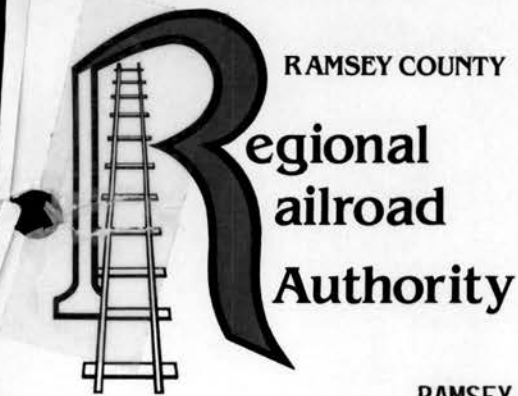




Ramsey County Regional Railroad Authority.
Records.

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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

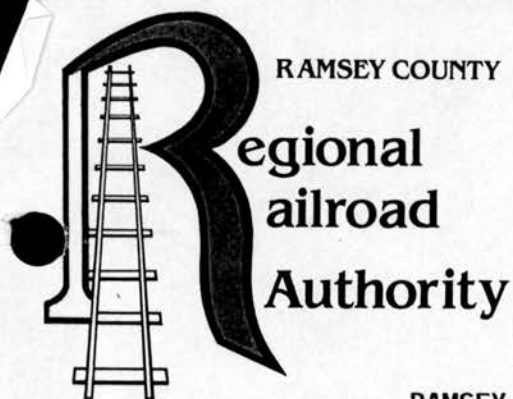
Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

Tuesday, January 10, 1989

10:30 A.M. - Large Conference Room - 316

1. * Minutes of the December 13, 1988 Board Meeting.
2. Chairman's Comments
3. * Approve positions on legislation for Ramsey County Regional Railroad Authority.
4. * Approve resolution for testimony at hearing on January 24, 1989 on Northeast Burlington Northern Corridor at Metropolitan Council.
5. Light Rail Transit Inspection Trip.
6. Systems Standards for Light Rail Transit
(slides of the platform options will be shown)
7. Update on Comprehensive Light Rail Transit Plan.
8. Washington County Regional Railroad Authority

*Action is requested on these items.



Kathy DeSpiegelaere

RCRRAuthority Documentation

AGENDA

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.
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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 13, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, December 13, 1988, at 10:20 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Warren Schaber

Members Absent: Commissioner Hal Norgard
Commissioner Diane Ahrens
Commissioner Donald Salverda

Also present: Michele Timmons represented the County Attorney's Office, Terry Schutten, James Van Houdt, Ed Glaubitz, Marit Smaby-Knowlin, Ralph Nelson, Paul Gustafson, Karen Tero, Patrick O'Malley, Hugh Faville, Robert Clarkson, Steve Grochala, Frances Glendenning

1. Minutes - of the November 22, 1988 meeting of the Board.

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

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

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

2. Chairman's Comments

Chairman Finley said that three of the Board members are going to Calgary today. and there may be some more members going in January. He would like to have all members eventually make this trip because of the different systems that will be reviewed on this short whirlwind trip. This should really help us as we should be using the Intergovernmental Committees, so that our Board Members should at least know what we are asking them to look at, and for their input.

Chairman Finley continued, Friday at the Chairmen's Committee Commissioners Mc Carty and Norgard were there, and it was an excellent presentation by Hennepin County, it was a series of pictures and different systems which are very timely to look at, so that you will know what to look at on the trip. It had pictures of the different systems, and pointed out the plusses and minuses, which helped those present raise questions which they may need for their trip. Ms. DeSpiegelaere had asked whether or not we should get those pictures, and he thinks that we should, and have it for our next Board meeting, or if not a private viewing for those people who might be going in January, as it makes a person aware of the differences, why they are different.

Commissioner Hunt was sorry that she could not be present at the meeting, and she would like to know if there was any discussion as to when that decision would be made or who would help participate in making that decision, as Commissioner Ahrens had raised that point at the last meeting, and Commissioner Hunt has a concern as to when this decision would be made. In talking to some Ramsey County Met Council members they are concerned too about the fact that Hennepin County appears to be well ahead of Ramsey County, but she does not feel that we have been lax in moving ahead. In fact, we are trying to make some good decisions on these multi-million dollar decisions. If this decision has to be made shortly, she can see some real problems ahead.

Chairman Finley thinks after the members make this trip they will have a pretty good feel for the differences, and he is not so sure that it is going to be that difficult a decision to make based upon what we see. It either is, or it isn't. The technology is the convenience of one versus another. They all work. One of the things that Ms. DeSpiegelaere had asked about the use of our own Advisory Committees, which we should do in the process, and we are going to have a meeting. Hennepin County is not going to be making a decision without the input of other counties, and they are looking at February or March, but with this Federal Grant, that timetable may be pushed back some.

3. Hennepin County Regional Railroad Authority's Federal Grant Application Updated

Chairman Finley informed the Board that he went to Washington yesterday with Steve Keefe, Vern Genzlinger and Jeff Spartz from Hennepin County, Kathy De Spiegelaere, and they met with the top people from Washington in the Department of Transportation who are considering the Grant Application. They brought in people from the Regional office in Chicago for the meeting, so that everyone could hear what everyone else had to say.

Chairman Finley wished to report, Number one, there is no criticism whatsoever with the speed in which we are proceeding by the Federal Government, or the Regional Office, as far as our planning process. We are not the cause or as any reason for their concerns regarding Hennepin County's grant application. The only role that we would play in any concern is the fact that the Priority

Corridor is a requirement for Federal grants, and the bulk of the regional priority corridor happens to sit in our County. This has nothing to do with the County Board or our speed in which we are proceeding with our Comprehensive Plan and Preliminary Engineering. It is just that the given in the whole scenario is that they have to have the Priority Corridor, the priority section is the only section which will be funded under their discretionary grant regulation.

Number two, Chairman Finley said, is that they want to fund only 24% of the project with the cap being \$100 million for the project, which means \$24 million. That is a lot of money, but to squeeze the Hennepin County Section, which is a relatively short section they are talking about was \$400 million. So, to qualify they are going to have scale their grant application from \$400 million, to \$100 million, and apply for 24% of that. That segment is going to have to be self-supporting, it is going to have maintenance facilities, which is going to be based on ridership, and it is going to have to be a priority, so it makes it quite difficult. This will be Hennepin County's problem. It does not appear that this grant would be provided merely for cars and stations which was the primary use of the funds. It will have to be some, as it has to be part of the system, but the system itself, as they want to be involved in, will be narrowed down substantially. When we left the meeting, he spoke to Vern Genzlinger about setting up a meeting next meeting with their staff, and Ms. DeSpiegelare. Chairman Finley thinks that the whole complexion is not what we thought at the last meeting, it is not the way it was going to be done.

Commissioner Schaber asked for a clarification, as it was his understanding that the Federal Grant was for \$100 million, but it now appears that this is not true. Chairman Finley explained the application was for 24% of \$400 million, the project has to be reduced from \$400 to \$100 million.

Commissioner Schaber asked if Hennepin County is making application for a separate route in Hennepin County as opposed to the one between the two cities.

Chairman Finley responded that the application is for a separate route over in Hennepin County, and that is the reason that they had asked for an extension of the priority corridor from the one between the two cities going up north, and that is the section that they asked for in the grant, the revised grant, but now it has to be scaled down more, and in order to have the priority changed, the priority would have to be changed by the Metropolitan Council because they set the priority.

However, Commissioner Schaber said the priority is still the Midway Corridor, so should we make application for a Federal Grant. Chairman Finley said that we could, we are not going to be prohibited from seeking Federal funds, and this is one question that was made clear. The question is that there are not unlimited funds, and 65 cities already have applications in for these discretionary funds. So, when we are in a position to do it, we may be Number 66. One of the things that would have to be completed in order to qualify for the Federal funds is

an environmental impact statement to meet Federal Standards. Under our plan, our comprehensive plan, we anticipated that as long as we have to do an environmental impact statement, we want it done with those Federal guidelines in mind, so that we don't get into this spot. Hennepin County at this point has not met those Federal EIS guidelines for any section in which they are seeking a grant, so that this will have to be done by them.

Commissioner Schaber asked how Hennepin County could apply if they have not met this criteria. Chairman Finley said that possibly Hennepin County was not aware that they had not met that portion of the environmental impact statement at this time.

Ms. DeSpiegelaere wanted Commissioner Schaber to know that Hennepin County's application is for a non-traditional implementation approach, so there are 65 cities in line who would be doing a design-build approach to Light Rail Transit, where the contracting agency is actually the unit of government that is building the system. Hennepin County, in order to qualify for these funds would use what is called a turnkey approach, where they would have a private consortium doing this, and that is why they qualify for this special type of funding that is outside the usual line of 65 cities, but it is also a select controversial issue too, this type of implementation. Secondly, they made it clear that even if the Priority Corridor for this Federal Grant was a corridor in Hennepin County that there could be other priorities for regional or state funding, and that Ramsey County could apply for a Federal Grant in a traditional manner. But, the outlook for Federal Funds in a traditional manner is rather bleak, they are earmarked, requires a strong Congressional support, and there are all these cities in line, and there are not sufficient funds. The outlook is not very good traditionally for funds for Light Rail Transit on a Federal level.

Commissioner Schaber said that originally there was some push to get this done quickly in January or February, he asked if this has gone by the Board. Chairman Finley thinks it has. Ms. DeSpiegelaere is not certain, the Administrator was not certain if he would be in office beyond Reagan's term, and he did not comment.

Chairman Finley advised the Board that the funding cycle ends in 1991 so this discretionary funds are being applied for.

