSWITZ

Councilmember Bill Wilson, Chair
Economic Development Committee
City Hall & Courthouse
Saint Paul, Minnesota 55102

Councilmember Roger Goswitz, Chair
Public Works Committee
City Hall & Courthouse
Saint Paul, Minnesota 55102

Dear Councilmembers Wilson and Goswitz:

The issue of Light Rail Transit (LRT) has concerned Midway Civic & Commerce Association for a long time. To date, our members have not taken a formal position regarding the current discussion of Light Rail Transit on University Avenue.

We have followed the current discussions through having a member on the University Avenue Corridor Advisory Committee and we have also had County Commissioner John Finley come to one of our general meetings to speak about the County's Rail Authority. At our last Economic Development Committee, John Dillery brought a model that he has done to scale of how Light Rail Transit might fit into University Avenue. This was useful to our membership because it gave some idea of exactly what it could look like if it were to be placed there.

Our members do have a number of concerns about Light Rail Transit and I hope that in your discussions you will take these into consideration.

1. We are concerned that the corridor for Light Rail Transit is being chosen before the objectives of the project have been decided. If Light Rail Transit is to be a quick trip between the two downtowns then indeed the Burlington Northern tracks might be the best location for it, but if it is to serve the neighborhoods with stops to pick up people and to move them from one place to another within the city of St. Paul then perhaps University Avenue or the corridor next to I-94 is a good place to locate it. However, we believe the goal of the project should be established before the location is chosen.
2. A major concern is the cost both in the tax dollars that it will take to pay for building a light rail system and the potential cost to businesses from having the area torn up for two or three years while the system is built. In other cities, some businesses have not been able to withstand the lack of access while the system is built in their street.

3. Parking is also a consideration for a large number of our members. They have difficulty now having enough parking spaces in front of their businesses for their customers and they are wary of having a light rail system go through because they fear it may remove the current limited parking spaces.
4. We have also discussed the wisdom of removing a currently viable bus system from the Avenue in order to replace it with Light Rail Transit. Some of our members feel that this is not good planning. However, others of our membership have commented that light rail would certainly be a help with the pollution problem at Snelling and University if it were to remove a number of the cars that currently use the street.

Midway Civic & Commerce Association has been working for the last four years with the District Councils along University Avenue in a coalition called University UNITED. We are looking at development guidelines for the Avenue and obviously Light Rail Transit would be a major consideration for us. University UNITED has not taken a position on Light Rail Transit at this time because we have been awaiting the results of our development planning effort. I am sure that we will be discussing it in the near future since there are a number of transportation issues that concern all of our groups. We hope that in your discussions in City Council as you look at Light Rail Transit, you also consider a number of transportation issues that inhere on University Avenue. The Light Rail issue needs to be considered along with the Ayd Mill Road problems, the proposal to put a heliport in the Midway, the restructuring of I-94, and the Lake Street and Raymond Avenue bridges which are all a part of the overall picture.

Sincerely,

Ann Copeland

Ann Copeland
Executive Director

AC:kv

Midway Coalition District 11

1558 W. Minnehaha Ave.
St. Paul, Minnesota 55102
646-1986

Serving the Hamline Midway area

July 12, 1988

Commissioner John T. Finley
316 Courthouse
St. Peter & Wabasha
St. Paul, Mn 55102

Dear Commissioner Finley,

Light Rail Transit has been a topic for discussion by the Midway Coalition - District 11 on several occasions, however it has been difficult for the organization to take a formal stand opposing LRT or favoring it, because members still believe information is needed to make a responsible decision.

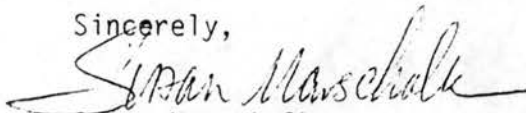
Triesta Brown, a resident and Board member was appointed to the Midway Corridor Task Force, and reported regularly to the Board of Directors. The members were unable to make a decision based on the information provided.

A recommendation that the preferred alignment should be University Avenue came out of the Midway Corridor Task Force before the Midway Coalition had an opportunity to take a stand on the issue, in fact the representative, Triesta Brown was not aware that a vote would be taken at that particular meeting.

The Board Members have raised several concerns about Light Rail Transit and how the decision is being made. First, it seems that the focus is on choosing an alignment before the goals and objectives are defined for LRT. The purpose should certainly have an impact on placement, but it is necessary to have meaningful discussion about the goals in order to move ahead on deciding about the preferred alignment. Other areas of concern that have been discussed are the possible parking problems along University Avenue and District 11's involvement with University United a coalition of neighborhoods interested in developing a unified plan for the Avenue.

It seems that an effective system for getting information out to neighborhood residents needs to be explored, whether it is a meeting of several districts to answer questions and provide facts or a flyer distributed throughout each community. The Midway Coalition-District 11 requests that no decision is made until the goals are clearly defined for LRT, and residents and business people possibly effected by Light Rail Transit have the opportunity to gather more information.

Sincerely,



Susan Marschalk
Community Organizer

Saint Paul Area Chamber of Commerce

July 21, 1988

John Finley, Chairman
Ramsey County Regional Railroad Authority
316 Courthouse
Saint Paul, Minnesota 55102

Dear John:

Thank you for the extending of the public input period which allowed the Saint Paul Area Chamber of Commerce to further develop its position on light rail transit. We are now prepared to express that position and to be a catalyst for greater business involvement in the advancement of light rail transit for Ramsey County and the metro east area.

Upon recommendation by our Transportation Committee, chaired by Pat Donovan, President of Norwest Bank, and further defined and approved by the Board of Directors, the Chamber's position on light rail transit is:

The Saint Paul Area Chamber of Commerce supports the development of light rail transit for the Twin Cities metropolitan area.

Travel demand and traffic congestion are on the rise due to population growth and changing demographics of the work force. Vehicles in the region grew by 50% to 1.3 million in 1970-1986 and the average number of people in a vehicle has declined to 1.3 persons. Transportation costs have skyrocketed. Congestion will worsen and be compounded by financial limitations on the agencies that provide transportation services and by the time it takes to get funded improvements initiated.

Light rail transit has the potential to reduce traffic congestion; encourage development of station areas, provide more cost-effective transportation than buses; provide improved service to transit patrons, and reduce the environmental impacts associated with other transportation alternatives.

The Chamber agrees with the assessment that the Midway corridor is the most logical and cost effective initial route for light rail transit in the metro east area.

The Midway corridor is the most heavily travelled corridor in the region with approximately 142,000 vehicles on I-94 and University Avenue and up to 30,000 transit riders per day through the corridor. The corridor serves as a link between the downtowns of Minneapolis and Saint Paul, serves the expanding Midway commercial/industrial complex, serves the student, faculty, and administrative pool of the University of Minnesota and provides direct access to the State Capitol.

The Chamber has not reached a consensus on the preferred LRT alignment through the corridor. However, the Chamber urges the Authority to include entry into downtown Saint Paul from the Midway Corridor into immediate LRT planning.

The Regional Railroad Authority should develop a master plan for LRT development in the metro east Area.

With anticipated population growth and economic development activity Ramsey County should not limit its focus to the Midway corridor. The Chamber urges the Authority to develop a master plan for LRT service to the White Bear area, Saint Croix area, the Eagan area, and Minneapolis/Saint Paul International Airport.

Thank you for the opportunity to submit this position. We pledge that the Saint Paul Chamber will accelerate involvement in transportation planning and work with members of the Authority to develop a master plan for LRT in Ramsey County and the Metro East area. It is time to bring public and business attention to the need for development of a LRT system within a reasonable time frame and on a cost-effective basis.

Respectfully,


Arnold Bockstruck
Chairman of the Board

AB/sue



MERRIAM PARK COMMUNITY COUNCIL, INC.

2000 St. Anthony Ave. St. Paul, Minnesota 55104 645-6887

August 1, 1988

President James Scheibel
St. Paul City Council
7th Floor City Hall
St. Paul, MN. 55102

Dear President Scheibel and Councilmembers:

The Executive Committee of the Merriam Park Community Council, on behalf of the Community Council, voted on July 27, 1988 to support further study of light rail transit on University Avenue. Secondly, Committee members would like to see further study of both University Avenue and the southern Burlington Northern routes.

As you all are aware, activists interested in the light rail transit issue have registered dissatisfaction with the inadequate process of educating and including St. Paul's citizens in decisions being made about light rail routes. Having expressed this criticism, Merriam Park activists are looking forward to an improved citizen participation process with Ramsey County in the near future. Your advocacy and assistance with this goal is appreciated.

Sincerely,

Jo Haberman
Jo Haberman, Organizer

JH/em

CC: Mayor George Latimer
Mr. Steve Grochala, Dept. Planning/Economic Development
Ms. Kathy DeSpiegelaere, Ramsey Co. Public Works
Commissioner John Finley
Commissioner Diane Ahrens
Representative Ann Wynia
Senator John Marty

PUBLIC RESPONSE

COMMENT CARD

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

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

POSITION, AGENCY OR GROUP Midway Civic and Commerce Assoc

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

10

Bill HUESTIS

COMMENT CARD

NAME DS+B REALTY
 ADDRESS 2147 & 2161 University Ave
St Paul 55114
 PHONE 699.5588

☐ ELECTED OFFICAL
CHECK ☐ PUBLIC AGENCY REP
ONE ☐ 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.
Mostly 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

☐ ELECTED OFFICIAL
 CHECK ☐ PUBLIC AGENCY REP
 ONE ☒ GROUP REP. me &
☒ PRIVATE CITIZEN

POSITION, AGENCY OR GROUP _____

COMMENT Comment on: Cost & Build LRT VS Dedicated Busway

- Amortization of Costs difference, added to operating costs differential.
- Facts showing 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 busway. How much less per 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

Please study all existing systems and evaluate what they really have done to benefit. The entire communities they have been built in.

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

NAME SCOTT COLE
ADDRESS 660 TRANSFER RD
PHONE 645-6471

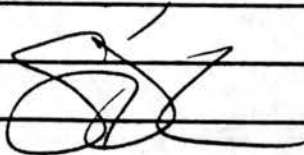
CHECK ONE
☐ ELECTED OFFICIAL
☐ PUBLIC AGENCY REP
☐ GROUP REP
☒ PRIVATE CITIZEN

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
RANDY COUNTY
PUBLIC WORKS

THANKS

APR 18 1988



COMMENT CARD

NAME MARCIA BYSTROM
ADDRESS 1420 Valley High Dr
Bloomington, MN 55431
PHONE 884-9789 41-298-1605

CHECK ONE
☐ ELECTED OFFICIAL
☐ 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 its benefit simply to downtown business.
It would have a negative impact on commerce along University
ave which when added to the cost makes a very illogical investment.
Try a dedicated bus line first - it makes more sense.

NAME Dilt Sanchez
ADDRESS 869 Osceola Ave.
St. Paul, Mn. 55105
PHONE Days - 274-1372
Even. 274-5993

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 concern me because I feel many policy
makers have a very short run point of view and
can't envision what our community is going 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 Minn. 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 we have put a contract to it, the League.

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 DRAW FINANCIALLY!
FORGET IT !! THE RESULT WILL PROVE TO
BE A REAL DISASTER AND CREATER 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 criterion 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 absolute 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.

Concordia College lost property to the state of Minnesota when I-94 was completed. The negative impact of a light rail line using Concordia Avenue would be very significant for Concordia College. A number of our major dormitories are built near Concordia Avenue. The noise and congestion which will be created will be very disruptive. In addition, Concordia College is heavily dependent upon the street parking along Concordia Avenue to meet the needs for parking for the occupants of those residence halls.

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 too 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 should help 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.

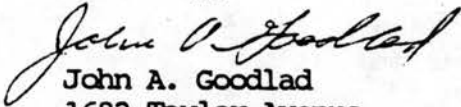
Secondly, LRT should be designed with speed in mind. Speed in construction, as well as movement of vehicles. If University or Pierce Butler is chosen a number of years of construction and delays will only increase the cost and delay the effectiveness of the system. You must establish a timeframe. The 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.

Page 2

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' IRT. We should not try to compete with their system which may cost more. Decide what the purpose of the IRT 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,



John A. Goodlad
1682 Taylor Avenue
St. Paul, Minnesota 55104

The Minnesota Chemical Co.

DRY CLEANING AND LAUNDRY SUPPLIES AND EQUIPMENT SINCE 1915

2285 HAMPDEN AVENUE ST. PAUL, MINN. 55114-1294
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

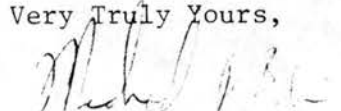
Dear Ms. DeSpiegelaere:

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 any 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 fulfilling prophesy.

Very Truly Yours,


Michael F. Baker

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.

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,

A handwritten signature in cursive script, appearing to read "Clark A. Armstead".

Clark A. Armstead

CAA/lf

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	Board Action Requested DEFINITIONS OF LRT WORK <u>8/17/88</u> Date
--	---

Request Justification

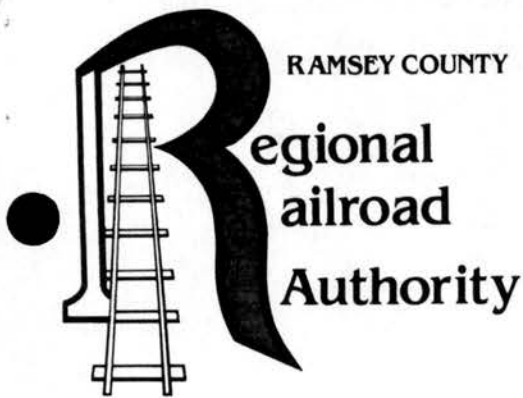
See attached memo from k. DeSpiegelaere dated August 12, 1988 with copy of response from Mn/DOT.

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

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> August 23, 1988	<u>Signature</u> <i>J L Glendinning</i>	<u>Date</u> 8/18/88
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Definitions of LRT Work

DATE: August 12, 1988

At the July 12 Ramsey County Regional Railroad Authority meeting, I was requested to provide brief definitions of terms associated with light rail transit work.

I asked the Minnesota Department of Transportation for assistance with the definitions. A copy of the response is attached.

Recommendation:

For your information.

KD/clm
Attachment



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

August 10, 1988

Phone 296-1615

Kathryn DeSpiegelaere
Senior Transportation Planner
Ramsey County Regional Railroad Authority
Room 316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN. 55102

Dear Kathy:

This letter is written in response to your request for assistance in preparing brief descriptions of terms related to the Minnesota Department of Transportation's (Mn/DOT) guidelines for LRT funding. In your letter of August 1, six terms are identified. The descriptions below incorporate these terms within the three funding categories of comprehensive planning, preliminary engineering, and final design and construction.

Comprehensive LRT Plan

A comprehensive LRT plan is a document that describes the role and function of LRT in meeting the transportation needs of a specific geographic area. It explains the analysis process used in addressing the items listed in the state LRT guidelines and describes the corridors which comprise an overall LRT system. Potential corridors for LRT should be considered from a broad perspective rather than from a specifically defined LRT route alignment perspective.

Preliminary Engineering

Preliminary engineering is a process that analyzes broad LRT corridors to the point where specific LRT route alignments are identified for possible construction. This process identifies and prioritizes LRT route alignments.

The terms scoping document, environmental impact statement (state), and alternatives analysis/environmental impact statement (federal) that are listed in your correspondence are a part of the preliminary engineering process. A scoping document analyzes project needs, potential alternatives and environmental impacts. It identifies alternatives to be considered but does not evaluate or rank alternatives. The next document in the process, the scoping decision document, identifies which corridors go through the environmental impact statement process.

K. DeSpiegelaere
August 10, 1988
Page 2

Minnesota Statutes Chapter 116D.04 Subd. 2a defines an environmental impact statement as a document "which describes the proposed action in detail, analyzes its significant environmental impacts, discusses appropriate alternatives to the proposed action and their impacts, and explores methods by which adverse environmental impacts of an action could be mitigated. The environmental impact statement shall also analyze those economic, employment and sociological effects that cannot be avoided should the action be implemented."

The environmental impact statement/alternatives analysis (EIS) process is essentially the same for state and federal purposes. The EIS process identifies specific route alignments and discusses all issues relevant to the planning, design, construction and operation of each LRT route. The Final EIS is where LRT route alignments are identified and prioritized.

Final Design and Construction

Final design is the project development stage which includes preparation of detailed construction plans, specifications and cost estimates. The plans are used by contractors to actually construct an LRT route. It is also the stage where right of way is purchased and relocations occur.

Thank you for contacting Mn/DOT for assistance. If you have further questions please call or write.

Sincerely,

Donna Rae McKenzie
for Randy Halvorson
Director
Office of Transit

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>PUBLIC WORKS</u> Originating Department <u>K. DeSpiegelaere</u> <u>8/18/88</u> Authorized Signature Date	Board Action Requested CONSULTANT SELECTION FOR LRT GRANT GRANT APPLICATION.
---	---

Request Justification

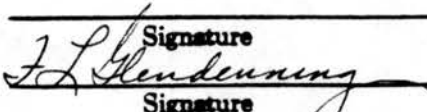
See attached memo from K. DeSpiegelaere dated August 11, 1988, with listing of tasks to be performed.

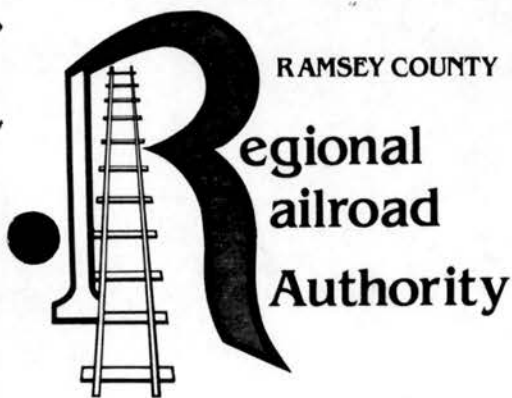
See attached Agreement for consulting services, with certificate of insurance

<u>Budgeting and Accounting</u> <u>E. Glaubitz 8/12/88</u> <u>County Attorney</u> <u>M. Timmons 8/9/88</u> <u>Risk Manager</u> <u>Greg Anderson 8/12/88</u> <u>Data Processing</u> <u>N/A</u>	Date / Time Received By
<u>Previous Action taken on Request</u>	

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
August 23, 1988		8/18/88
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Consultant for LRT Grant Application

DATE: August 11, 1988

Last week interviews were held with three consulting firms to discuss assistance with Ramsey County's light rail transit grant application. The team that has been selected is:

Edwards and Kelcey, Inc., Minneapolis
Bob Sands: Contact Person

LS Transit Systems, Inc. (LSTS), Broomfield, New Jersey
Harold Geissenheimer: Contact Person

Edwards and Kelcey is a national firm with a civil engineering orientation. Bob Sands works in the local office of Edwards and Kelcey. LSTS is an international firm concentrating on design and operation of transit systems.

Other firms which participated in the interviews were:

BRW, Inc., Minneapolis

Barton-Aschman Associates, Minneapolis

The grant application is due September 1. The list of tasks to be performed by the consultants before that deadline is attached. The work performed by the consultants will not exceed \$3,000 in cost to Ramsey County Regional Railroad Authority.

Recommendation:

For your information.

KD/clm
Attachment

Appendix A

The preparation of the application for light rail transit funds will be the responsibility of staff of Ramsey County Regional Railroad Authority (RCRRA) with assistance from consultants. The consultants will provide a draft outline of work in certain areas, will assist in joint preparation of responses in other areas and will help develop strategy and review RCRRA staff responses to the application items for planning and preliminary engineering for light rail transit. The final preparation of the application will be RCRRA staff's responsibility.

The consultants' duties will consist of:

Task I

Providing information to RCRRA in draft outline form on:

Planning Application

- o LRT ridership projections for each corridor
 - What are the options for assessing ridership in various corridors for LRT in Ramsey County? What methodologies would be used? What are the cost and time implications for the alternatives? What base data would be used?
- o Discussion of project management structure including identification of all public jurisdiction, private sector and consultant involvement.
 - Identify private sector and consultant involvement.

Preliminary Engineering Application for Midway Corridor

- o What items should be included in preliminary engineering application?
- o What environmental reports would be recommended to meet state and federal guidelines and what are the components of these reports?
- o Discussion of project management structure
 - Identification of consultant, system operator involvement, fiscal and administrative processes
- o Identification of appropriate standards and specifications
- o Identification of system implementation strategy (e.g. traditional, design build, turnkey).
- o Discussion of the projected sources of estimated funds to pursue final design and construction.
- o Discussion of the completion of prerequisites for further implementation, such as to meet federal funding requirements, if those funds are anticipated.
- o Patronage forecasts
 - Are additional forecasts needed?
 - How will they be made?

Task II

Providing information in a joint work session with the consultants and RCRRA staff on:

- o Budget for comprehensive LRT plan that at a minimum includes
 - personnel expenses
 - fringe benefit expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost
- o Work plan for comprehensive planning project that illustrates the time frame for completion of tasks.
- o Preliminary engineering project budget that at a minimum includes items listed below
 - personnel expenses
 - fringe benefits expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost

Task III

Developing options for work to be considered in planning and preliminary engineering portions of the application in collaboration with RCRRA staff; reviewing and offering suggestions on portions of the application to be completed by RCRRA staff; review of the overall grant application prepared by RCRRA staff.

KD:ptd

AGREEMENT TO PROVIDE
PROFESSIONAL CONSULTING SERVICES
TO RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

THIS AGREEMENT is made and entered into by and between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, hereinafter referred to as the "Authority", and Edwards and Kelcey, Inc., hereinafter referred to as the "Consultant".

WHEREAS, the Authority is preparing a grant application for light rail transit funds; and

WHEREAS, the Consultant can provide needed professional assistance in preparing such an application; and

WHEREAS, the Authority wishes to purchase such assistance;

NOW, THEREFORE, in consideration of the mutual undertakings and agreements hereinafter set forth, the Authority and the Consultant agree as follows:

1. TERM OF AGREEMENT

Subject to the cancellation provisions herein, the term of this Agreement shall be from August 8, 1988 through September 1, 1988.

The services to be performed hereunder by the Consultant shall be undertaken and completed in such sequence as to assure their expeditious completion and best carry out the purposes of this Agreement.

2. SERVICES TO BE PROVIDED

- a. The Consultant shall assist the Authority in preparing a grant application for funds for a comprehensive LRT plan for Ramsey County and for preliminary engineering in the Midway Corridor, including environmental reports associated with that work.
- b. The specific services required are explained on the attached Appendix A, which is incorporated herein by reference.

3. PAYMENT FOR SERVICES

- a. The Consultant shall be paid the sum of \$3,000.00 for the services rendered.
- b. One payment shall be made to the Consultant after completion of the work required, for the total amount of \$3,000.00.

4. SERVICE PROVIDER

Consultant agrees that the person or persons of Edwards & Kelcey who shall provide the services are: Robert Sands and Harold Geissenheimer, LSTS.

5. RECORDS

The Consultant agrees to maintain books, records, documents, and other evidence and accounting procedures and practices relevant to this Agreement for three (3) years after the last date of service. Pursuant to M.S. §16B.06(4) the books, records, documents, and accounting procedures and practices relevant to the contract shall be subject at all reasonable time to inspection, review or audit on site by personnel of the Authority personnel authorized by the Authority and either the Legislative Auditor or the State Auditor as appropriate.

6. TERMINATION

The Authority may cancel this Agreement or a portion thereof at any time, with or without cause upon written notice, delivered by mail or in person.

7. GENERAL CONDITIONS

- a. The laws of the State of Minnesota shall govern all questions as to the execution, nature, obligation, instructions, validity, and performance of this Agreement. Any litigation concerning this Agreement shall be venued in the State of Minnesota.
- b. The Consultant shall comply with all applicable Federal and State Statutes, regulations, and licensure requirements now in effect or hereinafter adopted.
- c. The Consultant understands and agrees that this Agreement does not constitute a commitment to hire Consultant for any future projects, but also

understands and agrees that future hiring of Consultant is not prohibited.

8. NON DISCRIMINATION

Consultant agrees that no person shall, on the grounds of race, color, religion, age, sex, disability, marital status, public assistance status, criminal record, creed, or national origin, be excluded from full employment rights in, participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, service, or activity under the provisions of any and all applicable Federal and State Laws against discrimination including the Civil Rights Act of 1964. On request the Consultant will furnish all information and reports required by the Authority or by Executive Order No. 11246 and Revised Order No. 4, and by the rules and regulations and orders of the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

9. INDEMNITY AND INSURANCE

- a. Indemnity The Consultant agrees that it will defend, indemnify, and hold harmless the Authority and the County of Ramsey, their officials, employees and agents from any and all liability, loss or damages they may suffer as a result of claims, demands, judgments or costs, including reasonable attorney's fees, arising out of or related to Consultant's performance of this Agreement.
- b. Insurance The Consultant does further agree that:
1. The Consultant shall purchase and maintain from insurance as will protect the Consultant from all claims set forth below which may arise out of, or result from the Consultant's operations under the Agreement, whether such operations be by the Consultant or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.
 2. The Consultant shall obtain checked insurance policies as set forth below and attach a certificate of insurance.
- X Workers' Compensation and Employers' Liability Insurance:

- a. Worker's Compensation insurance shall be as required by law and shall include an all states or universal endorsement.
- b. Employers' Liability insurance shall be written for not less than the statutory limits.

 X

Commercial General Liability Insurance:

- 1. Minimum limits
 - Bodily and Personal Injury
 - \$600,000 per occurrence
 - \$1,000,000 per aggregate
 - Property Damage
 - \$600,000 per occurrence
 - \$1,000,000 per aggregate
- 2. The following coverages must be specifically insured and certified with no internal sublimits.
 - a) Independent Contractor's Contingent Liability or Owners' Protective Liability
 - b) Products/Completed Operations Liability
 - c) Contractual Liability
 - d) "X,C,U" Hazard Liability (if applicable)
 - e) Personal Injury Liability including claims related to employment
 - f) Broad Form Property Damage Liability, or deletion of the "Care, Custody, and Control Exclusion"
 - g) Aircraft Liability (if applicable)
 - h) Watercraft Liability (if applicable)
- 3. The Contractual Liability is to be either on a blanket basis for all written or oral contracts or specially endorsed to acknowledge the contract between the insured and the Authority. The Commercial General Liability is to be written on an occurrence basis or as acceptable to the Ramsey County Risk Manager.

 X

Professional Liability Insurance

Minimum limits
\$600,000 per occurrence
\$1,000,000 aggregate

 X

Automobile Liability Insurance

1. Minimum limits
\$600,000 combined single limit

2. Owned, Non-owned and hired auto

 X City or State License as required

3. All certificates of insurance shall provide that the insurance company shall give the Authority and Ramsey County thirty (30) days prior written notice of cancellation, non-renewal or any material changes in the policy.

4. The above subparagraphs established minimum insurance requirements, and it is the sole responsibility of the Consultant to purchase and maintain additional insurance that may be necessary in connection with this contract.

5. The Consultant shall obtain the required insurance and file an acceptable certificate of insurance with the Authority or its designee. All insurance policies shall be submitted to the Authority or its designee upon written request.

6. Nothing in this contract shall constitute a waiver by the Authority or the County of Ramsey of any statutory limits or exceptions on liability.

10. INDEPENDENT CONTRACTOR

It is agreed that nothing herein contained is intended or should be construed in any manner as creating or establishing the relationship of co-partners between the parties hereto or as constituting the Consultant as the agent, representative, or employee of the Authority or County of Ramsey for any purpose or in any manner whatsoever. The Consultant is to be and shall remain an independent contractor with respect to all services performed under this Agreement.

The Consultant represents that it has, or will secure at its own expense, all personnel required in performing services under this Agreement. Any and all personnel of the Consultant or other persons, while engaged in the performance of any work or services required under this

Agreement, shall have no contractual relationship with the Authority or Ramsey County and shall not be considered employees of the Authority or Ramsey County.

Any and all claims that may or might arise under the Unemployment Compensation Act of the State of Minnesota on behalf of said personnel arising out of employment or alleged employment including, without limitations, claims of discrimination against the Consultant, its officers, agent, contractors, or employees shall in no way be the responsibility of the Authority or Ramsey County; and the Consultant shall defend, indemnify, and hold the Authority and Ramsey County, their officers, agents, and employees harmless from any and all such claims irrespective of any determination of any pertinent tribunal, agency, board, commission, or court. Such personnel or other persons shall neither require nor be entitled to any compensation, rights, or benefits of any kind whatsoever from the Authority or Ramsey County, including without limitation, tenure rights, medical and hospital care, sick and vacation leave, Workers' Compensation, Unemployment Insurance, disability, severance pay, and PERA.

11. MODIFICATION OF AGREEMENT

Any alterations, variations, modifications, or waivers of provisions of this Agreement shall only be valid when they have been reduced to writing, signed by authorized representatives of the Authority, and the Consultant, and attached to the Original of this Agreement.

12. SUBCONTRACTING AND ASSIGNMENTS

The Consultant shall not enter into any subcontract for performance of any of the services contemplated under this Agreement, nor assign this Agreement, without the prior written approval of the Authority, and subject to such conditions and provisions as the Authority may deem necessary. The Consultant shall be responsible for the performance of all subcontractors.

13. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be sufficient if sent by the parties hereto in the United States mail, postage paid

to the address below:

Ramsey County Regional
Rail Authority

Kathy DeSpiegelaere
3377 North Rice Street
St. Paul, MN 55112

Consultant

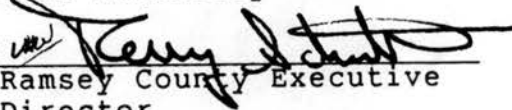
Robert Sands
Edwards and Kelcey, Inc.
One Corporate Center
7401 Metro Boulevard
Suite 430
Minneapolis, MN 55435

14. MERGER

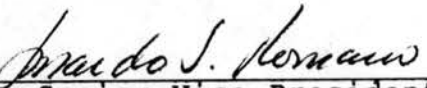
It is understood and agreed that the entire Agreement between the parties is contained herein and that this Agreement supersedes all oral agreements and negotiations between the parties relating to the subject matter hereof. All items referred to in this Agreement are incorporated or attached and are deemed to be part of this Agreement.

IN WITNESS WHEREOF, the Authority and the Consultant have executed this Agreement as of the dates written below.

Ramsey County Regional
Rail Authority

By 
Ramsey County Executive
Director

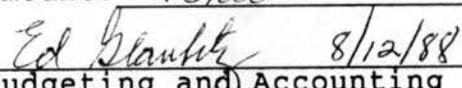
Edwards & Kelcey, Inc.