Commissioner Hunt would like to know what happens if Hennepin County does not get this grant. Chairman Finley does not feel that this grant is the driving force for Hennepin County to proceed, because the grant was really for vehicles, and he does not think they are going to consider granting funds for vehicles.

Commissioner Hunt asked if they do succeed or do not succeed in getting the grant, what are we doing in talking to the other counties about other sources for funds.

Ramsey County Regional Railroad Authority
December 13, 1988

Chairman Finley responded, if this was in regard to State Legislation, Hennepin County is packaging possible legislative package from the Met Council, and they will be given to us, but he does not think that we want to be taking the lead on any change of legislation at this point. The Met Council has some things that they want to raise, and Hennepin County should take the lead on the source of funds since they are the ones who have been leading the charge for funding the past, and he does not think we should be taking the lead, so he is not expecting that we will do anything but react pro or con to legislation proposed by Met Council.

Chairman Finley added that the RTB has indicated they are considering some plans which are in the works, and the counties meet regularly.

Commissioner Hunt does not want to end up where we may be in a position where one county may be driving the system without full participation of other counties.

Chairman Finley feels that we are getting participation with other counties, they are just ahead of us as to what they can qualify for, but they want to start construction a little faster than the rest of us, as the rest of us are not at that point yet. We are taking a very thoughtful and conservative approach to it which is one of the approaches which is highly recommended by the Federal Agency.

Commissioner Schaber feels that we all have a concern that out there the public has a perception that Ramsey County is behind and not moving ahead. How can we dispell the fact that we are doing it in a more thoughtful manner than perhaps some other units of government are. The real concern he has is the fact that we need some overall coordination between counties. He is aware that the Chairman is meeting with the other Chairs, but he is getting into a perceptual thing as overall there is not a body looking at this particular mass transit light rail plan for the seven county metro area. The Metropolitan Inter County Association would have been a natural except that Hennepin County is not a member of it. There has to be some place, and the Legislature needs to take a look at this as they created it, so that we are not in a position as we were last week where we were told of the Federal Grant coming in for \$100 million, where we might get into a situation. He is concerned that something take place that would be some overseeing of this total system. He realizes that Chairman Finley has been doing a great job of communicating with this Board and the other people.

Chairman Finley responded that the fact is that the legislation from that standpoint is in place where the Met Council does have to approve all of this. That is why we are reacting, the reaction that we had was because they (Met Council) selected a priority corridor, Hennepin County requested of the Met Council to expand that corridor in order to qualify for the grant. It was not that it was just going from Hennepin County to the Federal Government.

This is how we became involved in it because of our input to the Met Council through our representatives. Secondly, the grant processing had to receive the approval of the RTB. There is the metropolitan agencies who have to approve of these steps as they go along, plus the fact, there is coordination. The problem is that Hennepin County has been getting a lot of publicity, and we have not had the publicity from the standpoint of the work that we as a Board and our staff has done as we have been going along. We have \$22,000 into funding a person in this budget which was approved by the County Board last week, and we all said four or five months ago that someone has to work on the public relations of this as it is not being covered, we make monumental decisions, but it is not getting through to the general public, and he agrees.

Commissioner Schaber feels this is more of a perceptual problem, and also thinks it is a problem with the Legislators. Chairman Finley agreed that these people read the paper, and if there is nothing in the paper, they do not know about it.

Commissioner McCarty agrees that this is an important point, it is a perception problem rather than an actuality in terms of coordination, and as Chairman Finley has very ably pointed out, we haven't had a great deal of good coordination between the various Regional Railroad Authorities in the Twin City area. As important as coordination, is representation, and if we were to move this thing over to another agency, an overall agency, an overall metro agency of smaller numbers, we would seriously dilute that representation that the residents of these counties now have through their County Boards, i.e. the Regional Railroad Authorities. He does not think that there has been anything to his knowledge that has come back for fruition in terms of a break down to the extent where the communication links break down that he would become fearful of the direction of Regional Railroad Authorities right now. We ought to hang on to the involvement of the Regional Railroad Authorities as constituted by our recent law, in view of the fact that at the time that this entire subject was under the control of one given regional agency, it broke down, nothing happened, and the Legislature took the action that they did for some very good reasons. To backtrack on this now, would be a giant step backward.

Chairman Finley said the concern is, if it goes to the Met Council or the RTB for overall planning, it would break his heart, however, we still should have tremendous amount of input as to what those plans are for some reasons, first, we are the elected representatives within this county, and the other within the other counties, and they are appointed to the regional railroad authority boards, and it is very important based upon some of the actions taken by the appointed boards that the elected representatives have essentially a veto point as he thinks that it is very staff driven, part time appointed, and we have to go to the District Councils, Hennepin County spent a tremendous amount of time with the municipalities. We have to have approval of the municipalities as well, they have several municipalities

on their lines, and we only have one to deal with at this point. So, but we have the District Councils, and you can rest assured that there would not be constituency representation or input if a metropolitan agency decided what alignment would be done. There would be none.

Commissioner Hunt suggested one way in which we could protect the interests of the counties through their elected officials, that is by approaching this through a Joint Powers Agreements, then it would still be the elected officials who would be in control at the local level, but there would be a cooperative way of working out details.

Chairman Finley said there is legislation from Hennepin County, he believes. Michele Timmons said she has not seen that, but she was thinking along those same lines, she made a notation about the joint powers arrangement, to set up a joint powers body to achieve this.

Ms. DeSpiegelaere addressed the Board, the staff of Anoka, Hennepin and Ramsey Counties have had several meetings on different topics considering legislation, one proposal is for a Joint Powers provision in the law as right now there is none, Anoka County legal staff has prepared draft language and circulated this to us, so there will be a move at the legislature this year. In addition, they have talked about the issue of funding, and Hennepin County is proposing a modification to the excise tax, they would permit a portion of that that goes through general revenue right now to be diverted to highways and transit, and they are proposing that part of the transit share would be allocated to light rail transit.

Chairman Finley was aware that some of these were in the works, but they are essentially at the staff level at this point, and we should not be dealing with them until they are actually together.

Commissioner McCarty from a personal observance thinks that we ought to give ourselves a better chance and a little more time, until we get a little more information until we get more information at hand to deal with it. The last meeting we had was a good example, speaking for himself, and Commissioner Ahrens was very concerned about the type of car that the first county would purchase and press into service driving the system, and all the while we discussed the high and low platform we were very concerned that they not select one of the others and shut us out in terms of future decisions, and right after the meeting, he found a memo from Ms. DeSpiegelaere which showed a car which served both purposes simultaneously, so you realize that we do not have all the information in, and we are premature to be jumping on who should be controlling what, when we simply do not have all of the facts together yet.

Chairman Finley agreed that it is important that we go out and find out as much as we can so that we are in the position to talk intelligently not only among ourselves, but to our constituencies, as to why we feel one way or another.

Chairman Finley added that this information on the legislation will probably be coming to us at the same meeting.

4. Authorize the Chairman to sign a contract for the Comprehensive LRT Plan with Strgar-Roscoe, Fausch, Inc.

Chairman Finley said this is the contract that we previously approved, and this is within the budget that we approved.

Ms. DeSpiegelaere explained that this contract is the first of two, it is a contract for \$23,000, that is definitely within the budget, it is to develop a detailed work program that will guide the contract that will be for the remainder of the project.

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

WHEREAS, Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for a comprehensive light rail transit plan for Ramsey County with Strgar-Roscoe-Fausch, Inc., Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract for consultant services with Strgar-Roscoe-Fausch, Inc. for a comprehensive light rail transit plan; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute this contract on behalf of the Regional Railroad Authority.

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

Commissioner Schaber asked about the insurance certificates, as it states "pending", and Ms. DeSpiegelaere explained that the workmens comp was the only one that was not included, and this has since been received and approved by the Risk Manager.

5. Authorize staff to prepare and issue an RFP for preliminary engineering; authorize staff to prepare requests for loans as needed, not to exceed total of \$500,000.

Chairman Finley asked if the loan request have to be acted upon now. James Van Houdt said it does not, but to put the County Board on record so that we might come over and ask for a loan. We have to treat you as two separate bodies.

The RFP would be for preliminary engineering, for which we have received a 50% grant, and this would be our match share, part of which was discussed at budget time, according to Chairman Finley.

Ms. DeSpiegelaere said the guidelines previously specify that we could not have started until the Comprehensive Plan was complete, but when the grant came through, they changed it and agreed that we could start it now if we so chose.

Commissioner Schaber moved the following recommendation for adoption, seconded by Commissioner Hunt.

WHEREAS, Ramsey County Regional Railroad Authority, by resolution on August 16, 1988, authorized submission of a grant application to the Minnesota Department of Transportation for light rail transit work, including preliminary engineering and an environmental impact statement, and affirmed its commitment to fund 50% of the cost of that work; and

WHEREAS, The Minnesota Department of Transportation has indicated that \$879,000 has been awarded, effective immediately, for that work; and

WHEREAS, Ramsey County Regional Railroad Authority, by resolution on November 22, 1988 agreed to fund the local match for the work to be undertaken with state grant funds; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff to prepare and issue a request for proposal for preliminary engineering and an environmental impact statement for the Midway Corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff to prepare requests for loans, if needed, from Ramsey County in 1989, not to exceed a total amount of \$500,00.

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

6. Systems Characteristics and Standards for Light Rail Transit

Chairman Finley said this is what they got into the other day, this is the brochure, and he asked that Commissioners Hunt and McCarty, and himself, take this brochure with you on the trip to Calgary as it deals with the systems and standards that we will be looking at on our trip to Calgary. This was distributed the other day at a meeting which he attended, it would be very helpful to read through it so you have an understanding of the different kinds and how they work, it does not really tell you too much who the supporters are, but you have the handicapped and elderly, and there are pros and cons on each of the system. Whether or not, should be ask the staff to put together the pros and cons as they view it for this Board's review, if you would like that to be done, maybe they could work with the consultant on this. The Board was in agreement on this. This will be good information to bring back to this Board.