By 
Its Senior Vice President
Amardo J. Romano

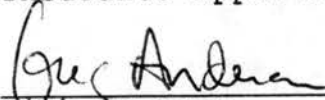
Date  8/11/88
Ramsey County Property Manager

Date August 11, 1988

Funds are available
Account # 59101 020102
Amount: \$3,000.00

 8/12/88
Budgeting and Accounting

Insurance Approved:

 8/12/88
Risk Manager Date

Approved as to form:

Michelle L. Simon 8/9/88
Assistant County Attorney Date

Appendix A

The preparation of the application for light rail transit funds will be the responsibility of staff of Ramsey County Regional Railroad Authority (RCRRA) with assistance from consultants. The consultants will provide a draft outline of work in certain areas, will assist in joint preparation of responses in other areas and will help develop strategy and review RCRRA staff responses to the application items for planning and preliminary engineering for light rail transit. The final preparation of the application will be RCRRA staff's responsibility.

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- o Identification of system implementation strategy (e.g. traditional, design build, turnkey).
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How will they be made?

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Providing information in a joint work session with the consultants and RCRRRA staff on:

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 - fringe benefit expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost
- o Work plan for comprehensive planning project that illustrates the time frame for completion of tasks.
- o Preliminary engineering project budget that at a minimum includes items listed below
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 - fringe benefits expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost

Task III

Developing options for work to be considered in planning and preliminary engineering portions of the application in collaboration with RCRRRA staff; reviewing and offering suggestions on portions of the application to be completed by RCRRRA staff; review of the overall grant application prepared by RCRRRA staff.

KD:ptd

CERTIFICATE OF INSURANCE

DATE: 05/11/88

PRODUCER

B. B. MILLER & COMPANY
283 North Broad Street
Elizabeth, NJ 072083791
(201) 352-7300

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHT UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW

COMPANIES AFFORDING COVERAGE

COMPANY LETTER	A	Insurance Company of North America
COMPANY LETTER	B	
COMPANY LETTER	C	
COMPANY LETTER	D	
COMPANY LETTER	E	

INSURED

Edwards and Kelcey, Inc.
70 South Orange Avenue
Livingston, New Jersey 07039

COVERAGES

THIS IS TO CERTIFY THAT POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS, AND CONDITIONS OF SUCH POLICIES.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE	POLICY EXPIRATION DATE	LIABILITY LIMITS IN 1000'S	
					EACH OCCUR.	AGGREGATE
A	GENERAL LIABILITY	DBPD06132807	05/01/88	05/01/89	BODILY INJURY	\$
	[x] COMPREHENSIVE FORM				PROPERTY DAMAGE	\$
	[x] PREMISES/OPERATIONS				BI & PD COMBINED	\$1,000,
	[x] UNDERGROUND EXPLOSION & COLLAPSE HAZARD				PERSONAL INJURY	\$1,000,
	[x] PRODUCTS/COMP. OPERATIONS					
A	AUTOMOBILE LIABILITY	H01375490	05/01/88	05/01/89	BOD INJ. (PERSON)	\$
	[x] ANY AUTO				BOD INJ. ACCIDENT	\$
	[x] ALL OWNED AUTOS (PRIV. PASS)				PROPERTY DAMAGE	\$
	[x] ALL OWNED AUTOS (OTHER THAN PRIV. PASS)				BI & PD COMBINED	\$1,000,
	[x] HIRED AUTOS					
A	EXCESS LIABILITY	XBC611557867	05/01/88	05/01/89	BI & PD COMBINED	\$5,000,
	[x] UMBRELLA FORM					
A	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY	PWCC30909835	05/01/88	05/01/89	STATUTORY	
					\$1,000,	(EACH ACCIDENT)
					\$1,000,	(DISEASE-POLICY)
					\$1,000,	(DISEASE-EA EMP)
	OTHER					

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

CERTIFICATE HOLDER

TO WHOM IT MAY CONCERN

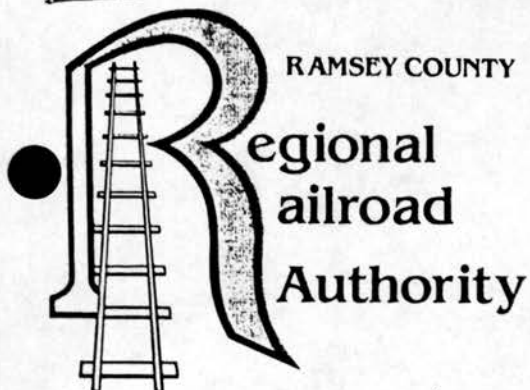
CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

Wm. J. Miller

Guar 8/12/88



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: Commissioner John Finley
FROM: Kathryn DeSpiegelaere *KD*
SUBJECT: LRT Work
DATE: August 22, 1988

Last week I met with Bob Sands and Harold Geisenheimer⁵, the consultants hired by Ramsey County Regional Railroad Authority (RCRRA) to assist with the LRT grant application. Some of the items we discussed need to be brought to your attention. They are:

- costs for LRT work
- time for LRT work
- coordination of LRT work with other counties.

COSTS FOR LRT WORK

The general cost estimates the consultants provided for LRT work are higher than I had anticipated. The estimate totals include consultant and RCRRA staff costs. The estimates are:

Comprehensive LRT Plan for entire county	\$500,000 - \$600,000	
Environmental impact statement for Midway Corridor	\$300,000 - \$600,000	} 4,100,000 to 6,000,000
Preliminary engineering for Midway Corridor Phase I	\$300,000 - \$1,200,000	
Preliminary engineering for Midway Corridor Phase II	\$3,300,000 - \$4,200,000	

The high range of preliminary engineering estimates includes work required if a portion of the downtown alignment would be underground and the level of engineering required for a turnkey implementation approach.

It would be possible to evaluate up to four alignments through Phase I of preliminary engineering. Limiting the alignments to less than four reduces costs as shown in the following table:

<u>Task</u>	<u>Number of Alignments Considered</u>		
	<u>One</u>	<u>Two</u>	<u>Three</u> <i>Four</i>
Environmental Impact Statement	\$300,000	\$400,000	\$470,000
	\$350,000	\$500,000	\$600,000
Preliminary Engineering Phase I	\$500,000	\$700,000	\$1,000,000
	\$560,000	\$800,000	\$1,200,000
Preliminary Engineering Phase II	\$3,300,000	Not Recommended	
	\$4,200,000		

If four alignments are carried through, the costs for evaluating downtown alignments would also be greater, because the alignments enter the downtown at different locations.

TIME FOR LRT WORK

The LRT grant application guidelines require RCRRA to complete a comprehensive LRT plan before beginning preliminary engineering in the Midway Corridor. Once a comprehensive plan is completed, an environmental impact statement and preliminary engineering may begin. Those activities may be undertaken concurrently. The time required is estimated by the consultants to be:

Comprehensive LRT Plan	11 months
Preliminary Engineering-Phase I	10 months
Preliminary Engineering-Phase II	14 months
Environmental Impact Statement	21 months

Total time to reach the conclusion of preliminary engineering would therefore be 35 months from initiation of a comprehensive plan. The schedule is illustrated in the chart attached. Preliminary engineering would be followed by final design and subsequent construction.

COORDINATION OF LRT WORK WITH OTHER COUNTIES

There are two areas of LRT planning where greater coordination among counties is needed. Those areas are financing and systems standards. In both areas, Hennepin County Regional Railroad Authority (HCRRA) is proceeding to make decisions that affect RCRRA. Another consideration is duplication of effort. Development of the same type of information by both HCRRA and RCRRA is costly.

Systems standards in a comprehensive LRT plan and in preliminary engineering will include information and decisions on:

- o location of maintenance and storage facilities (yards and shops)
- o hours of operation
- o fare collection equipment
- o type of vehicle
- o type of station
- o operating agency
- o signal equipment
- o access to handicapped
- o fare assumptions
- o type of tracks
- o communications equipment
- o electrification equipment.

There is at this time no mechanism to ensure a coordinated approach to decisions that will impact RCRRA. RCRRA could wait for a metropolitan agency to take the lead in coordination, or RCRRA could initiate the coordination.

I do not recommend that RCRRA merely react to HCRRA's proposals. To ensure that RCRRA's interests are met, having a consultant develop general information or assess HCRRA's information from RCRRA's perspective would be beneficial.

One method of coordination could be the formation of a committee of technical staff of the railroad authorities to work on systems standards issues. I think it would be up to RCRRA to initiate that.

In addition to systems standards, the financing of LRT systems requires coordination, perhaps on the policy-maker, rather than technical staff, level. HCRRA's financing proposals are not confined to participation by Hennepin County taxpayers. RCRRA's interests should be represented in funding proposals. A coordinated approach to state or federal funding would have better likelihood of success.

These issues are being raised in the review of Hennepin County's Comprehensive LRT Plan occurring now.

To summarize, we need to get our act together.

Recommendation:

For your information.

KD/gb
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

PUBLIC WORKS		Board Action Requested
Originating Department		WORK PROGRAM FOR COMPREHENSIVE
K. DeSpiegelaere	8/18/88	LRT PLAN
Authorized Signature	Date	

Request Justification

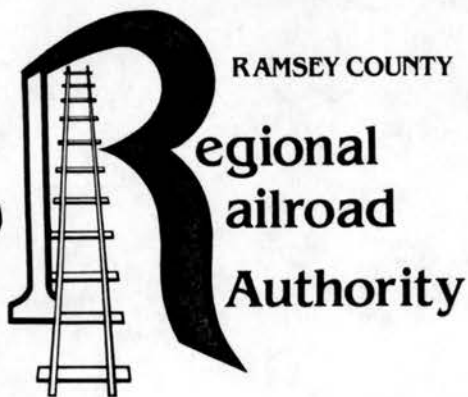
See attached memo from K. DeSpiegelaere dated 8/17/88
with Draft Work Program

Budgeting and Accounting		Date / Time Received By
County Attorney <i>Michelle L. Timms</i>		
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
August 23, 1988	<i>F. L. Glendenning</i>	8/18/88
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Work Program for Comprehensive LRT Plan

Date: August 17, 1988

A draft Work Program for the Comprehensive LRT Plan has been prepared for your consideration. You previously approved initiation of a comprehensive LRT plan.

The plan was developed based on two work sessions with members of the Citizens Advisory Committee and based on the guidelines specified by the Minnesota Department of Transportation (Mn/DOT) for light rail transit funds. I plan to meet with the consultants hired to assist with the grant application for LRT funds and review this work program; if they have comments I will summarize them for you verbally at the August 23 meeting of the Regional Railroad Authority.

Recommendation:

1. For your review and comments.
2. Authorize submission of the revised work program to accompany the Mn/DOT grant application due September 1.
3. Authorize staff to prepare a request for proposal of tasks outlined in the work program.

KD:ptd

**DRAFT
Work Program**

**Comprehensive Light Rail Transit Plan
for Ramsey County, Minnesota**

BACKGROUND

For several years, the Minneapolis-St. Paul area has considered light rail transit (LRT) without implementing it. In the late 1980's responsibility for LRT decision making has shifted from regional to county government in the metropolitan area. Ramsey County Regional Railroad Authority, chaired by John T. Finley and comprised of the seven members of the Board of Ramsey County Commissioners, at this time has the authority to plan and implement LRT in Ramsey County.

Studies of light rail transit in the Twin Cities region have previously been completed which addressed Ramsey County. In particular, the Metropolitan Council's 1986 Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors, examined major transit improvements, including light rail transit, (LRT) and its applicability to various corridors in the region.

Other studies have been conducted in the 1980's on LRT in the University Avenue corridor between downtown St. Paul and Minneapolis (a major portion is in Ramsey County) and LRT in the Midway Corridor, between the two downtowns, including University Avenue and alternative locations. The Midway Corridor has been identified in all studies completed to date as having the highest potential for LRT of any corridor in the region.

The 1988 Minnesota legislature authorized funds for planning and engineering for LRT. A requirement to receive grant funds, as specified by the Minnesota Department of Transportation, is a comprehensive LRT plan. A comprehensive LRT plan has not previously been completed for Ramsey County. The purpose of the work program outlined in this document is to identify the elements of a comprehensive plan for LRT for Ramsey County.

OBJECTIVES

The objectives of the Comprehensive Light Rail Transit Plan for Ramsey County are:

1. To describe the relationship of LRT in Ramsey County to other transportation elements in Ramsey County and the region, including other counties' LRT plans.
2. To identify in a conceptual, rather than specific manner, an LRT system for Ramsey County that would accomplish goals established by Ramsey County Regional Railroad Authority for LRT.
3. To assist in determining the priorities and timing for continuing development of an LRT system for Ramsey County.

Task 1-Review and analysis of pertinent reports and documents

Because much of the groundwork for a comprehensive LRT plan has already been completed, an important component of the plan will be reviewing the information already collected that impacts on the plan and assessing it. The assessment will include areas such as agreement, conflicts, need for more information, and relevancy to current conditions and relevancy to RCRRRA's goals.

The reports to be assessed include:

Goals for Light Rail Transit in Ramsey County; Ramsey County Comprehensive Plan-Transportation Section; Transportation sections of comprehensive plans of cities in Ramsey County; Metropolitan Council Transportation Development Guide/Policy Plan; Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors; University Avenue/Southwest Corridor Alternatives Analysis/Draft Environmental Impact Statement; LRT Feasibility Study; Ramsey County Regional Railroad Authority and Regional Transit Board Light Rail Transit Planning Analysis for the Midway Corridor; Mn/DOT District 9 20-Year Plan; Northeast Corridor Study; Comprehensive LRT System Plan for Hennepin County; Anoka County LRT Scoping Study;

Product:	Technical report
Responsibility:	Consultant
Time:	One month after contract approval

Task 2-Development/discussion of generalized standards for LRT

General standards will be developed or discussed for:

- The system, including items such as hours of operation, frequency of vehicles, accessibility to disabled
- Station locations
- Feeder bus system
- Environmental impacts
- System operator
- Terminus of corridors
- Park/ride locations

Product: Technical report

Responsibility: Consultant

Time: Three months after contract approval

Task 3-Analysis of LRT corridors

Develop information at corridor level on:

- Factors that influence effectiveness of LRT in meeting RCRRRA's goals, such as,
 - o transit needs, current and projected
 - o transit potential, current and projected (patronage estimates)
 - o development impact, existing and potential
 - o right of way suitability (railroad and roadway)
 - o traffic impacts
 - o costs-generalized capital and operating
 - o park/ride potential

- Interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties. Include items such as,
 - o regional perspective
 - o relationship to highway system
 - o relationship to transit system
 - o other counties potential LRT corridors

- The Northeast Burlington Northern Corridor from Downtown St. Paul to the north Ramsey County border will be analyzed for its LRT potential.

Note: While it is assumed that the major portions of corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis. Not all corridors considered will necessarily connect directly to downtown St. Paul.

Product: Technical reports and graphics on information collected

Responsibility: Consultant

Time: Five months after contract approval

Task 4-Development of Downtown St. Paul alignments

An analysis of major generators of transit trips and expected areas of development will be considered. At grade, tunnel and aerial alignments will be assessed.

Factors to be considered are:

- Right of way
- Traffic capacity
- Sidewalk capacity
- Parking and loading impact
- Visual impacts
- Travel time
- Development opportunities
- Ridership
- Impact on existing businesses
- Cost
- Station locations

Product: Technical report

Responsibility: Consultant

Time: Five months after contract approval

Task 5-Development of LRT staging plan for Ramsey County

Information will be developed on how LRT could be implemented, including when and where, in Ramsey County. Costs of preliminary engineering, construction and operation will be considered.

Product: Technical report

Responsibility: Consultant

Time: 5.5 months after contract approval

Task 6-Development of financial plan

Develop information on potential sources of capital and operating funds for LRT based on conceptual system costs as identified in previous tasks.

Product: Technical report
Responsibility: Consultant, including interaction with other groups
Time: 5.5 months after contract approval

Task 7-Preparation of draft and final LRT Comprehensive Plan

A summary of the information obtained in previous tasks will be prepared. The summary will include a discussion of the data obtained in relation to RCRRRA goals for LRT.

The next steps in implementation will be identified, including a discussion of the public benefit to be derived from corridor selection and estimated preliminary engineering costs. The need for preserving options for LRT implementation in coordination with other agencies will be identified.

Product: LRT Comprehensive Plan and graphics for presentations about it
Responsibility: Consultant
Time: Six months after contract approval a draft plan will be completed;
ten months after contract approval a final plan will be completed.

Task 8-Community Participation

RCRRA has adopted a community participation program for the comprehensive LRT plan that includes:

1. Review of work by a 14-member Citizens Advisory Committee
2. Forums for the public in corridors under consideration for LRT. These will include general information on light rail transit in the initial stages of the plan and more detailed information on specific corridors at the conclusion of the plan.
3. A technical committee of engineers/planners city managers to make recommendations on aspects of the study.
4. An intergovernmental committee consisting of elected or appointed officials of municipalities, adjacent counties and agencies to make recommendations on aspects of the study.
5. An executive committee appointed by the RCRRA chairman to be responsible for the conduct of the study.
6. Special committees to address specific aspects, such as LRT finances, as appointed by the RCRRA. A special committee may also be appointed for the Downtown St. Paul area of the study.
7. Newsletters at periodic intervals through the course of the study.
8. For the Northeast Burlington Northern Corridor, a Corridor Task Force, comprised of citizen and business representatives in the affected area, will review work pertaining to that corridor.

Products: Minutes, newsletters, reports

Responsibility: The primary responsibility will be that of RCRRA. The consultant will prepare graphic, written and verbal presentations at meetings and forums. Minutes, notifications and mailings will be RCRRA's responsibility. The newsletters will be developed by RCRRA staff with assistance from the consultant.

Time: Ongoing

Completion of public review will be anticipated within three months after plan completion, or nine months after plan initiation.

CONCLUSION

It is important to recognize that issues will develop as the comprehensive LRT plan evolves. Modifications to the work program may be desired or required as the plan develops.

Kathryn DeSpiegelaere
August, 1988

KD:ptd

KD WORK PROGRAM



Ramsey County

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

PUBLIC WORKS Originating Department K. DeSpiegelaere Authorized Signature	Board Action Requested MEDIA RELATIONS ASSISTANCE For Discussion
8/18/88 Date	

Request Justification

See attached memo from k. DeSpiegelaere dated August 10, 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
August 23, 1988	<i>J. L. Henderson</i>	8/18/88
Board Date	Signature	Date

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Public Information/Media Relations Assistance

Date: August 10, 1988

As Ramsey County Regional Railroad Authority prepares to begin a Comprehensive LRT Plan, with an expenditure in the hundreds of thousands of dollars, I wanted to let you know that public information/media relations assistance will be needed.

Informing Ramsey County citizens about light rail transit would be aided by press releases sent to local newspapers on a regular basis. Forums proposed in the community participation program will require notifications and planning. Newsletters may be sent during development of the plan so that those unable to attend meetings could be informed about plans.

Recommendation:

For your information.

KD:ptd

KD MEMO MEDIA 8/10

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

<u>PUBLIC WORKS</u>		Board Action Requested
Originating Department		Public Works Department responses to Northeast Corridor Study and computerized base mapping request.
<u>K. DeSpiegelaere</u>	<u>8/18/88</u>	
Authorized Signature	Date	

Request Justification

See attached: Memo to K. Weltzin from Commissioner Finley 6/14/88
 Memo to K. Weltzin from Commissioner Finley 6/20/88

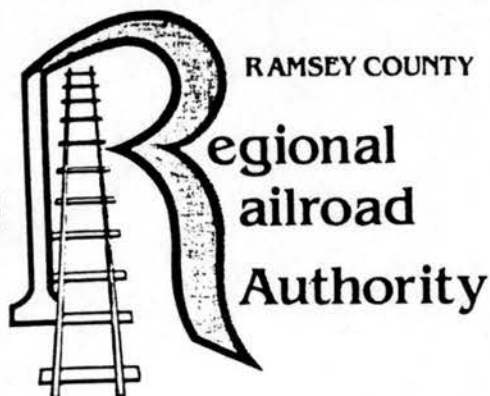
 Memo from K. Weltzin dated 8/12/88 - NE Corridor Study
 Memo from K. Weltzin dated 8/15/88 - Light Rail Transit Right of Way Information Proposal

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

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>August 23, 1988</u>	<u><i>J L Glendenning</i></u>	<u>8/18/88</u>
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Kenneth E. Weltzin, Director
Public Works Department

FROM: Commissioner John T. Finley, Chairman

SUBJECT: Light Rail Transit Right-of-Way Information

DATE: June 14, 1988

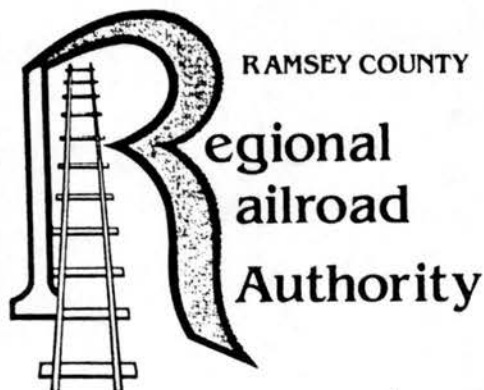
At today's Regional Railroad Authority meeting, the Commissioners passed a motion requesting a proposal from Ramsey County Public Works Department. The proposal should address:

- o What information can be obtained using the Ultimap system to assess railroad and street right of way by alignment for the Midway Corridor LRT alignments.
- o What information can be obtained using the Ultimap system for the Northeast Burlington Northern Corridor from Downtown St. Paul to the North Ramsey County border.
- o The cost in terms of equipment, supplies and personnel that the Regional Railroad Authority can expect to incur to obtain the data from the Public Works Department.
- o The timeline for generating the data.

I would appreciate receiving this information from you. Please contact me or Kathy DeSpiegelaere if you have any questions. You can reach Ms. DeSpiegelaere at 482-5207.

JTF/clm

A



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

MEMORANDUM

TO: Kenneth E. Weltzin, Director
Public Works Department

FROM: John T. Finley, Chairman

SUBJECT: Northeast Burlington Northern Corridor Study

DATE: June 20, 1988

At its June 14, 1988 meeting, the Ramsey County Regional Railroad Authority (RCRRA) considered options for studying the potential of the Northeast Burlington Northern corridor from downtown St. Paul to the north Ramsey County border.

The RCRRA approved an option of assessing the potential of light rail transit in the corridor through a comprehensive plan. It was suggested that the recreation and other transportation aspects of the study might be studied by Ramsey County Parks and Ramsey County Public Works Department.

For the Public Works Department, what would require assessment is the potential of the corridor, or portions of it, as a highway or high occupancy vehicle facility. Consideration of county and other road crossings of the corridor would also be evaluated. The width of the corridor and structures along it would require assessment.

Would you let me know if your department is willing to undertake this analysis and what would be a reasonable timeline for the assessment? Kathryn DeSpiegelaere can provide information to you on the amount of detail required for the analysis.

JTF/clm

B



Ramsey County Department of Public Works

350 St. Peter Street
Suite 270
Saint Paul, Minnesota 55102
(612) 298-4127

Kenneth E. Weltzin
Director
and
County Engineer

Paul L. Kirkwold
Deputy Director
and
Assistant County Engineer

MEMORANDUM

To: Ramsey County Regional Railroad Authority
From: Kenneth E. Weltzin *KSW*
Subject: Northeast Burlington Northern Corridor Study
Date: August 12, 1988

The Department of Public Works has reviewed your request to participate in a transportation assessment of the Northeast Burlington Northern Corridor in St. Paul and Maplewood.

The potential of this corridor as a transportation facility was discussed as part of the Northeast Area Transportation Study, a study developed in the mid 70's as a cooperative effort between Ramsey County, Metropolitan Council, Minnesota Department of Transportation and several communities in the Northeastern Ramsey County area. The proposal at that time was to route an express bus facility similar to the University of Minnesota transit way along the Burlington Northern right-of-way. A copy of the proposal is attached for your information.

The Ramsey County Comprehensive Plan does indicate a need for north-south traffic improvements in this area which corresponds with the need foreseen when the T.H. 212 corridor was established and subsequently abandoned. Recently Mn/DOT has indicated a north-south transportation need to reduce demand on the ever-growing I-35E corridor. The combined result of this effort indicates that in all likelihood the abandoned Burlington Northern Corridor may have some potential for a transportation use. This transportation analysis, which involves the planning and construction of new roadways, is very similar to the LRT planning process. Therefore, if the Burlington Northern Corridor is developed as a transportation facility, the public involvement, demonstration of need and environmental analysis is virtually the same for both the LRT or roadway option.

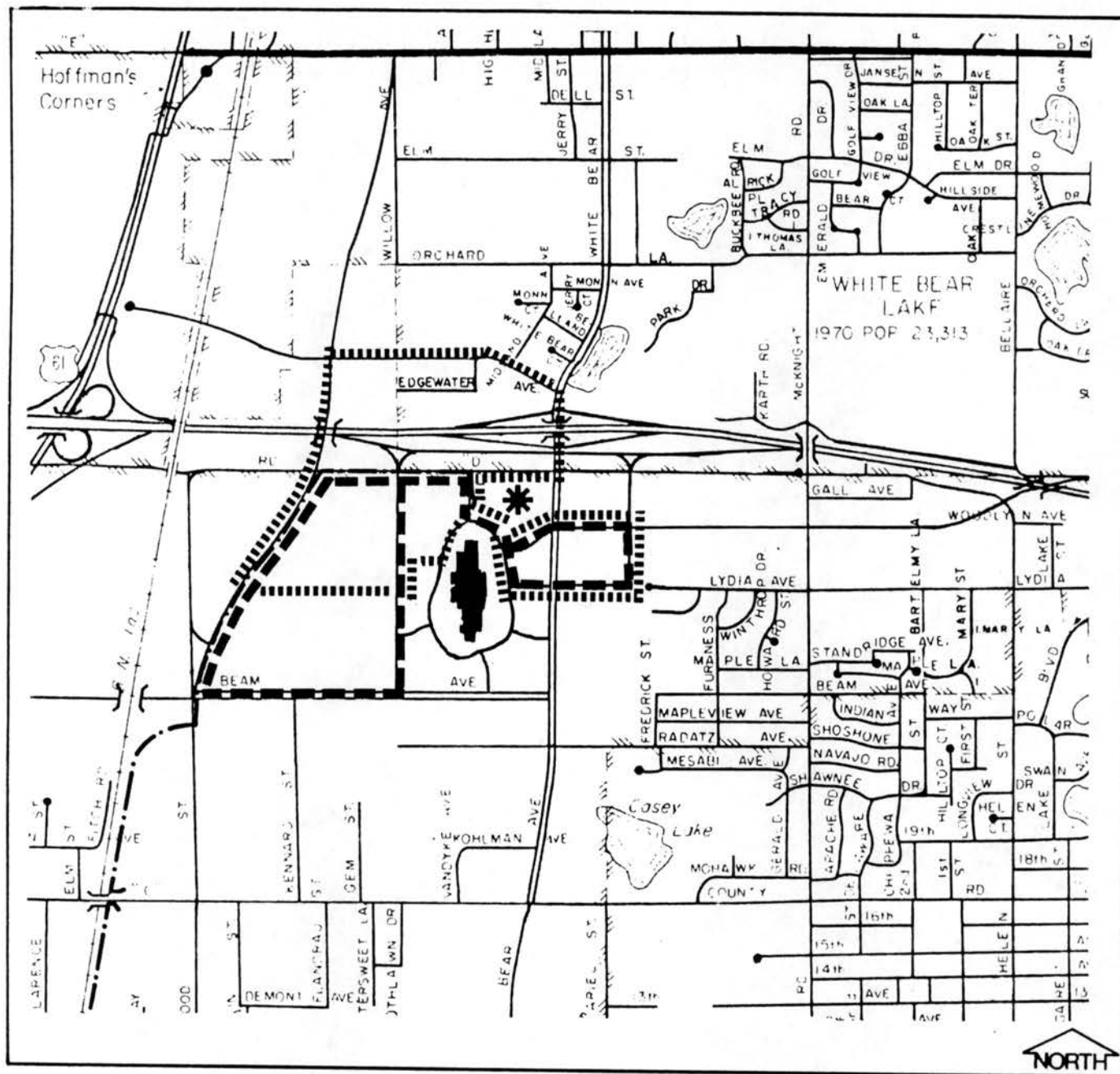
Department of Public Works staff are orientated to the operation and replacement of the current roadway system or minor relocations of segments of the system. In that regard, we are prepared and willing to offer any assistance possible. The department recommends, however, that consideration be given to an area-wide transportation study which includes existing and

anticipated deficiencies of the current highway and transit system in the area including an LRT element. This study can be managed by Public Works staff, but the Department does not have the computer software nor expertise to do the area-wide forecasting necessary to accomplish the task.

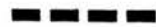
Again, if the assessment pertains to the impacts of a proposed transit way, highway or LRT system on the current road system, including right-of-way needs and operational impacts, we are immediately ready and willing to participate. However, if the assessment revolves around the potential of the corridor as a transportation (LRT or roadway) facility in itself, the department recommends and can offer assistance to accomplish the area-wide transportation study.

PLK:vl

Att.



**NORTHEAST
AREA
TRANSPORTATION
STUDY**

-  MAJOR CENTER CIRCULATION LOOP 1
-  MAJOR CENTER CIRCULATION LOOP 2
-  BUSWAY
-  TRANSIT CENTER

**FIGURE 35
STAGE II TRANSIT SYSTEM MAJOR CENTER DETAILS**



barton-aschman associates, inc.



Ramsey County Department of Public Works

350 St. Peter Street
Suite 270
Saint Paul, Minnesota 55102
(612) 298-4127

Kenneth E. Weltzin
Director
and
County Engineer
Paul L. Kirkwold
Deputy Director
and
Assistant County Engineer

MEMORANDUM

To: Ramsey County Regional Railroad Authority
From: Kenneth Weltzin *Kew*
Subject: Light Rail Transit Right-of-Way
Information Proposal
Date: August 15, 1988

The Department of Public Works is pleased to be considered as an available resource to the Rail Authority for information regarding physical and land record information on the corridor considered for Light Rail Transit. The proposal which follows is divided into several subtitles which hopefully will allow the reader to better understand the elements. Further information will be made available upon request and questions can be directed to Mr. David Claypool of our staff or myself.

Nature of Work Requested

The Department of Public Works understands the RCRRA is in the process of consideration of several corridors for the development of an LRT system. The detail of this process now varies with each corridor from the consideration of right-of-way impacts on the Midway Corridor alternatives to a conceptual consideration on the Burlington Northern corridor which begins in St. Paul and terminates in the Maplewood Mall area. The need for information on each corridor builds as the consideration process advances, a process which the department recommends as the most reasonable and cost effective method. The department has reviewed its capabilities and feels that it can offer the assistance requested by the Regional Railroad Authority for this preliminary consideration phase.

Background

Ramsey County is currently building a comprehensive Base Map (Ultimap system) that will be continually updated with any and all data entered into the system base. All accumulated data may be combined or kept separately and security of the system may be applied wherever necessary. The Base will actually be a map of the entire County, to include Saint Paul. Users may access all or part of the map file and reproduce a map at any desirable

scale and for any purpose desired, including surveys, highway designs, demographic modeling, LRT analysis and planning projects. It is a true Geographic Information System requiring a Geographic Base for ground positioning and any other related attributes.