7. NON AGENDA - Appointment of Ron Vannelli to fill a vacancy on the Citizens Advisory Committee.

Chairman Finley said he did not put on the agenda the appointment to replace the representative in his district for Igy Theisen who has resigned, and Ron Vannelli has asked to serve on this Committee.

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

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a Citizens Advisory Committee, comprised of fourteen members, two from each Commissioner's district, to assist in review and recommendations of Regional Railroad Authority proposals through the completion of a Comprehensive LRT Plan for Ramsey County; and

WHEREAS, There is a vacancy in Commissioner John Finley's district on the Citizens' Advisory Committee; Now, Therefore, Be It

RESOLVED, That Ron Vannelli is appointed to the Citizen Advisory Committee of the Ramsey County Regional Railroad Authority.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____ Originating Department John T. Finley (s) _____ 1/3/89 Authorized Signature Date	Board Action Requested Chairman's Comments
Request Justification	

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

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 10, 1989	<i>F. L. Hendenning</i>	1/4/89
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Public Works Originating Department <i>Kathryn DeSpiegelaere</i> 12/28/88 Authorized Signature Date	Board Action Requested Approve positions on legislation for Ramsay County Regional Railroad Authority ** Action is required.
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Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Proposed resolutions
 3. Hennepin County Regional Railroad Authority resolutions.

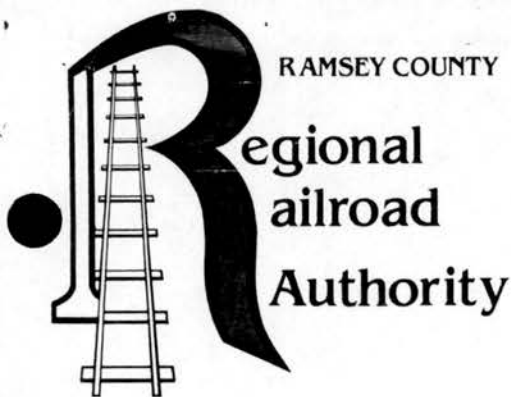
<i>Reviewed by Ed Blantz</i> 1/4/89 Budgeting and Accounting <i>K. Wenzel</i> 1-4-89 County Attorney Risk Manager Data Processing Previous Action taken on Request	Date / Time Received By
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approved 1/10/89 KD

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 10, 1989	<i>J L Glendenning</i>	1/4/89
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, Director of Light Rail Transit Planning

SUBJECT: Legislative Proposals

DATE: December 27, 1988

At your last Regional Railroad Authority meeting, you requested that legislative proposals be considered at your next meeting.

HENNEPIN COUNTY ACTION

Hennepin County Regional Railroad Authority has adopted two resolutions pertaining to light rail transit and regional railroad authorities.

The first (Attachment 1) supports joint powers agreements between regional railroad authorities.

The second (Attachment 2) supports the transfer of 100% of the motor vehicle excise tax from the general fund to transportation funding and earmarks 30 percent of the metropolitan share of transit funds for capital costs for light rail transit.

RECOMMENDATIONS FOR RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

1. The potential for joint powers agreements as adopted by Hennepin County Regional Railroad Authority would be beneficial to Ramsey County Regional Railroad Authority because it would foster better cooperation between counties.

2. The motor vehicle excise tax distribution is a more controversial measure.

The motor vehicle excise tax (MVET) is the sales tax on new and used automobiles. Over the years, legislation has centered on whether this tax should be used as general revenue to the State or should be used for transportation purposes. There have been combinations of the two uses. There has been agreement in previous years that of the transportation funds from MVET, 75% would be used for highway purposes and 25% for transit purposes. Of the transit share, 80% is used in the seven county metropolitan area and 20% for transit in greater Minnesota.

In fiscal year 1989, 30% of MVET is to be used for transportation purposes. Seven and one half percent of the total MVET (25% of the 30%) is expected to be dedicated to transit. The metro share (80%) of MVET for transit is expected to be \$11.9 million. Those funds are distributed by the Regional Transit Board.

The Regional Transit Board's position on MVET for the 1989 legislative session is that 75% of MVET funds should be used for transportation, rather than 30% as currently permitted by legislation. For the 1990-91 biennium, the 75% transfer would raise \$72 million for the metro area for transit. The Regional Transit Board has no position at this time on what kinds of transit expenditures should be made with the \$72 million.

The Metropolitan Inter-County Association's position on MVET is to support transfer of 75% of MVET funds for transportation purposes in 1989.

The Minnesota Department of Transportation (Mn/DOT) supports transfer of 100% of MVET to transportation. Although Mn/DOT has no legislative position on dedication of funds for light rail transit, the budget proposed by Mn/DOT to the governor contained a recommendation that at least \$8 million for the biennium be provided to Mn/DOT for light rail transit distribution to regional railroad authorities in the metropolitan area. The \$8 million would be deducted from the Regional Transit Board's share of MVET funds for distribution for transit services in the metropolitan area.

The recommendation proposed for Ramsey County Regional Railroad Authority for the motor vehicle excise tax in the 1989 legislative session is to support the transfer of 75% of funds from the motor vehicle excise tax to transportation purposes, to support the use of 25% of the transportation funds of MVET for

transit purposes, to support the use of 80% of the transit funds for the metropolitan Twin Cities area and

to support the provision of \$10 million for planning, preliminary engineering and construction purposes for light rail transit in 1989 to metropolitan county regional railroad authorities from the motor vehicle excise tax metropolitan transit share. The funds should be distributed by the Minnesota Department of Transportation, with no more than 60% to be allocated to a single county.

The 1988 legislature authorized \$4.17 million for light rail transit from the motor vehicle excise tax to be distributed to metropolitan regional railroad authorities by the Minnesota Department of Transportation as a 50% match for local funds. No single county could receive more than 60% of the funds.

3. A third subject proposed for legislative initiative is preservation of right of way for light rail transit. Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan that will identify potential corridors for light rail transit. There have been several instances in recent years in Ramsey County where railroad tracks were abandoned and local units of government have agonized over how to accomplish acquisition of a corridor perceived to be of public benefit.

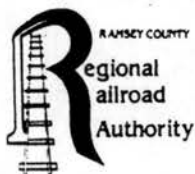
Minnesota Statutes section 473.167 allows the Metropolitan Council to levy taxes to fund loans to counties, cities and towns to acquire right of way for future highway construction. The right-of-way acquisition loan fund (RALF) should be broadened to permit no-interest loans to regional railroad authorities for acquisition of potential right of way for light rail transit.

The loan would be repaid when light rail transit is implemented in the corridor.

Recommendation:

A proposed resolution for each of the legislative recommendations has been prepared for your consideration.

KD/clm



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Minnesota Statute Chapter 398A, enabling the establishment of regional railroad authorities, specifically allows regional railroad authorities to enter into joint powers agreements with municipalities (398A.06, subd. 3) but does not similarly mention other regional railroad authorities, Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports an amendment to Minnesota Statute 398A.04, subd. 9, as follows:

Subd. 9. Agreements with other governmental units. The authority may enter into joint powers agreements or other agreements with the municipality or municipalities named in the organization agreement and with other municipalities situated in the counties named in the resolution respecting the matters referred to in section 398A.06 and with one or more other authorities respecting any matters referred to in this Chapter.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

4



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan and is conducting Phase I of preliminary engineering for light rail transit in the Midway Corridor with assistance from the state light rail transit grant funds, Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the transfer of 75% of motor vehicle excise tax funds to transportation; supports the distribution of 25% of the transportation funds for transit; supports the distribution of 80% of the transit funds for the metropolitan Twin Cities area; and supports the provision of \$10 million for planning, preliminary engineering and construction purposes for light rail transit in 1989 to the seven metropolitan county regional railroad authorities from the motor vehicle excise tax metropolitan transit share. The fund should be distributed by the Minnesota Department of Transportation, with no more than 60% allocated to a single county.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

5



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Minnesota Statutes section 473.167 allows the Metropolitan Council to levy taxes to fund loans to counties, cities and towns to acquire right of way for future highway construction, Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports broadening the right-of-way acquisition loan fund to permit no-interest loans to regional railroad authorities for acquisition of potential right of way for light rail transit, with the loan repaid when light rail transit is implemented.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RESOLUTION NO. 97-HCRRRA-88

Attachment 1

DRAFT

The following resolution was offered by

WHEREAS, Minnesota Statute Chapter 398A enabling the establishment of regional railroad authorities specifically allows regional railroad authorities to enter into joint powers agreements with municipalities (398A.06, subd. 3), but does not similarly mention other regional railroad authorities,

BE IT RESOLVED, That the Hennepin County Regional Railroad Authority supports an amendment to MN Statute 398A.04, subd. 9, as follows:

Subd. 9. Agreements with other governmental units. The authority may enter into joint powers agreements or other agreements with the municipality or municipalities named in the organization agreement and with other municipalities situated in the counties named in the resolution respecting the matters referred to in section 398A.06 and with one or more other authorities respecting any matters referred to in this Chapter.