The product of the base mapping project will allow the user to define areas which meet certain criteria, in this case rail corridors, and build a map that details the information as it becomes available or as conditions warrant. The maps will represent a true account of the land records based upon all available data as opposed to one element for example the railroad maps. This method reduces the chance of error and will identify those points of conflict.

Computerized base mapping is being developed across the country. The Ramsey County system was developed from the Hennepin County Ultimap software system. Most recently Hennepin County has used its Ultimap files and software for LRT corridor analysis similar to that now being considered by Ramsey County.

-Deliverable Items-

The department proposes to deliver to the RCRRA a combination of corridor base maps, aerial photography and plat map overlays which will address the areas. The final product for each corridor studied will be the corridor maps; however, the base map information is not scheduled to be available for the downtown areas and the east side of Ramsey County within the short time frame required; it is anticipated, however, the base mapping will be completed as the corridors near the final consideration stage (beyond two years for the eastern Burlington Northern corridor). For these areas, alternative interim maps are proposed.

Corridor maps will extend 500 feet on either side of the proposed centerline alignments. Adjustments to the corridor widths may be made where adjoining property potentially could be used as part of the LRT system.

The map will show at any scale the record right-of-way within which the proposed alignment will fall, together with all adjoining public property parcels and rights-of-way which could be used as supplemental areas to enhance the system. The map will also show all privately owned parcels within the corridor. Existing physical structures such as railroad tracks, road surfaces, all buildings over 8 feet by 10 feet in size, all bodies of water, rivers and bridges will also be shown. Examples of corridor base mapping are attached to this proposal. By using the Ultimap system, the detail of the maps can develop as the project advances and as information becomes available. Therefore if specific corridors warrant further detail information beyond that provided, that information and mapping

can be included in the original map file, i.e. a reduction in cost by reducing duplication of work.

Aerial photography is the method by which the physical data for the Ultimap system is obtained. Each year Ramsey County contracts with an aerial photography company for service. This information can also be used for preliminary road design as well as LRT design. The photographs, although they do not have the accuracy of scale the base mapping provides, they will provide the "picture" needed to study the problem and help in making the appropriate decision.

Aerial photography with plat map overlays will give in preliminary form the relationship between the physical data and the land record data. This information will, in concept form, provide additional information until the Base Mapping is complete. An example of this plat map overlay process is attached to the proposal.

Future decisions made on LRT can also be incorporated within the Ultimap System. The decisions may include relocation of trackage, placement of new trackage, land acquisitions and realignment corridors. The Rail Authority will have virtually any latitude it wishes using the base map system.

Time Schedule of Deliverables

Based on current information and our knowledge of the RCRRRA decision process, the project has been divided into four areas.

The first area is defined by the West County line easterly to Rice Street and from Como and Maryland Avenues southerly to Marshall Avenue. This area is approximately 5 miles east and west, 2 miles north and south and includes portions of corridors 2, 2A, 2B, 3, 4 and 6.

The second area is defined by Rice Street easterly to Arcade Street and southerly from Minnehaha Avenue to the Mississippi River and includes downtown Saint Paul with parts of corridors 2B, ECBD, 6B Shepard Road, I-35E, I-94 Frontage Road and University Avenue.

The third area is defined by Snelling Avenue easterly to Rice Street and from Marshall Avenue southerly approximately 1 1/2 miles to Randolph Avenue and includes corridors 6, 6A and part of 6B Shepard Road.

The fourth area is within the easterly portion of Ramsey County and contains the northeast Burlington Northern corridor.

The aerial photography and plat maps are available immediately from current records. Specific low level flight photography can be accomplished twice each year. The Base Mapping project is,

however, constrained by the ability of the digitizing contractor, plat checking by County staff, the establishment of survey base control and the current schedule of implementation of the County-wide Base Mapping (Ultimap) project. Public Works staff have contacted the other Ramsey County departments that are affiliated with the Ultimap program. The time schedules proposed are contingent not only upon Public Works staff availability but availability of staff in the participating departments. With these considerations, the following time schedule is proposed:

AREA 1: West County Line to Rice & Como/Maryland to Marshall Avenue

- Aerial Photography - Currently Available
- Plat Maps - Currently Available
- Computer Base Mapping - The area has been divided into three priority areas which encompass certain portions of the corridors and will allow for detailed mapping, as the base data becomes available.

Priority 1. Burlington Northern Southern Mainline (corridor 2) and Como (corridor 2A) is scheduled for mapping and would be available as a final Base Map within 12 weeks of request and if requested, as the 1st priority.

Priority 2. University Avenue (corridor 3) is scheduled for mapping and would be available as a final Base Map within 4 weeks after completion of the 1st priority corridor.

Priority 3. I-94 Frontage Road (corridor 4) is scheduled for mapping and would be available as a final Base Map within 4 weeks after completion of the 2nd priority corridor.

AREA 2: Rice to Arcade & Minnehaha to Mississippi River

- Aerial Photography - Currently Available
- Plat Maps - Currently Available
- Computer Base Mapping - This area could be scheduled after completion of Area 1 for mapping with all portions of the corridors mapped with equal priority. The time table for this area includes 5 weeks digitizing from Mark Hurd and 9 week mapping and checking (Note: These operations may run concurrently.) Meeting this schedule will require re-prioritization of field base control operations.

AREA 3: Snelling to Rice & Marshall to Randolph

- Aerial Photography - Currently Available
- Plat Maps - Currently Available
- Computer Base Mapping - This is the third mapping priority. The timetable for this area would be after the completion of

Area 3 and includes 6 weeks digitizing from Mark Hurd and 10 weeks mapping and checking. As with Area 2, the schedule will require re-prioritization of field base control operations.

AREA 4: Northeast Burlington Northern Corridor

- Aerial Photography - Currently Available
- Plat Maps - Currently Available
- Computer Base Mapping - This is not scheduled for mapping for approximately 2 years. Any timetable for this project would be assigned as a special priority and scheduled work would then have to be reassigned to a lesser status. As an interim alternative, the department recommends a low level photographic flight be made this fall or next spring and the information digitized as would be for a road construction project. The corridor can be analyzed with this information and incorporated into the Ultimap data base once the base line control is completed.

Payment Schedule and Staffing Needs

Because this proposal utilizes relatively new technology and information, it is difficult to propose exact cost figures for each segment. Therefore, this proposal will in the most part deal with unit costs and relative comparisons.

Aerial Photography - The County Surveyor's Department maintains a file of current aerial photography through the County. The Surveyor's Office has made a practice of charging \$7.00 for reproduction of these photographs. Local governmental units are charged at one-half this rate. In general terms, it is estimated that each mile of corridor will require 2 photographs. The total corridor mileage for the Midway Corridor is 30+ miles or \$240.

Aerial Photography with Plat Map Overlays - Similar to above with exception that the County will have to work jointly with St. Paul to provide the product. On the Midway Corridor the 30+ will be approximately \$750.

Digitized Base Mapping - The County's commitment to the Ultimap system has and will continue to assume the costs of data collection, digitizing and mapping for all property located within Ramsey County. For this reason, the data supplied for the Ultimap program will be available to the Ramsey County Regional Railroad Authority at no cost. The Ultimap Committee has not yet determined a fee structure for users of the system; however, the trend is to charge for labor, materials and overhead plus a computer hardware use fee. The trend also will give credit to those users who supply data which benefits the overall system. Therefore, if the RCRRA provided an accelerated service, say land control surveys, the cost of this service would in some way be credited to the RCRRA account. Based on a

time and material basis, it is estimated the Computer Base Mapping costs for all corridors will be \$160,000.

The Computer Base Mapping (Ultimap) Committee has recommended additional staff be added to operate and maintain the Ultimap data base. This additional staff requirement implemented over the next 2-4 years increases if new projects or clients like the RCRRA are added to the list. In order to provide the corridor information in a timely manner as proposed, it is recommended that funds received from the RCRRA be made available to add 2 staff at the Tech III level to operate the system.

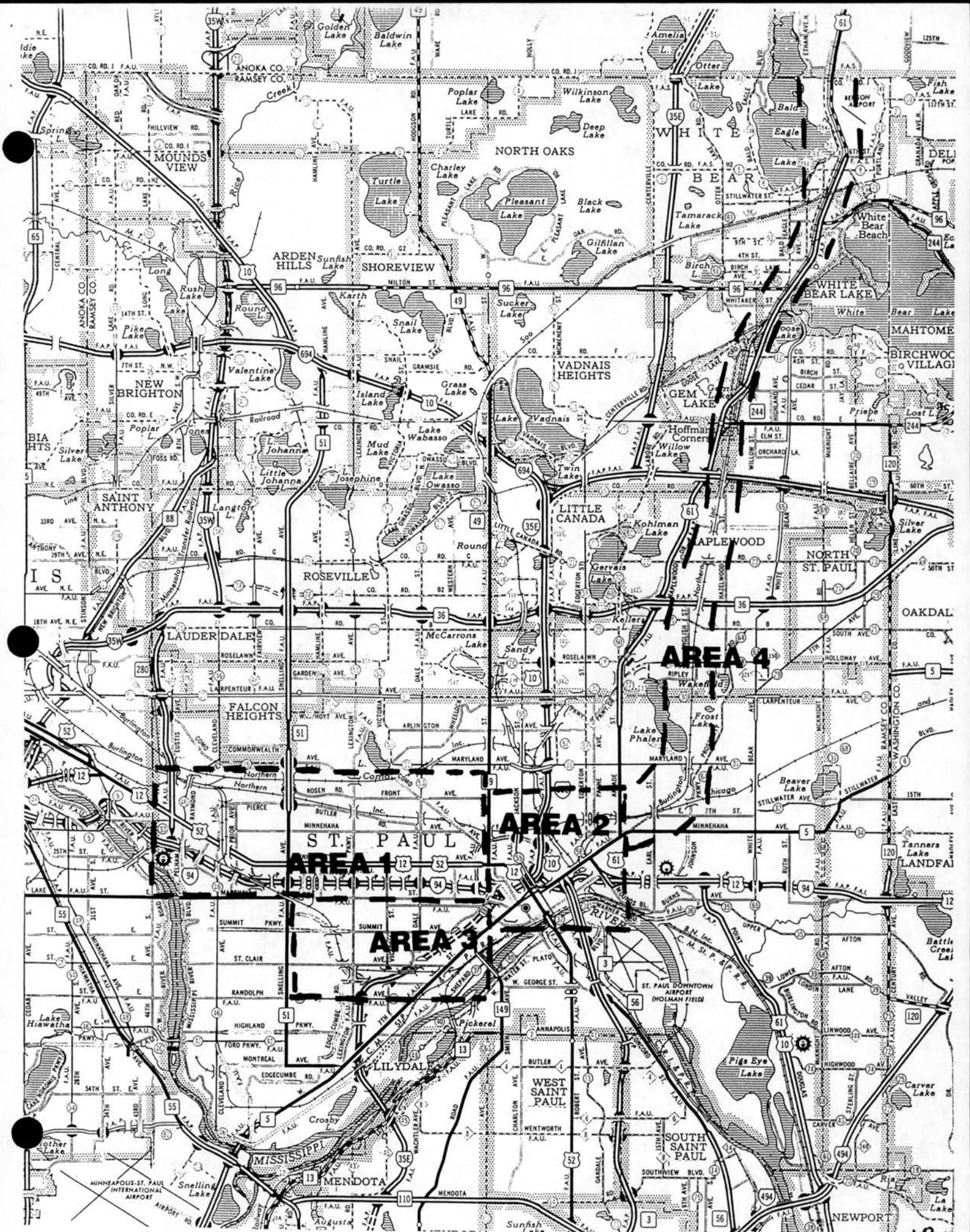
Low level aerial photography for the northeast corridor can be provided at a unit cost of \$5,000 per mile. This would include the photography and the digitizing necessary to provide a map of existing physical features. The delivery of this information could occur approximately 6 months after the flight season, i.e., if flight is in spring, then delivery will be expected in the fall. The estimated cost for the 13+ mile Northeast corridor is \$65,000.

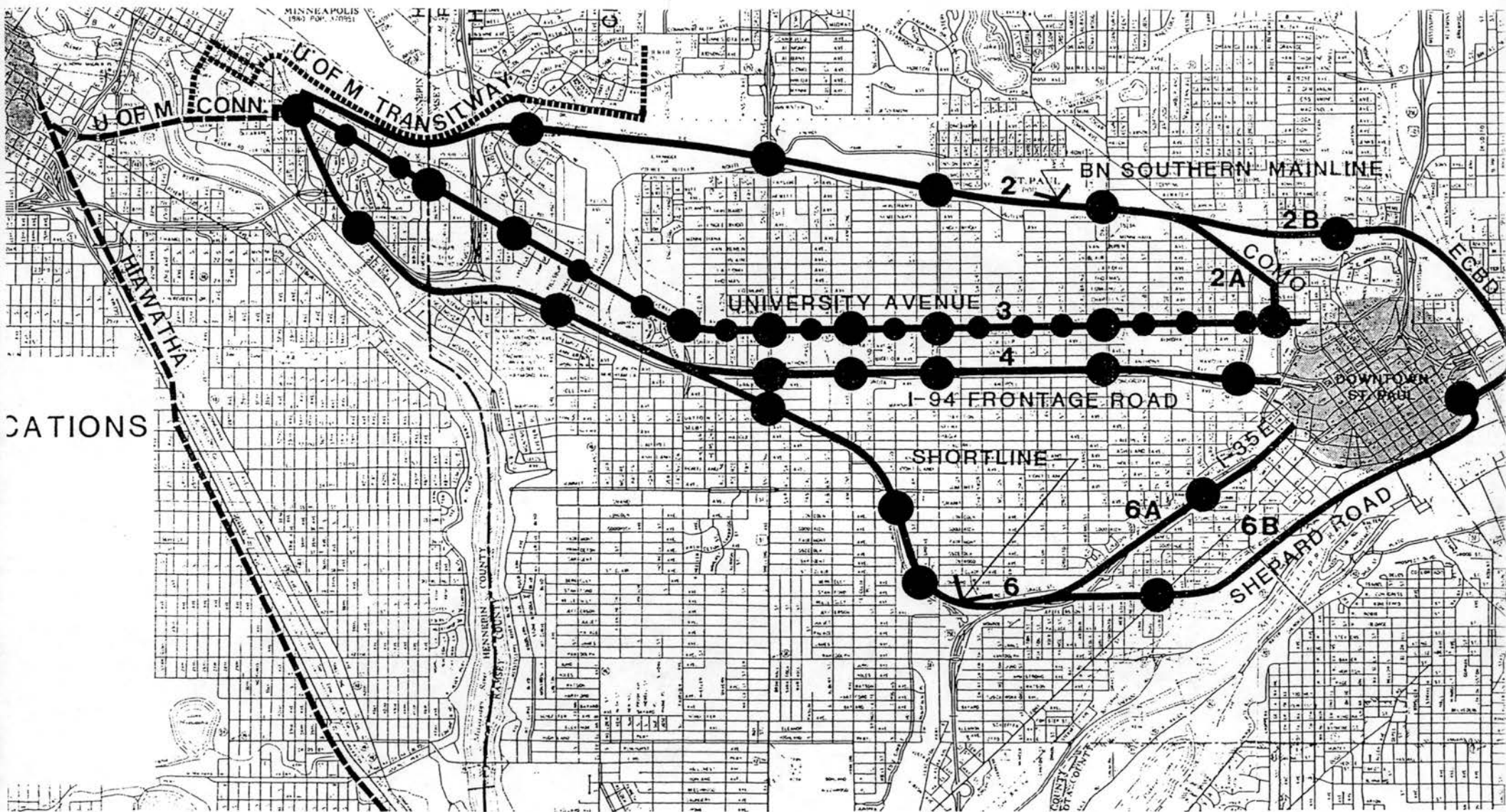
The estimated cost for this 2 year effort is \$227,000 for all corridors. A summary of these estimated costs for the County service is provided with this proposal. Basically the Public Works Department will charge on a time and materials basis. However, based on an estimated cost of \$200,000/corridor for surveys using traditional data collection and mapping methods, the cost savings to the Authority is considerable.