The question was on the adoption of the resolution and there were _____ YEAS and _____ NAYS as follows:

COUNTY OF HENNEPIN BOARD OF COUNTY COMMISSIONERS	<u>YEA</u>	<u>NAY</u>	<u>OTHER</u>
Randy Johnson	—	—	—
John Keefe	—	—	—
John E. Derus	—	—	—
E. F. Robb, Jr.	—	—	—
Sam S. Sivanich	—	—	—
Mark Andrew	—	—	—
Jeff Spartz, Chairman	—	—	—

*Passed
12/21/88*

ATTEST: _____
Mark Andrew, Secretary

DRAFT

The following resolution was offered by

WHEREAS, The Hennepin County Regional Railroad Authority is engaged in the preliminary design and preliminary engineering phase of Stage I of the Comprehensive Plan for Light Rail Transit adopted June 21, 1988,

BE IT RESOLVED, That the Hennepin County Regional Railroad Authority supports the transfer of all MVET dollars from the State General Fund to support transportation funding; and that 30 percent of the monies earmarked for metropolitan transit be dedicated to the capital cost of light rail transit.

The question was on the adoption of the resolution and there were _____ YEAS and _____ NAYS as follows:

COUNTY OF HENNEPIN BOARD OF COUNTY COMMISSIONERS	<u>YEA</u>	<u>NAY</u>	<u>OTHER</u>
Randy Johnson	—	—	—
John Keefe	—	—	—
John E. Derus	—	—	—
E. F. Robb, Jr.	—	—	—
Sam S. Sivanich	—	—	—
Mark Andrew	—	—	—
Jeff Spartz, Chairman	—	—	—

*Passed
12/21/88*

ATTEST: _____
Mark Andrew, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works	Board Action Requested
Originating Department	Approve resolution for testimony at hearing on Northeast Burlington Northern corridor at Metropolitan Council.
<i>K. DeSpiegelaere</i>	
Authorized Signature	** Action is required.
<i>12/28/88</i>	
Date	

Request Justification

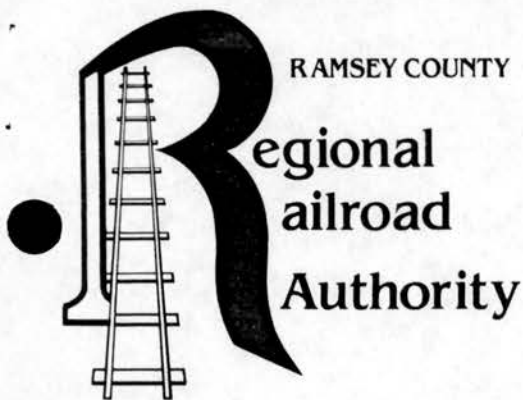
- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Proposed resolution
 3. Previous resolution
 4. Metropolitan Council documentation

<i>Reviewed by</i>	<i>Ed Blawie</i>	<i>1/4/89</i>
Budgeting and Accounting		
County Attorney	<i>Ken Wenzel</i>	<i>1-4-89</i>
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
January 10, 1989	<i>J L Glendinning</i>	<i>1/4/89</i>
Board Date	Signature	Date



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: Metropolitan Council Public Hearing on Burlington Northern
Northeast Corridor

DATE: December 27, 1988

On January 24, 1989, a hearing will be held at 7:00 p.m. at the Metropolitan Council, Mears Park Centre, on proposed regional trail acquisition of the Burlington Northern Northeast Corridor. Ramsey County Regional Railroad Authority has previously taken a position on this subject which should be voiced at the hearing.

BACKGROUND

The Burlington Northern tracks from downtown St. Paul to Beam Avenue in Maplewood were abandoned in April, 1987. The extension of the Burlington Northern tracks, still in service, is located within Ramsey County in Maplewood, Gem Lake, Vadnais Heights, White Bear Lake and the Town of White Bear.

Many representatives of the affected cities and other agencies have indicated that the corridor should be in public ownership. It was believed that there may be a potential for transportation and/or recreation uses of the corridor. Ramsey County Regional Railroad Authority (RCRRA) requested a study of the transportation and recreation potential of the corridor. A technical advisory committee, including representatives of the cities, affected agencies and County, has met since April, 1988, to discuss the corridor.

The recreation assessment of the corridor was completed by Ramsey County Parks and Recreation Department in September, 1988. Also in September, the St. Paul City Council passed a resolution requesting financial support from Metropolitan Council park funds for acquisition by the City of the corridor. This source of funds, if granted, could supply 100 percent of the acquisition and development costs.

The transportation assessment of the corridor, including its potential for light rail transit, has yet to be completed. The Metropolitan Council's Long Range Transit Study indicated that this corridor has good potential for transit capital investments, although its potential is not as high as that of some other corridors in the Twin Cities region. The Metropolitan Council's Transportation Development Guide/Policy Plan indicates a need to consider preservation of potential transportation corridors.

The recreation assessment of the corridor concludes that this corridor would provide an important trail connection to other recreation facilities. While there would be no physical constraints for trail use as a single use, there are some areas of narrow right of way to be addressed if light rail transit and trail use were to be implemented in the corridor.

The trail acquisition proposal has been considered by the Metropolitan Parks and Open Space Commission and the Metropolitan Systems Committee of the Metropolitan Council. Documentation from the Metropolitan Council is attached (Attachment 1). One concern is that on page 1-15 of the documentation, one finding for public hearing debate is:

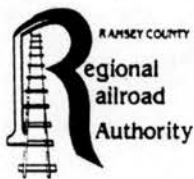
"The Metropolitan Council should consider allowing LRT use as part of the restrictive covenant for the trail acquisition if the Council finds that building LRT in this corridor is in the public interest and no alternative exists as required by policy 21 of the recreation open space policy plan." The concern is with the phrase "no alternative exists."

RECOMMENDATION

The resolution approved on September 27 by the Ramsey County Regional Railroad Authority relating to this issue is attached.

A proposed resolution that includes all of the statements of the previous resolution and adds the position of Ramsey County Regional Railroad Authority in regard to the finding for public hearing debate has been prepared for your consideration to be presented at the hearing on January 24. Changes from the September 27 resolution have been underlined.

KD/clm



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right of way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and Ramsey County Regional Railroad Authority has begun an assessment of the light rail transit potential of the corridor; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time, with these caveats:

- 1) That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception.
- 2) The finding for public hearing debate that "The Metropolitan Council should consider allowing LRT use . . . if the Council finds that building LRT in the corridor is in the public interest and no alternative exists . . ." is not acceptable.
- 3) That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 27, 1988

No. R-88-

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; and Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; and Be It Further

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

John T. Finley, Chairman

By Warren W. Schaber 4
Warren W. Schaber, Secretary

**NOTICE OF PUBLIC HEARING
ON A
PROPOSED AMENDMENT TO THE METROPOLITAN DEVELOPMENT GUIDE
RECREATION OPEN SPACE POLICY PLAN**

**DESIGNATING A RAILROAD CORRIDOR AS A REGIONAL TRAIL, EXPLORING ITS USE FOR
LIGHT RAIL TRANSIT, AND DETERMINING THE NEED FOR I-94 BRIDGE EXTENSIONS**

The Metropolitan Council is considering designating the northeast Burlington Northern Railroad corridor (from Kellogg Blvd. to Beam Av., St. Paul) a regional trail, with potential shared use for light rail transit, and potential need for bridge extensions on Interstate Hwy. 94 over a portion of the trail.

The Council will hold a public hearing on the proposed amendment to its Metropolitan Development Guide Recreation Open Space Policy Plan on Tuesday, Jan. 24, 1989, at 7 p.m.

A hearing report analyzing the trail designation, shared light rail transit use, and need for I-94 bridge extensions has been prepared as a basis for debate at the hearing. The report also raises the following issues for response by people who favor the designation. Those issues are:

1. Is the Burlington Northern Railroad the best alignment for a regional trail in this area?
2. If the corridor is designated a regional trail, is there sufficient information to include acquisition funds in the Council's FY 1990-91 Recreation Open Space Capital Improvement Program to acquire the corridor?
3. Will the trail be jointly owned by Ramsey County and the city of St. Paul?
4. Is the trail alignment safe?
5. Should regional park funds be used to pay all or part of the I-94 bridge extension costs?

After the hearing record closes (Feb. 3, 1989), a response to the record will be prepared including recommendations for Council consideration. These recommendations will be considered by the Metropolitan Parks and Open Space Commission on Feb. 13, 1989, prior to final action by the Metropolitan Council on Feb. 23, 1989.

PUBLIC HEARING INFORMATION:

When: Tuesday, Jan. 24, 1989, 7 p.m.

-over

Where: Metropolitan Council Chambers
First Floor, Mears Park Centre
230 E. Fifth St.
St. Paul

Who Will Be Notified: Neighborhood Community Councils
Elected officials and staff of local governments
Parties interested in regional parks
General public via newspaper announcement

How To Participate: 1. You may attend the hearing and offer comments. Please call Jane Larson at 291-6500 to register to speak at the hearing.

2. You may send a letter to:

Arne Stefferud
Metropolitan Council
Mears Park Centre
230 E. Fifth St.
St. Paul, MN 55101

All hearing comments must be received by 4:30 p.m.
Feb. 3, 1989.

Any Questions: Call Arne Stefferud, Council park planner, at 291-6360
To receive a copy of the hearing report call 291-8140 and
request Council publication No. 580-88-124.

O V E R V I E W

PROPOSED AMENDMENT TO THE METROPOLITAN DEVELOPMENT GUIDE RECREATION OPEN SPACE POLICY PLAN

DESIGNATING A RAILROAD CORRIDOR AS A REGIONAL TRAIL, EXPLORING ITS USE FOR LIGHT RAIL TRANSIT, AND DETERMINING THE NEED FOR I-94 BRIDGE EXTENSIONS

The Metropolitan Council is considering designating the northeast Burlington Northern Railroad corridor (from Kellogg Blvd. to Beam Av., St. Paul) a regional trail, with potential shared use for light rail transit, and potential need for bridge extensions on Interstate Hwy. 94 over a portion of the trail.