Conclusion

The Ramsey County Department of Public Works is anxious to begin work on this project. Staff has started the education process for this next level of equipment operation and the digitizing consultant has made plans to modify his schedule to accommodate the Midway Corridor. The Base Mapping Committee and the Department want to make every effort possible to ensure a quality product for the RCRRA at a reasonable cost and in a timely manner.

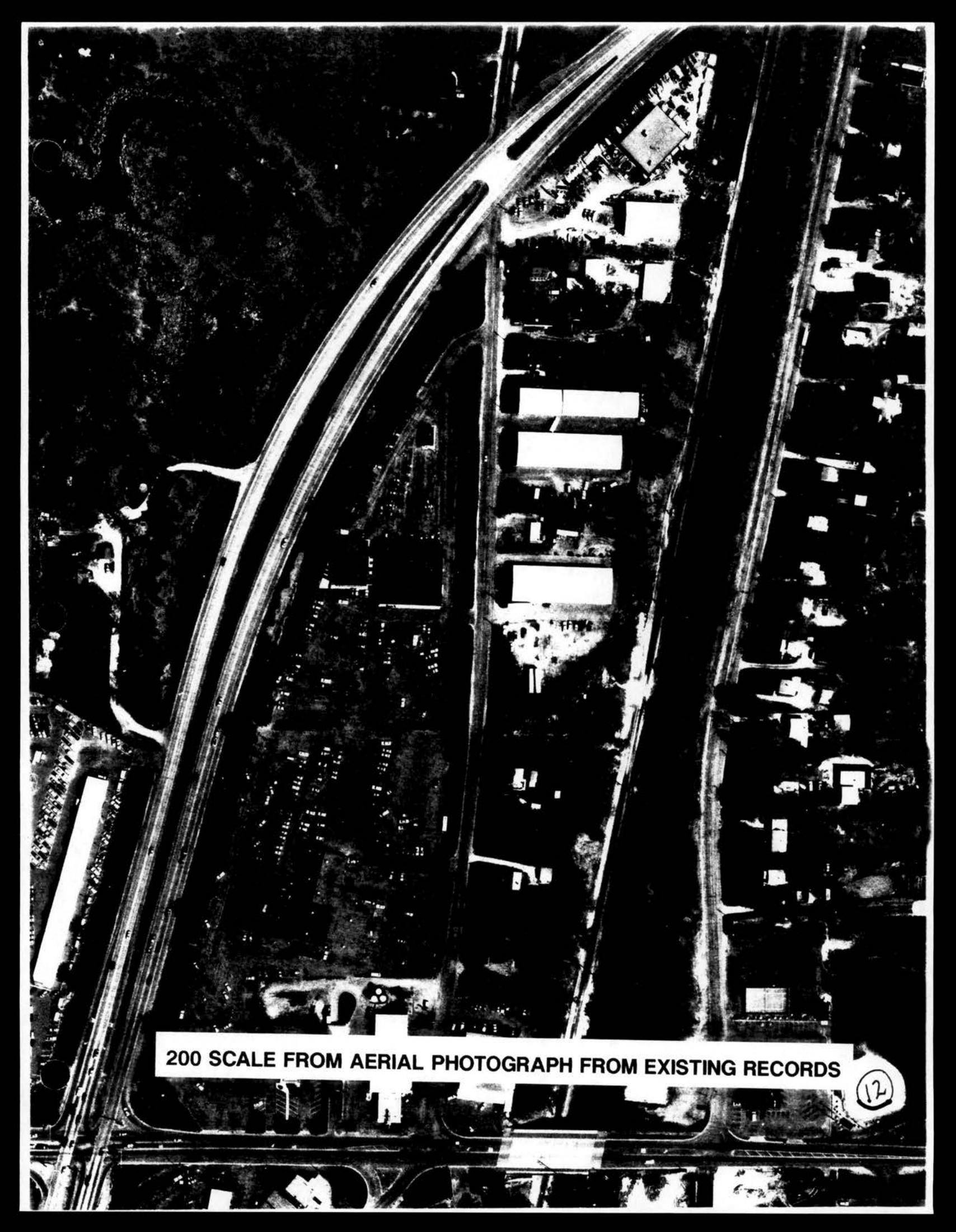
PLK:vl





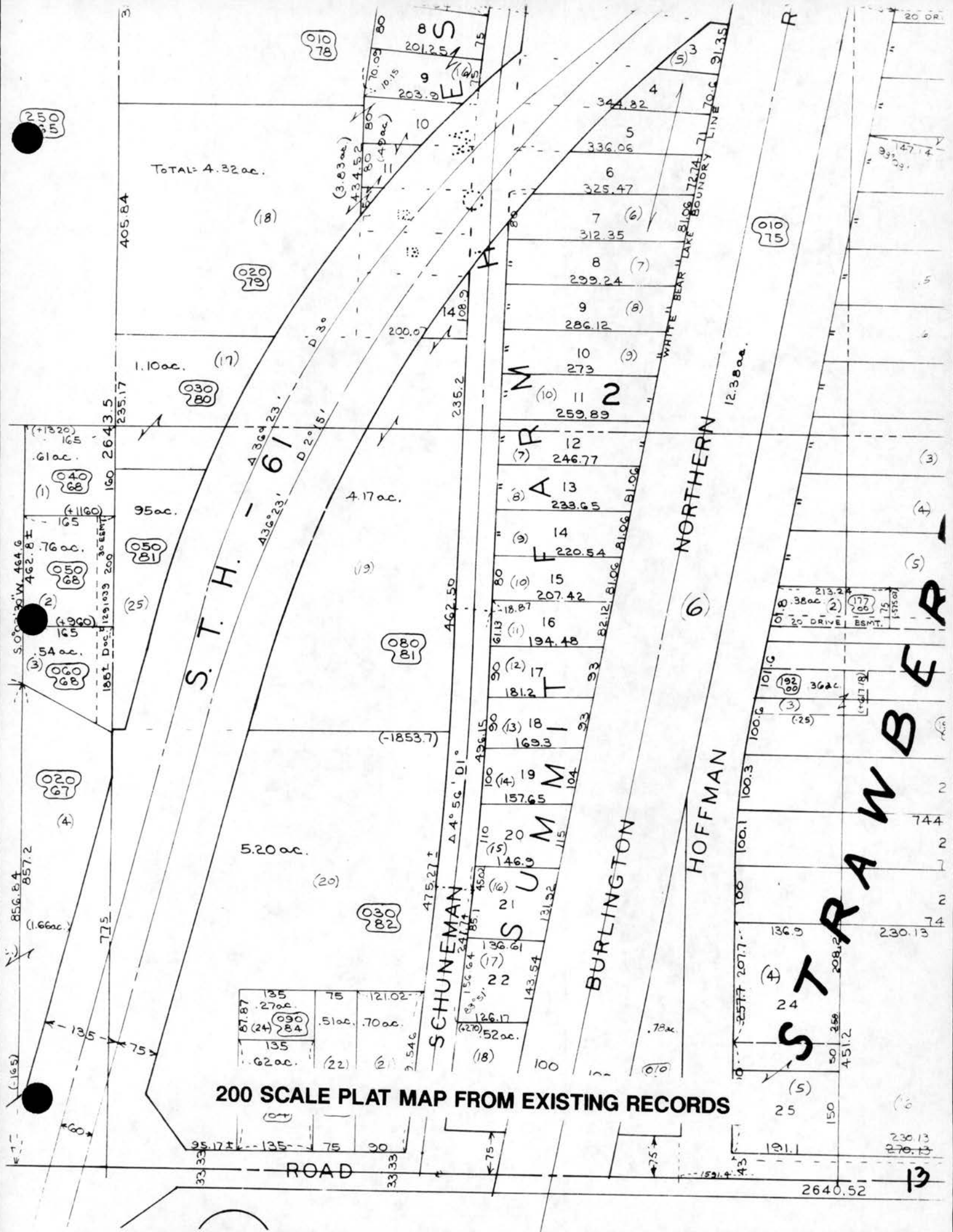
Corridor
Planning Analysis

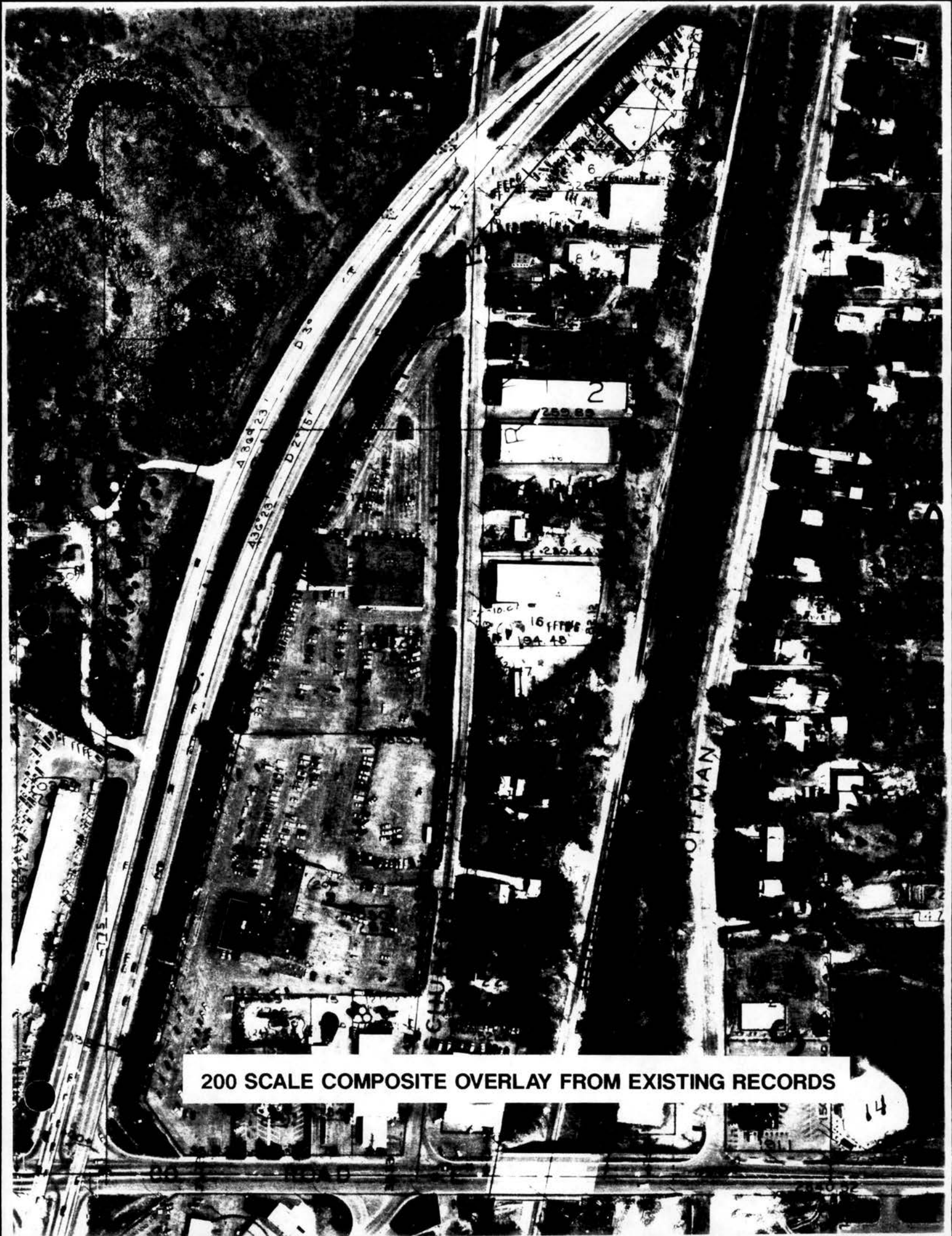
ALTERNATIVE ALIGNMENT

An aerial photograph showing an industrial or commercial area. A multi-lane highway runs diagonally from the top left towards the bottom center. To the right of the highway, there are several large, rectangular industrial buildings or storage tanks. Further to the right, there is a residential area with many small houses. The image is in black and white and has a grainy, high-contrast appearance.

200 SCALE FROM AERIAL PHOTOGRAPH FROM EXISTING RECORDS

12





200 SCALE COMPOSITE OVERLAY FROM EXISTING RECORDS

15



(8)
24.76 AC.



500' CORRIDOR FEATURE MAP FROM ULTI MAP FILES

RAMSEY COUNTY DEPARTMENT OF PUBLIC WORKS
COMPUTER BASE MAPPING ANALYSIS OF PROPOSED LRT COORIDOR RIGHT OF WAY
TIME AND COST PROPOSAL

STUDY AREA	FUNCTION			
	Aerial Photos	Plat Maps	Computer Base Mapping	Low Level Aerial Photography & Digitizing
AREA #1				
PRIORITY #1	Available \$50/Copy	Available \$175/Copy	12 weeks(0-12) \$25,000	9 months \$35,000 *
PRIORITY #2	Available \$35/Copy	Available \$125/Copy	4 weeks(12-16) \$10,000	9 months \$25,000 *
PRIORITY #3	Available \$40/Copy	Available \$140/Copy	4 weeks(16-20) \$10,000	9 months \$27,000 *
AREA #2	Available \$60/Copy	Available \$190/Copy	9-14 weeks(20-34) \$25,000	9 months \$37,000 *
AREA #3	Available \$40/Copy	Available \$140/Copy	10-16weeks(29-50) \$30,000	9 months \$27,000 *
AREA #4	Available \$189/Copy	Available \$325/Copy	Not Scheduled for 2 years \$60,000	9 months \$65,000
TOTALS	\$450/Copy	\$1100/Copy	\$160,000	\$65,000

* - Not required until preliminary design phase

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

12

PUBLIC WORKS Originating Department K. DeSpiegelaere Authorized Signature	Board Action Requested LEGAL OPINIONS ON RAILROAD ISSUES
8/18/88 Date	

Request Justification

See attached memos from Michele Timmons:

July 18, 1988 regarding Use of Regional Rail Authority Property

July 19, 1988 regarding Road Right-of-Way at Railroad Crossings.

Budgeting and Accounting _____ County Attorney _____ M. Timmons 7/18/88 7/19/88 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
August 23, 1988	<i>JL Glendinning</i>	8/18/88
Board Date	Signature	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: Kathryn DeSpiegelaere
Regional Rail Authority

FROM: Michele L. Timmons *MLT*
Chief, Civil Division

DATE: July 18, 1988

RE: Use of Regional Rail Authority Property

You have requested a legal opinion on the issue of whether or not land purchased by the Regional Rail Authority must be used for transit or railroad purposes.

I believe this question has been answered by the attached memorandum from Beth Sullivan dated August 25, 1987. In essence, it is the opinion of this office that interim use of rail property for non-rail public purposes is permissible because it is not prohibited by Minn. Stat. Ch. 398A, and the Regional Rail Authority has broad powers to "hold, manage, control, sell, convey, lease, mortgage or otherwise dispose of real or personal property." Minn. Stat. §398A.04, Subd. 1(c).

An overriding concern, however, is that property must be acquired by the Regional Rail Authority to "provide for the preservation and improvement of local rail service." Minn. Stat. §398A.02. With respect to the Burlington Northern line which is currently abandoned, I would recommend completion of the studies on the use of the corridor before a final decision on acquisition is made. Those studies should answer the question of whether or not the corridor should be preserved for light rail. If the studies answer that question in the affirmative, and the land is subsequently acquired, I would agree with your comments at the last Regional Rail meeting that interim uses should not preclude or unduly burden the development of light rail along the corridor.

July 18, 1988
Page 2

If you require further information, please contact me.

Attachment

cc: Regional Rail Authority
Terry Schutten
Pat O'Malley
Susan Haigh
Opinion File



11 87 03
Regional Rail Authority -
Use a Disposition of
Property

OFFICE OF THE COUNTY ATTORNEY
RAMSEY COUNTY
SUITE 400
350 ST. PETER STREET
ST. PAUL, MINNESOTA 55102

TOM FOLLY
COUNTY ATTORNEY

TELEPHONE
(612) 298 4421

August 25, 1987

Geoff Olson
Director of Community Development,
City of Maplewood
1830 East County Road B
Maplewood, MN 55109

Dear Mr. Olson:

You have inquired: (1) Whether the Ramsey County Regional Rail Authority may acquire property and then sell it to a municipality at some later date; and (2) whether property acquired by the Authority may be used for purposes other than a rail line.

At the outset, please note that I am responding to your questions as counsel for the Rail Authority. I therefore suggest that you have your city attorney review this issue as well to identify specific issues that may be relevant to the City of Maplewood.

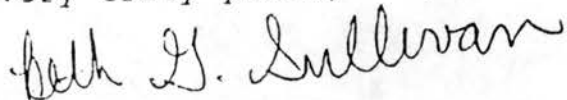
As a general matter, the purpose of the Rail Authority Act is to "provide for the preservation and improvement of local rail service for agriculture, industry, or passenger traffic when determined to be practicable and necessary for the public welfare, particularly in the case of abandonment of local rail lines". Minn. Stat. §398A.02. All actions of the Authority must be in accordance with this general purpose.

Specifically, the Act empowers the Authority to "hold, manage, control, sell, convey, lease, mortgage, or otherwise dispose of real or personal property". Minn. Stat. §398A.04, Subd. 1(c). There are no specific limitations in the Act on the Authority's disposition of property. Thus, it appears that the Authority may convey rail property to a municipality.

The purpose of the Act--to preserve and improve local rail service--is a general limitation on all actions by the Authority. Therefore, the Authority's acquisition and conveyance of rail property must always be conducted with this general purpose in mind.

This principle also answers your second question-whether rail property acquired by the Authority may be used for purposes other than a rail line. Interim use of rail property for non-rail public purposes is not prohibited by the Act. Interim uses such as bike paths, hiking trails, and so on are therefore permissible as long as the use serves a public purpose. Nevertheless, the Authority must conduct all of its activities with the ultimate purpose of preservation and improvement of local rail service in mind.

Very truly yours,



BETH G. SULLIVAN
Assistant Ramsey County Attorney
Telephone: 292-7094

BGS:lcm

cc: Ramsey County Regional Rail Authority
Terry Schutten
Pat O'Malley
Kathy DeSpigeleare,
Tom Foley
Susan Haigh
Opinion File



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: Kathryn DeSpiegelaere
Regional Rail Authority

FROM: Michele L. Timmons *MLT*
Chief, Civil Division

DATE: July 19, 1988

RE: Road Right-of-Way at Railroad Crossings

ISSUE

You have requested a legal opinion explaining the county's rights to land at crossings of county roads with abandoned railroad lines. Specifically, you wish to know how much right-of-way the county has by law.

ANALYSIS

If the county has an easement or other ownership document at a particular railroad crossing, the county's rights are, of course, governed by the terms of that document. In the absence of an easement, however, the county's rights are governed by the following statute:

When any road or portion of a road has been used and kept in repair and worked for at least six years continuously as a public highway by a road authority, it shall be deemed dedicated to the public to the width of the actual use and be and remain, until lawfully vacated, a public highway whether it has ever been established as a public highway or not. Nothing contained in this subdivision shall impair the right, title, or interest of the water department of any city of the first class secured under Special Laws 1885, chapter 110. This subdivision shall apply to roads and streets except platted streets within cities.

Minn. Stat. §160.05 (emphasis added). Therefore, the county has by law the width of railroad crossings actually used, so long as the use has been maintained for at least six years.

Please note that this conclusion is virtually the same as the conclusion reached in the attached February 2, 1982 opinion. The one difference is that the statute in effect in 1982 referred to a two rod width on either side of the center line. The statute was subsequently amended to remove any reference to a particular width. Therefore, the prescriptive easement could be either less than or more than 66 feet, depending upon actual use.

A sub-issue here is what the phrase "width of the actual use" really means. This question has been answered by case law:

The width of the prescriptive easement, however, is not limited to that portion of the road actually traveled; it may include the shoulders and ditches that are needed and have actually been used to support and maintain the traveled portion.

Barfnecht v. Town Board of Hollywood Township, 304 Minn. 505, 232 N.W.2d 420, 423 (1975). Based on the language in this case, it is my opinion that the county has rights to the ditch and shoulder areas, as well as the traveled portions of the roads where they cross abandoned rail lines.

Finally, it should be noted that Subdivision 2 of Minn. Stat. §160.05 reads as follows:

Roads on and parallel to railroad right-of-way. The continued use of any road by the public upon and parallel to the right-of-way of any railway company shall not constitute such a road a legal highway or a charge upon the town in which the same is situated, and no right shall accrue to the public or any individual by such use.

It was my conclusion in 1982, and is still my conclusion, that this provision applies only to roads parallel to railroad right-of-way. By its terms, it does not apply to public roads perpendicular to railroad rights-of-way, such as crossings.

CONCLUSION

In the absence of an easement document, Ramsey County has a prescriptive easement pursuant to Minn. Stat. §160.05 to the traveled portion of a roadway, together with the shoulder and ditch areas, so long as the road has been maintained at least six years. In the event that the county wishes to widen a road subject to such a prescriptive easement, the county will need to acquire additional right-of-way. If the county does wish to buy

July 19, 1988
Page 3

additional right-of-way for future use or to comply with the major street plan, then I would recommend the acquisition of the entire right-of-way and recording of the appropriate documents.

cc: Regional Rail Authority members
Terry Schutten
Pat O'Malley
Dave MacMillan
Susan Haigh
Opinion File



Attachment
Kathy D.

OFFICE OF THE COUNTY ATTORNEY
RAMSEY COUNTY
200 LOWRY SQUARE
ST. PAUL, MINNESOTA 55102

TOM FOLEY
COUNTY ATTORNEY

TELEPHONE
602-2944

TO: Kenneth E. Weltzin
County Engineer

FROM: Michele L. Timmons
Assistant County Attorney

DATE: February 2, 1982

RE: Railroad Abandonments: Effect on Road Right of Way

This memorandum is in response to your request for an opinion as to the effect of the abandonment of a rail line on right of way for county and county state-aid highways at railroad crossings. You wish to know whether the county must purchase fee title to the crossing area if it currently has easement rights only.

The first issue raised by your question is whether or not an abandonment proceeding has any effect on the underlying ownership rights to the rail corridor. Abandonment proceedings are subject to the jurisdiction of the Interstate Commerce Commission and controlled by federal laws and regulations. See, 49 U.S.C. §§10903-10907; 49 C.F.R. §1121 et seq. Upon examination of those federal laws and regulations, I could find nothing to indicate that abandonment has any effect on ownership. Essentially, the Interstate Commerce Commission is charged with approving an application for abandonment if public convenience and necessity is served thereby, and denying an application in the opposite circumstances. It is therefore my opinion that the approval of an abandonment application has no effect on the ownership of the rail corridor.

In other words, any easement or other rights currently owned by the county would survive the abandonment of the rail line. Consequently, we should identify all areas where county or county state-aid highways cross the rail line proposed to be abandoned, and research what rights the county currently has. In doing this research, it may be necessary to request documents from the railroad company.

Kenneth E. Weltzin
February 2, 1982
Page 2

In the event that no documents regarding road right of way exist for a particular crossing, an issue arises as to what statutory rights, if any, the county has at a crossing. Minn. Stat. §160.05, Subd. 1 (1980) states:

When any road or portion thereof shall have been used and kept in repair and worked for at least six years continuously as a public highway, the same shall be deemed dedicated to the public to the width of two rods on each side of the center line thereof and be and remain, until lawfully vacated, a public highway whether the same has ever been established as a public highway or not; provided, that nothing herein contained shall impair the right, title, or interest of the water department of any city of the first class secured under Special Laws 1885, Chapter 110. This subdivision shall apply to roads and streets except platted streets within cities.

The above statute has been judicially construed to mean that a road is dedicated by adverse public use to that width actually acquired by such adverse use. Barfnecht v. Town Board of Hollywood Township, 304 Minn. 505, 232 N.W.2d 420, 423 (1975). The width of the prescriptive easement granted by statute is not limited, however, to the portion of the road actually traveled; it may include the shoulders and ditches that are needed and have actually been used to support and maintain the traveled portion. Id., at 232 N.W.2d 423. In summary, where a crossing has been used for at least six years, the county has a prescriptive easement to the traveled portion of the road, plus shoulders and ditches, up to a width of 4 rods or 66 feet.

In conclusion, it is my opinion that the county need not purchase additional right of way at crossings if the rights acquired by document or prescriptive use are sufficient to suit county needs. If, however, additional right of way is desirable to widen roads or make other improvements, the time of abandonment may well be an advantageous time to make such acquisitions. If additional issues arise as documents pertaining to specific crossings, particularly those relating to non-grade crossings, are researched, please contact me for further advice.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

13

PUBLIC WORKS Originating Department K. DeSpiegelaere Authorized Signature	7/21/88 Date	Board Action Requested FINANCIAL INFORMATION FOR LIGHT RAIL TRANSIT
Request Justification		

See attached memo from K. DeSpiegelaere dated 7/14/88 with copy of the revision which was issued February 7, 1988.

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

This matter appeared on the RCRRRA Board Agenda for July 26, 1988, and at that time it was recommended that this matter be laid over for the next meeting for full Board discussion.

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
_____	_____	_____
Committee / Meeting Date	Signature	Date
August 23, 1988	<i>F. L. Henderson</i>	8/18/88
Board Date	Signature	Date
_____	_____	_____

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Financial Information for Light Rail Transit

Date: July 14, 1988

At the July 12 Regional Railroad Authority meeting, you requested that information you previously received on potential revenue sources for light rail transit be discussed again. The information was prepared by BRW on January 19, 1988. After a review and suggestions by Ramsey County's Budgeting and Accounting Department, a revision was issued on February 7.

A copy of the revised version is attached.

Recommendation.

For your information.

KD:ptd

BRW, Inc.
2/5/88

DRAFT
APPROACH TO MIDWAY CORRIDOR FINANCING

1. REVIEW AND COMMENT ON THE INITIAL REVENUE SOURCES AND
CONSIDER ADDITIONAL SOURCES.
2. BEGIN PRODUCTIVITY STUDIES ON THE FOLLOWING REVENUE
SOURCES:
 - PROPERTY TAX
 - SURTAX ON LICENSE PLATE FEES - RAMSEY COUNTY
 - MOTOR VEHICLE EXCISE TAX
 - UMTA FUNDS
 - TAX INCREMENT - AROUND STATIONS

DRAFT

BRW, Inc.
January 19, 1988
Revised February 7, 1988

POTENTIAL PUBLIC REVENUE SOURCES FOR LIGHT RAIL TRANSIT IN RAMSEY COUNTY

1. Property Tax: Ramsey County Regional Railroad Authority
2. Property Tax: Metropolitan Transit Taxing District
3. Sales Tax (General)
4. Gasoline Tax
5. Payroll Tax
6. Hotel/Motel/Liquor Tax
7. Driver's License Fee
8. Motor Vehicle Registration Fee/Wheelage Tax
9. State Motor Vehicle Excise Tax
10. Cigarette Tax
11. Tax Increment Financing
12. Head Tax
13. Sales Tax on Parking
14. Urban Mass Transit Administration Section 3 Capital Grant

BASE DATE PREPARED BY: Miller & Schroeder Financial, Inc.
James R. Casserly
Mary E. Molzahn
Louis G. DeMars

SUPPLEMENTAL RAMSEY COUNTY

DATA PREPARED BY: BRW, Inc.
Includes: Chart II
Chart V

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

	@ 7.0%		
	Principal	Interest	Total
Year 1	0.00	3,500,000.00	3,500,000.00
Year 2	0.00	3,500,000.00	3,500,000.00
Year 3	1,470,000.00	3,500,000.00	4,970,000.00
Year 4	1,575,000.00	3,397,100.00	4,972,100.00
Year 5	1,685,000.00	3,286,850.00	4,971,850.00
Year 6	1,800,000.00	3,168,900.00	4,968,900.00
Year 7	1,930,000.00	3,042,900.00	4,972,900.00
Year 8	2,065,000.00	2,907,800.00	4,972,800.00
Year 9	2,205,000.00	2,763,250.00	4,968,250.00
Year 10	2,360,000.00	2,608,900.00	4,968,900.00
Year 11	2,525,000.00	2,443,700.00	4,968,700.00
Year 12	2,705,000.00	2,266,950.00	4,971,950.00
Year 13	2,895,000.00	2,077,600.00	4,972,600.00
Year 14	3,095,000.00	1,874,950.00	4,969,950.00
Year 15	3,310,000.00	1,658,300.00	4,968,300.00
Year 16	3,545,000.00	1,426,600.00	4,971,600.00
Year 17	3,790,000.00	1,178,450.00	4,968,450.00
Year 18	4,060,000.00	913,150.00	4,973,150.00
Year 19	4,340,000.00	628,950.00	4,968,950.00
Year 20	4,645,000.00	325,150.00	4,970,150.00
	50,000,000.00	46,469,500.00	96,469,500.00

Principal	Interest @ 8.0%	Total
0.00	4,000,000.00	4,000,000.00
0.00	4,000,000.00	4,000,000.00
1,335,000.00	4,000,000.00	5,335,000.00
1,440,000.00	3,893,200.00	5,333,200.00
1,560,000.00	3,778,000.00	5,338,000.00
1,680,000.00	3,653,200.00	5,333,200.00
1,815,000.00	3,518,800.00	5,333,800.00
1,960,000.00	3,373,600.00	5,333,600.00
2,120,000.00	3,216,800.00	5,336,800.00
2,290,000.00	3,047,200.00	5,337,200.00
2,470,000.00	2,864,000.00	5,334,000.00
2,670,000.00	2,666,400.00	5,336,400.00
2,885,000.00	2,452,800.00	5,337,800.00
3,115,000.00	2,222,000.00	5,337,000.00
3,360,000.00	1,972,800.00	5,332,800.00
3,630,000.00	1,704,000.00	5,334,000.00
3,920,000.00	1,413,600.00	5,333,600.00
4,235,000.00	1,100,000.00	5,335,000.00
4,575,000.00	761,200.00	5,336,200.00
4,940,000.00	395,200.00	5,335,200.00
50,000,000.00	54,032,800.00	104,032,800.00