The designation is proposed as an amendment to the Council's Metropolitan Development Guide Recreation Open Space Policy Plan. Such designation would allow the Council to include acquisition funds for the trail in its fiscal year 1990-91 Recreation Open Space Capital Improvement Program, to be given to the 1989 legislature for funding consideration. Any funds authorized by the legislature to acquire the trail would be granted by the Council subject to an approved master plan for the trail.

The Council is also considering the shared use of the corridor for a trail and light rail transit line. Furthermore, the Council is considering the need for I-94 bridge extensions over a portion of the railroad corridor to provide an underpass for the trail. If the bridge extensions are needed, the Council will also consider whether regional park funds should be used to pay all or part of the bridge extension costs, subject to Council approval of a trail master plan and its inclusion in the Council's Recreation Open Space Capital Improvement Program.



METROPOLITAN COUNCIL

Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101
612-291-6359

DATE: November 28, 1988
TO: Metropolitan Systems Committee
FROM: Metropolitan Parks & Open Space Commission
SUBJECT: Analysis of Northeast Burlington Northern Corridor as a Regional Trail
and Need for I-94 Bridge Extensions: Document for Public Hearing

INTRODUCTION

The Metropolitan Parks & Open Space Commission reviewed the attached staff memorandum at its November 14 meeting.

DISCUSSION/ISSUES

The commission raised five issues for consideration/debate at the public hearing in addition to the analysis conducted by Council staff.

Issue 1

Is the Burlington Northern Railroad the best alignment for a regional trail in this area? The assessment prepared by Ramsey County Parks and Recreation Department (Appendix C) states that "if a suitable trail connection could be made in connection with the East Central Business District by-pass, this option (connecting DNR State Trail near Maryland Avenue and 35E to downtown) could become more viable. However, at this time, this alternative would appear to be speculative, costly, and aesthetically less appealing" (page 12 of Appendix C).

Since the proposed Burlington Northern corridor has no direct connection to the river either at this time, more information is needed to justify it as the best alternative. Specifically:

1. The estimated cost and proposed timing of the Burlington Northern corridor, including a connection to the river, should be compared with the cost and timing of the East Central Business District by-pass alignment alternative.
2. The estimated cost and timing of the trail along the Mississippi River should be defined as well.
3. Johnson Parkway connects Phalen and Indian Mounds Regional Parks. The county's recreation assessment analyzed this alignment under the assumption that Commercial Street would be used as a connection to downtown from Indian Mounds Park and then to the river. No analysis was done on following Burns Avenue at Indian Mounds Park and making a connection to the river trail via Warner Road. Johnson Parkway is viewed as undesirable because of street intersections at every block. Furthermore, the parkway ends at Phalen Regional Park, and this does

not provide any trail alignment north of the park.

A combination alignment alternative should be analyzed using Burns Avenue west and south to Warner Road, then following Johnson parkway to the southern end of Phalen Regional Park with a connection to the Burlington Northern Railroad going north. The estimated cost and timing of this alternative should be compared to the Burlington Northern alignment including the costs of connecting the Burlington Northern alignment to a river trail.

Issue 2

Requesting acquisition (\$2 million) and development funds for the trail (\$1 million for the bridge extensions) at this time without an approved trail master plan is inconsistent with Council policies. The Regional Recreation Open Space Policy Plan states that projects in the Recreation Open Space Capital Improvement Program (CIP) are to be based on adopted master plans. No master plan has been prepared for development or acquisition. The city has not prepared a master plan because of the short time frame and uncertainty of the Burlington Northern alignment's designation as a regional trail. The city has made this request now in order to determine whether the city should proceed with a contract to reimburse the Minnesota Department of Transportation for building the bridge extensions. The extensions will be built in 1989 with MN/DOT funds. The city would like to be assured that its costs for the bridge extensions will be paid for at some future date from regional park funds. In the absence of a master plan addressing the full range of issues regarding development of the trail, the Council cannot assure the city of reimbursement for costs they incur.

The hearing will address the issue of designation of the Burlington Northern alignment as the trail alignment in the regional system plan. If the Council concludes that this alignment should be designated in the system plan, that is sufficient to provide the basis for including acquisition costs for the trail in the capital improvement program.

The Council should delay granting any funds for the bridge extensions until 1) the Council has made a decision to approve a trail alignment for regional trail designation and 2) a trail master plan has been prepared and approved by the Council.

Issue 3

Will the trail be jointly owned by Ramsey County and the City of St. Paul? Although the city has taken the lead in requesting trail designation and funding, the Burlington Northern alignment extends north of the city limits into Maplewood in Ramsey County. The recreation open space policy plan requires that joint master plans for recreation open space be prepared when a unit is located within more than one implementing agency jurisdiction (Policy 10). The Ramsey County Regional Rail Authority has requested joint development planning, but there has been no commitment for joint acquisition.

Issue 4

Is the trail alignment safe? Much analysis has been done on creating a safe trail underpass under I-94. There has been no analysis of any other safety problems with the Burlington Northern alignment or the alternatives mentioned

1-6

above other than a preference to avoid street interactions. A trail master plan would normally address this issue at the design phase of the project. Since no plan has been prepared yet, there is some concern that the Burlington Northern alignment may have other safety problem areas. These should be identified now and proposed measures to correct them should be presented as evidence for justifying this alignment as the best alternative.

Issue 5

Should regional park funds be used to pay all or part of the bridge extension costs? The Metropolitan Parks and Open Space Commission enabling legislation allows the Council, with the advice of the commission, to "make grants from any funds available to it for recreation open space purposes...to cover the cost, or any portion of the cost, of acquiring or developing regional recreation open space in accordance with the policy plan" (MN Statute 473.315).

The Council has asked that nonrecreation funds be considered in funding this project. Staff has researched the legality of crediting Mn/DOT for the costs of the bridge extensions from the Highway Relocation Assistance Loan Fund (RALF) and found it inconsistent with statutory provisions (see Attachment 1). Research will continue on alternative funding sources.

RECOMMENDATION

That the Metropolitan Council include this analysis together with the Council analysis dated October 27, 1988 as the basis for public hearing debate on the proposed regional trail designation of the abandoned Burlington Northern Railroad Corridor (Kellogg Boulevard to Beam Avenue) and the justification for constructing I-94 bridge extensions over the proposed trail.

Respectfully submitted,

Larry Kitto, Chair
Metropolitan Parks and Open Space Commission

AS1128/PHENV106

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101

MEMORANDUM

TO: Arne Stefferud

FROM: Cheryl Coughlan *CC*

SUBJECT: Use of the Right-of Way Acquisition
Loan Fund to Finance I-94 Bridge Extensions

DATE: November 1, 1988

FACTS

Beginning in 1989, the Minnesota Department of Transportation (Mn/DOT) plans to rebuild I-94 from the Mounds Park exit west to I-394. The construction project includes plans to remove bridges over abandoned Burlington Northern trackage (from Kellogg Boulevard east of downtown along the Phalen Creek watershed to Beam Avenue in Maplewood) and to place the highway on fill.

The city of St. Paul desires to have the abandoned railroad right-of-way designated as a regional trail and the bridges over an active railroad adjacent to the abandoned line extended to provide more light and visibility for the trail underneath the highway.

While Mn/DOT has agreed to build the bridge extensions, it is requiring that the city of St. Paul pay the \$1,000,000 cost of the extensions. The city is seeking Council park funds to pay for the extensions.

The Metropolitan Council Systems Committee as well as the Metropolitan Parks and Open Space Commission are seeking alternative means of paying for the bridge extensions. One such suggestion involves the Council's Right-of-Way Acquisition Loan Fund (RALF) Program. Under this proposal, a RALF loan recipient (a county, town or city) would borrow funds from the Council to acquire property designated for future highway construction. Then, when Mn/DOT was ready to acquire the land for highway construction, the loan recipient would convey the land to Mn/DOT. However, instead of Mn/DOT paying the loan recipient for the land and the loan recipient then repaying its RALF loan, the Council would forgive repayment of all or part of the loan. In turn, Mn/DOT would retain the amount of money forgiven by the Council rather than paying it to the loan recipient, and use the retained funds to pay for the I-94 bridge extensions. This crediting of RALF funds could presumably be done with RALF loans already made but not yet repaid, and/or with RALF loans to be made in the future.

ISSUE

You have asked whether it is permissible for the Council to waive repayment of \$1,000,000 in RALF loans so that the \$1,000,000 can be retained by Mn/DOT and used to pay for the I-94 bridge extensions.

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DISCUSSION

Minnesota Statutes section § 473.167 (the RALF statute) enables the Metropolitan Council to levy a tax to fund loans to counties, towns and cities for the acquisition of land for future highway construction. The issue you have raised about the possibility of the Council forgiving all or part of repayment of a RALF loan involves, in the first instance, determining whether or not the Council is empowered to make such a waiver.

The RALF statute itself does not expressly allow or prohibit a waiver of repayment. Such a waiver would, in effect, constitute a gift or grant of Council RALF funds to the local unit of government. However, the provision of the RALF statute which describes the general purpose for which the RALF tax levy may be used does not permit the Council to make gifts or grants of RALF funds to local units of government. Specifically, subdivision 3 of the statute provides that the Council may levy a tax "to provide funds for loans made pursuant to subdivisions 2 and 2a." (emphasis added) Although technically it would be true that in the case of a waiver of loan repayment the Council would initially be using the funds for a loan, the subsequent forgiveness of all or part of the loan defies the spirit, if not the express letter of the law. The legislature has elsewhere empowered the Council to make outright grants for a number of purposes, but it chose, in the case of the RALF statute, to create a loan, rather than a grant program. Thus, to use the RALF loan program as a vehicle for giving funds to local units of government, for whatever purpose, would seem inconsistent with the one and only purpose of the RALF tax levy expressed in the statute - to provide funds for loans.

Minnesota case law on the construction of tax laws supports this strict view of the RALF statute. The Minnesota Supreme Court has stated that "[g]enerally, tax statutes are to be construed strictly against the taxing authority." Independent - Consolidated School Dist. No. 27 of Mower County v. Waldron et al., 241 Minn. 326, 63 N.W.2d 555, 558 (1954). Furthermore, a doubt about the meaning of a tax statute is generally to be resolved in favor of the taxpayer. State ex rel. Western Union Telegraph Co. v. Lord et al., 132 Minn. 93, 155 N.W. 1061 (1916). Interpreting the RALF law in favor of the taxpayer would seem to result in the conclusion that forgiving all or part of a RALF loan is not allowed by the statute, since to permit such forgiveness could ultimately result in the need to levy additional taxes to replace funds which were loaned to a local unit of government but which will not be repaid to the Council.

It thus appears that the RALF statute does not empower the Council to waive repayment of all or part of a RALF loan. However, if - for purposes of argument - one were to assume that forgiveness of all or part of a RALF loan is permissible under the RALF statute, one must go one step further to determine for what purpose such forgiveness may occur. Since the statute does not expressly provide for waiver of repayment, it is obviously silent regarding the circumstances under which such waiver may occur. It would be most reasonable to conclude, however, that the Council could waive repayment of RALF loan funds only if doing so would be consistent with the specific purposes for which RALF loan funds may be expended under the statute.

Subdivisions 2 and 2a of the statute set forth the specific purposes for which RALF funds may be spent. Subdivision 2 provides for the making of loans as follows:

Subd. 2. LOANS FOR ACQUISITION. The council may make loans to counties, towns, and statutory and home rule charter cities within the metropolitan area for the purchase of property within the right-of-way of a state trunk highway shown on an official map adopted pursuant to section 394.361 or 462.359 or for the purchase of property within the proposed right-of-way of a principal or intermediate arterial highway designated by the council as a part of the metropolitan highway system plan and approved by the council pursuant to subdivision 1. The loans shall be made by the council, from the fund established pursuant to this subdivision, for purchases approved by the council. The loans shall bear no interest. The council shall make loans only: (1) to accelerate the acquisition of primarily undeveloped property when there is a reasonable probability that the property will increase in value before highway construction, and to update an expired environmental impact statement on a project for which the right-of-way is being purchased; or (2) to avert the imminent conversion or the granting of approvals which would allow the conversion of property to uses which would jeopardize its availability for highway construction. . . . (emphasis added)

Similar to subdivision 2, subdivision 2a allows the Council to make loans to counties, towns and cities for the purchase of property located within a proposed state trunk highway right-of-way or project. Subdivision 2a permits loans for the purchase of homestead property and for seller relocation costs in cases where certain hardship conditions are met, even though the conditions of subdivision 2 may not exist (i.e., it is not necessary that the property to be purchased with loan proceeds be likely to increase in value prior to commencement of highway construction, etc.).

It is thus clear that both subdivisions 2 and 2a allow for the use of RALF funds only to make loans to counties, towns and cities for the acquisition of land for future highway construction. Nowhere in the RALF statute is there any provision for the use of RALF funds for the actual construction or modification of highways of any type, which would be precisely the use made of any RALF loan funds forgiven by the Council and retained by Mn/DOT to pay for the bridge extensions. Using RALF funds for highway construction or modification would thus be inconsistent with the precise and very narrow purposes for which RALF funds may be expended under the RALF statute.

In conclusion, the question you have asked about the permissibility of the Council forgiving \$1,000,000 in RALF loans to enable Mn/DOT to pay for I-94 bridge extensions, must be answered in the negative. The RALF statute provides no authority for the Council to give or to grant RALF funds to local units of government, which would be the effect of such a waiver of repayment. Since the legislature has elsewhere empowered the Council to make grants, the legislature's choice of a loan rather than a grant program in the RALF statute

must be viewed as deliberate. Furthermore, even if such a waiver of repayment were permissible, any such waiver should be for a purpose consistent with the use of funds specified in the statute - acquisition of property for future highway construction. Using RALF funds to actually construct a highway or to modify one already in existence, would be inconsistent with the use of funds delineated in the statute.

LM562A

METROPOLITAN COUNCIL
Mears Park Centre Building, 230 East Fifth Street, St. Paul, Minnesota 55101
612-291-6359

DATE: October 27, 1988
TO: Metropolitan Parks and Open Space Commission
FROM: Arne Stefferud (291-6360) A.S.
SUBJECT: Analysis of Northeast Burlington Northern Corridor as a
Regional Trail and Need for I-94 Bridge Extensions:
Document for Public Hearing

BACKGROUND

On October 13, the Metropolitan Council met to consider the City of St. Paul's request to designate an abandoned section of Burlington Northern track from Kellogg Blvd. in St. Paul to Beam Av. in Maplewood as a regional trail. (See Exhibit A.) Furthermore, the city requested that the Metropolitan Council should also provide funds to reimburse the Minnesota Dept. of Transportation (Mn/DOT) for extending two I-94 bridges over a portion of the railroad right-of-way 76 feet at an estimated cost of \$1,000,000. (See Exhibit B.)

The Metropolitan Council adopted the following motion:

1. That the Metropolitan Council conduct a public hearing to amend the recreation open space policy plan by considering designating the abandoned northeast Burlington Northern Railroad right-of-way (Kellogg Blvd. to Beam Av.) as a regional trail corridor with potential shared LRT use.
2. That the Council conduct this public hearing in conjunction with the hearing on the Regional Recreation Open Space Capital Improvement Program (CIP) for Fiscal Year 1990-91. The CIP hearing should consider funding to acquire the railroad right-of-way and reimburse the Minnesota Department of Transportation for bridge extensions as part of 1989 reconstruction of I-94 over the right-of-way. Funding sources besides recreation open space funds should be considered in financing this project.
3. That the hearing also consider whether or not a bridge extension is necessary.

This memorandum responds to the Council's motion by presenting staff analysis of the railroad corridor as a regional trail with shared light rail transit use (motion 1) and whether the I-94 bridge extensions are needed (motion 3). This analysis is the basis for debate at the public hearing to be held in conjunction with the CIP hearing yet to be scheduled (motion 2).

Analysis of Railroad Corridor as a Regional Trail with Shared LRT Use

The Council's recreation open space policy plan describes regional trail corridors as providing,

"... for recreation trail activities in linear resources, performing a recreational transportation function connecting and providing access to regional park sites.

"Selection criteria include the following:

- Corridors may follow natural or man-made features to accommodate a variety of recreational travel modes along linear resources of high quality.
- Corridors are located where analysis shows high potential use, generally near major population centers and where they will link recreation open space system components."

The Burlington Northern Railroad right-of-way meets the description and selection criteria for regional trail corridors because:

1. The right-of-way can provide the trail base for a hiking/bicycle trail using a man-made feature (the railroad grade).
2. A recreation assessment of the right-of-way (Exhibit C) conducted by the Ramsey County Parks and Recreation Department and Grant Scholen concludes that the trail would receive approximately 200,000 visits annually due to its location in St. Paul and its ability to connect to:
 - . Phalen-Keller Regional Park.
 - . The Mississippi River and proposed river front trails to Harriet Island-Lilydale Regional Park to the west and Indian Mounds-Battle Creek Parks to the east.
 - . The Gateway segment of the Willard Munger State Trail heading northeast to Duluth.
 - . Municipal parks and schools in St. Paul and Maplewood.

(For additional information on projected usage and destination points, see Exhibit C, pages 2-5.)

Two alternatives to the railroad right-of-way were also analyzed:

1. The Gateway segment of the Willard Munger Trail, and
2. Indian Mounds Park via Commercial Street and Johnson Parkway.

The recreation assessment indicates that both alternatives are less desirable because they:

- Do not provide direct connection to the proposed river trails (Willard Munger Trail);
- Have too steep a gradient for trail use--200 feet in one mile (Commercial Street);
- Cross many more streets at grade than the railroad right-of-way.

(See Exhibit C, page 12, for additional information.)

The Burlington Northern right-of-way is a potential light rail transit corridor. A long-range transit analysis conducted by the Metropolitan Council in 1986 indicates that this corridor was a third (lowest) priority for development.

The Ramsey County Regional Rail Authority met on September 13 and reviewed the Recreation Assessment of Northeast Burlington Northern Railroad Corridor. That report concluded that,

"... There would be little if any physical constraints for trail use as a single use with the exception of the I-94 area (proposed for fill instead of bridging). There would be problems with narrow right-of-way at Strohs Brewery, Forest Street and I-94 for multiple use of the corridor (a trail and LRT line in the same right-of-way), however, with appropriate design considerations, multi-use is possible." (Page 13 of Exhibit C.)

After reviewing the report, the Ramsey County Rail Authority adopted a resolution at their September 27 meeting. The resolution supports the trail concept and requests that a trail master plan be jointly prepared and adopted by the City of St. Paul and Ramsey County and that the trail be designed to permit development of a LRT line in the future. Furthermore, the Rail Authority requested that restrictive covenants allow LRT and transportation uses besides the trail (see Exhibit D).

Although the right-of-way can accommodate trail and light rail uses, policy 18 of the recreation open space policy plan states that,

"All recreation open space acquired with regional funds shall be placed under a restrictive covenant to ensure that nondiscriminatory regional open space use is continued in the future unless otherwise approved by the Council..."