	Principal	Interest @ 9.0%	Total
Year 1	0.00	4,500,000.00	4,500,000.00
Year 2	0.00	4,500,000.00	4,500,000.00
Year 3	1,210,000.00	4,500,000.00	5,710,000.00
Year 4	1,320,000.00	4,391,100.00	5,711,100.00
Year 5	1,440,000.00	4,272,300.00	5,712,300.00
Year 6	1,570,000.00	4,142,700.00	5,712,700.00
Year 7	1,710,000.00	4,001,400.00	5,711,400.00
Year 8	1,860,000.00	3,847,500.00	5,707,500.00
Year 9	2,030,000.00	3,680,100.00	5,710,100.00
Year 10	2,215,000.00	3,497,400.00	5,712,400.00
Year 11	2,410,000.00	3,298,050.00	5,708,050.00
Year 12	2,630,000.00	3,081,150.00	5,711,150.00
Year 13	2,865,000.00	2,844,450.00	5,709,450.00
Year 14	3,125,000.00	2,586,600.00	5,711,600.00
Year 15	3,405,000.00	2,305,350.00	5,710,350.00
Year 16	3,710,000.00	1,998,900.00	5,708,900.00
Year 17	4,045,000.00	1,665,000.00	5,710,000.00
Year 18	4,410,000.00	1,300,950.00	5,710,950.00
Year 19	4,805,000.00	904,050.00	5,709,050.00
Year 20	5,240,000.00	471,600.00	5,711,600.00
	50,000,000.00	61,788,600.00	111,788,600.00

Principal	Interest @ 10.0%	Total
0.00	3,000,000.00	3,000,000.00
0.00	3,000,000.00	3,000,000.00
1,095,000.00	3,000,000.00	6,095,000.00
1,205,000.00	4,890,500.00	6,095,500.00
1,325,000.00	4,770,000.00	6,095,000.00
1,460,000.00	4,637,500.00	6,097,500.00
1,605,000.00	4,491,500.00	6,096,500.00
1,765,000.00	4,331,000.00	6,096,000.00
1,945,000.00	4,154,500.00	6,099,500.00
2,135,000.00	3,960,000.00	6,095,000.00
2,350,000.00	3,746,500.00	6,096,500.00
2,585,000.00	3,511,500.00	6,096,500.00
2,845,000.00	3,253,000.00	6,098,000.00
3,130,000.00	2,968,500.00	6,098,500.00
3,440,000.00	2,655,500.00	6,095,500.00
3,785,000.00	2,311,500.00	6,096,500.00
4,165,000.00	1,933,000.00	6,098,000.00
4,580,000.00	1,516,500.00	6,096,500.00
5,040,000.00	1,058,500.00	6,098,500.00
5,545,000.00	554,500.00	6,099,500.00
50,000,000.00	69,744,000.00	119,744,000.00

PROPOSED \$50,000,000.00 DEBT SERVICE SCHEDULE
FOR 20 YEARS
@ 6.0% INTEREST

	PRINCIPAL	INTEREST	TOTAL
YEAR 1	0.00	3,000,000.00	3,000,000.00
YEAR 2	0.00	3,000,000.00	3,000,000.00
YEAR 3	1,617,827.03	3,000,000.00	4,617,827.03
YEAR 4	1,714,896.65	2,902,930.38	4,617,827.03
YEAR 5	1,817,790.45	2,800,036.58	4,617,827.03
YEAR 6	1,926,857.88	2,690,969.15	4,617,827.03
YEAR 7	2,042,469.35	2,575,357.68	4,617,827.03
YEAR 8	2,165,017.51	2,452,809.52	4,617,827.03
YEAR 9	2,294,918.56	2,322,908.47	4,617,827.03
YEAR 10	2,432,613.68	2,185,213.35	4,617,827.03
YEAR 11	2,578,570.50	2,039,256.53	4,617,827.03
YEAR 12	2,733,284.73	1,884,542.30	4,617,827.03
YEAR 13	2,897,281.81	1,720,545.22	4,617,827.03
YEAR 14	3,071,118.72	1,546,708.31	4,617,827.03
YEAR 15	3,255,385.84	1,362,441.19	4,617,827.03
YEAR 16	3,450,708.99	1,167,118.04	4,617,827.03
YEAR 17	3,657,751.53	960,075.50	4,617,827.03
YEAR 18	3,877,216.62	740,610.41	4,617,827.03
YEAR 19	4,109,849.62	507,977.41	4,617,827.03
YEAR 20	4,356,440.60	261,386.43	4,617,827.03

50,000,000.00 39,120,886.47 89,120,886.54

Prepared For Planning Purposes Only
By BRW, Inc.: 02-07-1988

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

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

	PRINCIPAL	INTEREST	TOTAL
YEAR 1	0.00	3,000,000.00	3,000,000.00
YEAR 2	0.00	3,000,000.00	3,000,000.00
YEAR 3	5,051,797.13	3,000,000.00	8,051,797.13
YEAR 4	5,354,904.96	2,696,892.17	8,051,797.13
YEAR 5	5,676,199.26	2,375,597.87	8,051,797.13
YEAR 6	6,016,771.21	2,035,025.92	8,051,797.13
YEAR 7	6,377,777.48	1,674,019.65	8,051,797.13
YEAR 8	6,760,444.13	1,291,353.00	8,051,797.13
YEAR 9	7,166,070.78	885,726.35	8,051,797.13
YEAR 10	7,596,035.03	455,762.10	8,051,797.13
	50,000,000.00	20,414,377.06	70,414,377.04

- 1 -

CHART II
TAXABLE ASSESSED VALUATIONS

II-A HISTORICAL AND CURRENT

Tax Year Payable	Ramsey County Taxable Assessed Value	Amount Raised By 1 Mill Levy	Annual Percentage Increase
1976	1,437,282,589.00	1,437,282.59	
1977	1,537,371,387.00	1,537,371.39	6.96%
1978	1,565,817,042.00	1,565,817.04	1.85%
1979	1,653,184,126.00	1,653,184.13	5.58%
1980	1,925,944,849.00	1,925,944.85	16.50%
1981	2,450,275,966.00	2,450,275.97	27.22%
1982	2,798,831,798.00	2,798,831.80	14.23%
1983	3,060,588,453.00	3,060,588.45	9.35%
1984	3,197,727,657.00	3,197,727.66	4.48%
1985	3,220,409,041.00	3,220,409.04	0.71%
1986	3,231,346,722.00	3,231,346.72	0.34%
1987	3,283,594,890.00	3,283,594.89	1.62%
1988	3,392,069,988.00	3,392,069.99	3.30%
Average Annual Percentage Increase			7.68%

II-B PROJECTED @ 7.5% AVERAGE ANNUAL INCREASE

Tax Year Payable	Ramsey County Taxable Assessed Value	Amount Raised By 1 Mill Levy
1988	3,392,069,988.00	3,392,069.99
1989	3,646,475,237.10	3,646,475.24
1990	3,919,960,879.88	3,919,960.88
1991	4,213,957,945.87	4,213,957.95
1992	4,530,004,791.81	4,530,004.79
1993	4,869,755,151.20	4,869,755.15
1994	5,234,986,787.54	5,234,986.79
1995	5,627,610,796.61	5,627,610.80
1996	6,049,681,606.35	6,049,681.61
1997	6,503,407,726.83	6,503,407.73
1998	6,991,163,306.34	6,991,163.31
1999	7,515,500,554.32	7,515,500.55
2000	8,079,163,095.89	8,079,163.10
2001	8,685,100,328.08	8,685,100.33
2002	9,336,482,852.69	9,336,482.85
2003	10,036,719,066.64	10,036,719.07
2004	10,789,472,996.64	10,789,473.00
2005	11,598,683,471.38	11,598,683.47
2006	12,468,584,731.74	12,468,584.73
2007	13,403,728,586.62	13,403,728.59
TOTAL:	146,892,509,901.52	146,892,509.90

II-C PROJECTED @ 5.0% AVERAGE ANNUAL INCREASE

Tax Year Payable	Ramsey County Taxable Assessed Value	Amount Raised By 1 Mill Levy
1988	3,392,069,988.00	3,392,069.99
1989	3,561,673,487.40	3,561,673.49
1990	3,739,757,161.77	3,739,757.16
1991	3,926,745,019.86	3,926,745.02
1992	4,123,082,270.85	4,123,082.27
1993	4,329,236,384.39	4,329,236.38
1994	4,545,698,203.61	4,545,698.20
1995	4,772,983,113.79	4,772,983.11
1996	5,011,632,269.48	5,011,632.27
1997	5,262,213,882.96	5,262,213.88
1998	5,525,324,577.11	5,525,324.58
1999	5,801,590,805.96	5,801,590.81
2000	6,091,670,346.26	6,091,670.35
2001	6,396,253,863.57	6,396,253.86
2002	6,716,066,556.75	6,716,066.56
2003	7,051,869,884.59	7,051,869.88
2004	7,404,463,378.82	7,404,463.38
2005	7,774,686,547.76	7,774,686.55
2006	8,163,420,875.15	8,163,420.88
2007	8,571,591,918.90	8,571,591.92
TOTAL:	112,162,030,536.99	112,162,030.54

II-D PROJECTED @ 2.5% AVERAGE ANNUAL INCREASE

Tax Year Payable	Ramsey County Taxable Assessed Value	Amount Raised By 1 Mill Levy
1988	3,392,069,988.00	3,392,069.99
1989	3,476,871,737.70	3,476,871.74
1990	3,563,793,531.14	3,563,793.53
1991	3,652,888,369.42	3,652,888.37
1992	3,744,210,578.66	3,744,210.58
1993	3,837,815,843.12	3,837,815.84
1994	3,933,761,239.20	3,933,761.24
1995	4,032,105,270.18	4,032,105.27
1996	4,132,907,901.94	4,132,907.90
1997	4,236,230,599.48	4,236,230.60
1998	4,342,136,364.47	4,342,136.36
1999	4,450,689,773.58	4,450,689.77
2000	4,561,957,017.92	4,561,957.02
2001	4,676,005,943.37	4,676,005.94
2002	4,792,906,091.95	4,792,906.09
2003	4,912,728,744.25	4,912,728.74
2004	5,035,546,962.86	5,035,546.96
2005	5,161,435,636.93	5,161,435.64
2006	5,290,471,527.85	5,290,471.53
2007	5,422,733,316.05	5,422,733.32
TOTAL:	86,649,266,438.10	86,649,266.44

CHART III: OTHER REVENUE SOURCES

2. TRANSIT TAXING DISTRICT

1987 Assessed Valuation upon which levy is based = \$24,405,367,109
1 Mill raises \$25,502,231
Statutory levy is 2 mills.

3. SALES TAX

The total amount collected for all Sales and Use Taxes in Minnesota for fiscal year ending June 30, 1987, was \$1,433,669,000.

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

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

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

<u>Year</u>	<u>Estimated Collections</u>	<u>One Percent</u>
1988	\$191.0 Million	\$31.9 Million
1989	200.0 Million	33.4 Million

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

4. GASOLINE TAX

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

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

The total net amounts generated by this tax (after refunds) are as follows:

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

Each one cent raises approximately the following amounts each year:

State	\$20.2 Million
Metropolitan Areas	10.1 Million
Hennepin County	5.5 Million
Ramsey County	2.7 Million

5. PAYROLL TAX

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

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

6. HOTEL/MOTEL/LIQUOR TAX (AKA STADIUM TAX)

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

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

<u>County</u>	<u>1986 Hotel Gross Sales</u>	<u>X 68.5%</u>	<u>1% Tax</u>
Anoka	\$ 1,107,587	\$ 758,697	\$ 7,587
Carver	1,097,009	751,451	7,515
Dakota	7,270,110	4,980,025	49,800
Hennepin	193,801,311	132,753,898	1,327,539
Ramsey	48,974,404	33,547,467	335,475
Scott	2,667,967	1,827,557	18,276
Washington	8,439,426	5,781,007	57,810
			<u>\$1,804,200</u>

7. DRIVER'S LICENSE FEE

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

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

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

State	\$800,000
Metropolitan Area	400,000
Hennepin County	200,000
Ramsey County	100,000

8. MOTOR VEHICLE REGISTRATION FEE/WHEELAGE TAX

For Fiscal Year 1987 fees in the amount of \$181,764,865 were collected statewide for licensing both automobile and small passenger trucks.

It is preliminarily estimated that each \$1.00 increase would raise approximately \$315,000 per year in Ramsey County.

9. MOTOR VEHICLE EXCISE TAX

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

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

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

Each 1% raises approximately \$38,000,000 per year statewide. Assuming ratios of 50% for Metropolitan Area and 12% for Ramsey County, the revenues would be \$19 million and \$4.6 million respectively.

10. CIGARETTE TAX

Based on Fiscal 1987 Rates, the Cigarette Tax generated 77,242,004. One cent of the tax generates 3,358,348. A breakdown by county is not available.

In Fiscal 1987, the Cigarette Tax for a pack of 20 was 23 cents; for fiscal 1988, the tax is 38 cents. The State also collects 6 cents per pack for the Sales Tax.

11. TAX INCREMENT FINANCING

Incremental property tax revenues will accrue to taxing jurisdictions as a result of taxes paid by owners of development induced by the transportation improvement, and by owners of existing development which increases in value due to implementation of the transportation improvement. In a tax increment district, a portion of the incremental revenue would be used to construct infrastructure improvements as an inducement to developers. The portion used for that purpose would depend on the relative desirability of sites available for development, the overall level of development activity and general economic conditions. This source would be most applicable to areas around stations.

12. HEAD TAX

This tax would be on all employees within some geographic area. The geographic area could be the entire county, a travel corridor, or within a given distance of the proposed LRT stations. Denver is proposing a \$2.00/month head tax on all employees within 1/2 mile around each station.

13. SALES TAX ON PARKING

Currently Minnesota levies a 6 percent sales tax on parking charges. Any sales tax for LRT would be in addition to this or state legislation would have to divert the present sales tax to LRT fund. Most of their funds would come from the downtown area.

14. UMTA CAPITAL GRANT

There is one major source of Federal funding for "New Start" fixed guideway systems, Urban Mass Transportation Administration Section 3 Funds. The current federal funding level for Section 3 is significantly below the level needed to fund identified "New Start" projects.

CHART IV - A

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

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

Bond Issuance Assumptions:

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

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CHART IV - B

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

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

Bond Issuance Assumptions:

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

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CHART V
PROJECTED RCRRA REVENUE
GENERATED BY 1 MILL LEVY

	With 2.5% Increase @10.0% Rate	With 5.0% Increase @9.0% Rate	With 7.5% Increase @7.0% Rate
Year 1	3,392,069.98	3,392,069.98	3,392,069.98
Year 2	3,476,871.73	3,561,673.48	3,646,475.23
Year 3	3,563,793.52	3,739,757.15	3,919,960.87
Year 4	3,652,888.36	3,926,745.01	4,213,957.94
Year 5	3,744,210.57	4,123,082.26	4,530,004.78
Year 6	3,837,815.83	4,329,236.37	4,869,755.14
Year 7	3,933,761.23	4,545,698.19	5,234,986.78
Year 8	4,032,105.26	4,772,983.10	5,627,610.78
Year 9	4,132,907.89	5,011,632.26	6,049,681.59
Year 10	4,236,230.59	5,262,213.87	6,503,407.71
Year 11	4,342,136.35	5,525,324.56	6,991,163.29
Year 12	4,450,689.76	5,801,590.79	7,515,500.54
Year 13	4,561,957.01	6,091,670.33	8,079,163.08
Year 14	4,676,005.93	6,396,253.85	8,685,100.31
Year 15	4,792,906.08	6,716,066.54	9,336,482.83
Year 16	4,912,728.73	7,051,869.87	10,036,719.04
Year 17	5,035,546.95	7,404,463.36	10,789,472.97
Year 18	5,161,435.62	7,774,686.53	11,598,683.44
Year 19	5,290,471.52	8,163,420.86	12,468,584.70
Year 20	5,422,733.30	8,571,591.90	13,403,728.56
Total Revenue Recieved:	86,649,266.23	112,162,030.27	146,892,509.56
Maximum Issue Supported:	33,000,000.00	43,000,000.00	63,800,000.00
Available For Project:	32,340,000.00	42,140,000.00	62,524,000.00
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