Consequently, the right-of-way would be used solely for recreation unless the Council approved the additional use of LRT in the future. That is possible under policy 21 of the recreation open space plan which states,

"The conversion of regional recreation open space areas to other uses shall be allowed only when it is in the public interest and no alternative exists. Such conversion shall be allowed only upon joint agreement under terms developed by the implementing agency and the Metropolitan Council."

The Ramsey County Regional Rail Authority's request for designing the trail to accommodate LRT could be granted under policy 21. Since the Rail Authority has just begun its comprehensive plan for LRT (scheduled to take one year), the trail master plan process should be coordinated with the light rail plan to the greatest extent possible. The Council should not decide whether to exempt LRT and transportation uses from a restrictive covenant until those plans are completed. Such plans should address whether the LRT line is in the public interest and no alternative exists as required by policy 21.

17

An issue resulting from this potential conversion of the area for LRT use is who would fund the additional trail development costs needed to accommodate the LRT? If the trail is initially built on the railroad grade, relocating it to accommodate the LRT line would require an entirely "new" trail. The recreation assessment estimates that trail construction that provided for LRT would cost between \$585,000 to \$1,700,000. (See page 11, Exhibit C.) The terms of the conversion to LRT will need to address the costs and funding sources for trail redevelopment. From a parks perspective, the redevelopment of the trail should be paid for with LRT funds.

Analysis on the Need for I-94 Bridge Extensions

The Minnesota Dept. of Transportation will rebuild a section of I-94 which crosses the railroad right-of-way in 1989. Since the railroad is abandoned, five I-94 bridges which spanned the right-of-way have been replaced with fill to save construction and maintenance costs.

The City of St. Paul has requested that the two remaining bridges spanning an adjacent active railroad be extended approximately 76 feet to provide a wider opening for the trail treadway. City staff argue that the wider opening will provide better visibility for the trail user and thus make a safer environment.

Since the city is seeking funds from the Metropolitan Council to pay the cost of the extensions (estimated to be \$1,000,000), the Council is questioning whether the extensions are needed.

Staff analyzed construction drawings and made an on-site visit with John Wirka, (City of St. Paul) and Bob Benke (Mn/DOT) on October 19. Based on this analysis, the bridge extensions are needed because they create a safer environment for trail users.

Using field observations and an analysis of Mn/DOT preliminary sketch design drawings, staff prepared profile drawings comparing both Mn/DOT and city designs (see Exhibits E and F--the fourth and third pages from the back of this packet).

The Mn/DOT design would provide very limited space for constructing a six foot wide hiking path and an eight foot wide biking path. The space available under the east bound bridge is only 19 feet using the Mn/DOT design versus 37.5 feet of usable space for the paths with the city's design.

The space available under the west bound bridge is slightly wider (24 feet) with the Mn/DOT design, but the vertical clearance is 18 feet versus 24 feet using the city's design.

The perception as well as reality of safety is enhanced under the city's design. The bridge underpass will be 300 feet long. If the trail users feel uncomfortable, or are actually threatened by others, the extra space provided in the city's design provides some room for escape within the underpass. The Mn/DOT design provides no practical escape area. Neither design would provide an escape route up the embankment to the freeway since the slope of the embankment is steep and long. Climbing over the six foot safety fence would be dangerous as there are six active railroad tracks to cross--plus the safety

fence is built atop a six foot retaining wall under the west bound bridge (see Exhibit E).

A final safety factor favoring the city's design is that longer sight distances are created at the approaches to the underpass. The paths must turn in approaching the west bound bridge underpass (see Exhibit G--the next to the last page in this packet). The fill creates a visual obstruction on these turns. Under Mn/DOT's design, the bike path is five feet from the edge of the fill, while the city's design would place the bike path 13 feet from the fill. Exhibit H (the last page) illustrates the longer sight distance created by placing the bike path farther away from a visual obstruction.

Findings for Public Hearing Debate

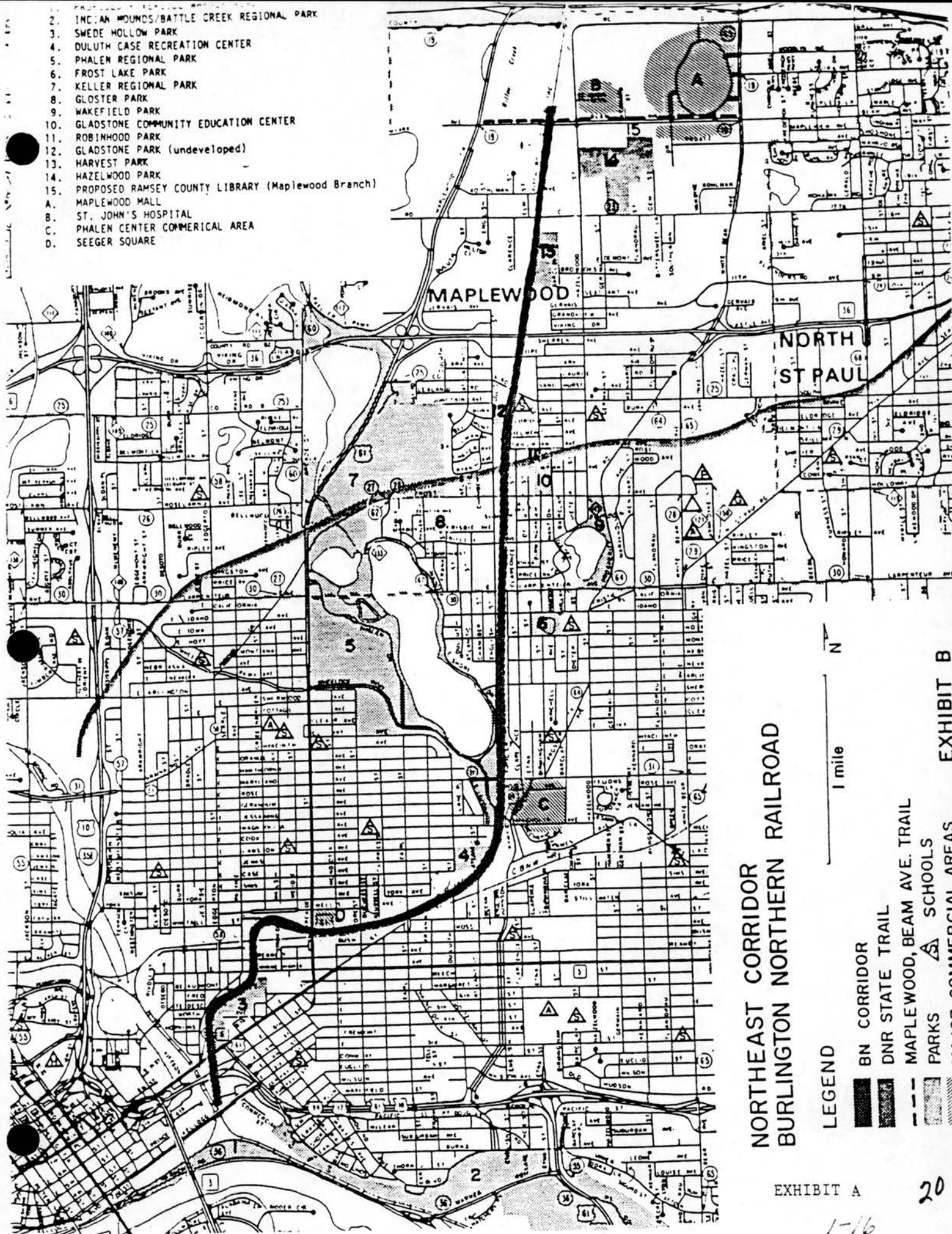
1. The abandoned Burlington Northern Railroad corridor, from Kellogg Blvd. in St. Paul to Beam Av. in Maplewood, meets the selection criteria for a regional trail corridor required in the recreation open space policy plan.
2. The corridor could accommodate trail and light rail transit uses. Trail master planning should be done in a coordinated manner with the comprehensive light rail transit plan for Ramsey County. The cost of relocating the trail to accommodate the LRT should be borne with LRT funds.
3. The Metropolitan Council should consider allowing LRT use as part of the restrictive covenant for the trail acquisition if the Council finds that building LRT in this corridor is in the public interest and no alternative exists as required by policy 21 of the recreation open space policy plan.
4. The bridge extensions of I-94 requested by the City of St. Paul enhance trail user safety since their design provides greater visibility in the trail underpass. Consequently, staff finds the bridge extensions are needed.

RECOMMENDATION

That the Metropolitan Council publish this analysis as the basis for public hearing debate on the proposed regional trail designation of the abandoned Burlington Northern railroad corridor (Kellogg Blvd. to Beam Av.) and the justification for constructing I-94 bridge extensions over the proposed trail.

KP0819/PHENV4@6
11.03.88

1. INCAN MOUNDS/BATTLE CREEK REGIONAL PARK
2. SWEDEN HOLLOW PARK
3. DULUTH CASE RECREATION CENTER
4. PHALEN REGIONAL PARK
5. FROST LAKE PARK
6. KELLER REGIONAL PARK
7. GLOSTER PARK
8. WAKEFIELD PARK
9. GLADSTONE COMMUNITY EDUCATION CENTER
10. ROBINHOOD PARK
11. GLADSTONE PARK (undeveloped)
12. HARVEST PARK
13. HAZELWOOD PARK
14. PROPOSED RAMSEY COUNTY LIBRARY (Maplewood Branch)
15. MAPLEWOOD MALL
- A. ST. JOHN'S HOSPITAL
- B. PHALEN CENTER COMMERCIAL AREA
- C. SEEGER SQUARE



NORTHEAST CORRIDOR BURLINGTON NORTHERN RAILROAD

LEGEND

- BN CORRIDOR
- DNR STATE TRAIL
- MAPLEWOOD, BEAM AVE. TRAIL
- PARKS
- SCHOOLS
- COMMERCIAL AREAS

1 mile

N

EXHIBIT B

EXHIBIT A

20

1-16



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF COMMUNITY SERVICES

DIVISION OF PARKS AND RECREATION

300 City Hall Annex, 25 West Fourth Street

St. Paul, Minnesota 55102

612 292-7400

September 14, 1988

Jack Mauritz, Senior Park Planner
Metropolitan Parks and Open Space
Mears Park Center Building
230 East Fifth Street
Saint Paul, Minnesota 55101

Re: Burlington Northern Rail Corridor

Dear Mr. Mauritz:

I am writing to request a place on the Metropolitan Parks and Open Space Commission's September 26, 1988 agenda to discuss the feasibility of designating the referenced corridor as a component of the Regional Trail System.

The Burlington Northern Railroad has recently abandoned its rail line from approximately Kellogg Boulevard in downtown Saint Paul to Beam Avenue in Maplewood, as shown on the enclosed maps, with consideration being given to future abandonment as far north as Rush City.

The rail corridor is generally 100 feet in width and offers excellent possibilities for connections between the Mississippi River Corridor and Phalen/Keller Regional Park, plus a connection to the DNR Gateway Trail and a future connection to Bald Eagle-Otter Lake Regional Park and points north.

Although we do not now have a completed Master Plan and supporting data, we feel it is necessary to obtain the review and advice of the Commission at this time due to an urgent situation which has arisen at the BN corridor's I-94 crossing. MnDOT is rebuilding the interstate in this area and has elected to fill in the area rather than build new bridges to replace those currently in place. There will be new bridges constructed to span existing railroad lines, but these are located to the west of the Burlington Northern corridor.

This decision eliminates the possibility for trail connections south to the Mississippi River Corridor, which is scheduled for redevelopment in the near future and includes a trail system along the river and a park at the river's curve just south of the BN corridor terminus.

The City has proposed an alternative which calls for the addition of a bridge span to both the west and eastbound highways, which would allow for the development of trails beneath the interstate. While MnDOT is willing to modify its design and build the additional bridge sections, they are not willing to pay for them.

September 14, 1988
Page 2

The Saint Paul City Council has adopted a resolution, copy enclosed, supporting our proposed plan and has directed that we seek the Commission and Council's advice in two areas:

1. Are we correct in our estimation of the corridor's potential as a Regional Trail System component, and if so, will the Commission recommend that we proceed with Master Plan preparation?
2. Can we assume that if the corridor is purchased for Regional Trail use, construction cost of the additional bridges at I-94 would be eligible for reimbursement at a future date?

We have included the cost of acquisition for the currently abandoned section of the corridor in our 1990-91 Regional C.I.P. request. This cost is estimated to be between \$2 M - \$2.5 M, and would have to be amended to include the estimated \$1 M cost of the additional bridge sections.

Finally, in addition to the possibilities for recreational and commuter trail use, there is also an interest in use of the BN corridor for light rail transit. Ramsey County has formed a Regional Rail Authority to research this issue and a major study of the corridor is scheduled to begin in November. The City supports this study and it is our position that establishment of a Regional Trail Corridor does not preclude a light rail use, should there be a need for such development in the future.

We will be prepared to discuss these and other related issues with the Parks and Open Space Commission on September 26th.

Thank you.

Sincerely,



Robert P. Piram

cc: Mayor Latimer
City Councilmembers
Kathy Stack
John Wirka
Steve Grochala
Allan Lovejoy
Kathy DeSpiegelaere
Larry Holmberg
Greg Mack

1-19
 CITY CLERK
 FINANCE
 DEPARTMENT
 MAYOR
 CLERK

CITY OF SAINT PAUL

Council

File

NO.

88-1496

Council Resolution

Presented By

Referred To

Committee:

Date

Out of Committee By

Date

WHEREAS, as part of the redevelopment of Shepard Road and Warner Road, the City of Saint Paul plans to develop bicycle and pedestrian paths with the hopes that in the future these paths will be part of a recreational system that will encompass trails throughout the entire metropolitan area; and

WHEREAS, the Burlington Northern Railroad has recently abandoned its use of the railroad corridor which follows the Old Phalen Creek waterbed north through the City of White Bear Lake; and

WHEREAS, this abandoned rail corridor is necessary to provide a major connecting link between our proposed bicycle and pedestrian paths along Shepard and Warner Roads with the various Regional trail systems in the Metropolitan area; and

WHEREAS, the Burlington Northern corridor has been defined as a possible light rail transit corridor by the Transit Plan portion of the Saint Paul Comprehensive Plan, by the Metropolitan Council in its Long-Range Transit Analysis, December, 1986, and will be evaluated as a potential transit corridor by Ramsey County in its Comprehensive LRT Plan; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) as part of its reconstruction of the Interstate 94 road system recently placed fill in an area of the abandoned rail corridor which will cause numerous problems for future trail use of this rail corridor; and

WHEREAS, the City through its Department of Community Services, Division of Parks and Recreation, has objected to the DOT's use of fill in this area and has developed a compromise settlement of this matter involving an increase in the planned costs for MnDOT's reconstruction of I-94 because of the need for additional bridge spans in the filled area of the rail corridor; and

WHEREAS, the proposed settlement would require the City to apply for and obtain a commitment for funds from the Metropolitan Parks and Open Space Commission of the Metropolitan Council to reimburse the MnDOT for the additional expense of providing the bridge spans in the area concerned; and

COUNCIL MEMBERS

Yeas

Nays

Dimond
 Long
 Goswitz
 Rettman
 Scheibel
 Sonnen
 Wilson

In Favor

Against

Adopted by Council:

Date

Certified Passed by Council Secretary

Approved by Mayor:

Date

By

Requested by Department of:

By

Form Approved by City Attorney

By

Approved by Mayor for Submission to Council

By

WHITE - CITY CLERK
 PINK - FINANCE
 CANARY - DEPARTMENT
 BLUE - MAYOR

CITY OF SAINT PAUL

Council Resolution

Council File NO. 88-1496

Presented By *George F. Sonnen*

Referred To _____ Committee: _____ Date _____

Out of Committee By _____ Date _____

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul City Council directs and authorizes the Department of Community Services, Division of Parks and Recreation, to do the following:

- Proceed to meet with MnDOT and enter into an agreement that incorporates the above provisions: said agreement to be presented to the Saint Paul City Council for approval prior to its execution by City Officials; and
- Apply for and secure the necessary approval and funding from the Metropolitan Council to acquire the railroad corridor recently abandoned by the Burlington Northern and to recognize this corridor as part of the Regional Trail System; and
- Recognize that the corridor has potential as a long-range transit corridor; and
- Apply for and secure the necessary funding from the Metropolitan Council to allow the City to reimburse the MnDOT for the expenses incurred in the construction of the additional bridge spans; and
- Request that the Metropolitan Council include the funds needed to reimburse the MnDOT for construction of the additional bridge spans in the Metropolitan Council's request for funds from the 1989 legislature; and
- In development of the Master Plan for this trail corridor maintain the option for future development as a joint use corridor for both recreational and transportation purposes; and

BE IT FURTHER RESOLVED, that the Department of Community Services, Division of Parks and Recreation, meet with the affected District Councils and present the proposal for the Regional Trail Corridor to them for their review and comment.

COUNCIL MEMBERS

Yeas _____ Nays _____

Dimond
 Long
~~Levitt~~
 Rettman
~~Scheibel~~
 Sonnen
 Wilson

5 In Favor

0 Against

SEP 11 1988
 SEP 11 1988

Adopted by Council: _____ Date _____

Certified Passed by Council Secretary _____

By _____

Approved by Mayor: *George F. Sonnen* SEP 21 1988

By _____

PUBLISHED

1988

Requested by Department of: _____

By _____

Form Approved by City Attorney

By *B. C. L.* 10/6/88

Approved by Mayor for Submission to Council

By *George F. Sonnen*

RECREATION ASSESSMENT OF NORTHEAST BURLINGTON NORTHERN RAILROAD CORRIDOR

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT
August, 1988

I. INTRODUCTION

On June 14, 1988, the Ramsey County Regional Rail Authority requested the Ramsey County Parks and Recreation Department to prepare an assessment of the recreation potential of the Northeast Burlington Northern Railroad Corridor. The Burlington Northern Corridor begins at the easterly edge of downtown St. Paul and extends northeasterly to Maplewood, White Bear Lake, Forest Lake and points north. Although only the first six (6) miles to Beam Avenue in Maplewood has been abandoned, consideration will be given to the potential abandonment and re-use of the remainder as well. An additional section between Hugo and Forest Lake has been abandoned, and Washington County is interested in purchasing that segment for future public use.

II. RECREATION NEEDS ANALYSIS

A. The 1985 State Comprehensive Outdoor Recreation Plan (SCORP) indicates the following information for trails:

- 1.) Fifty-five percent (55%) of Metro Region households desire more bike and walking paths.
- 2.) Of the 37 recreation activities surveyed, in the public opinion, the trails group of activities was ranked first in the State and Metro Region as facilities which they "desire more of".
- 3.) 95.9% of biking and 79.5% of hiking is done less than 25 miles from home. These are relatively high percentages compared to the other 35 activities surveyed.
- 4.) There is a projected increase in demand for biking and hiking through 1995.

B. The 1983 Leisure in the Twin City Area Survey conducted by the Metropolitan Council's Parks and Open Space Commission reported the following:

The Metro Area was divided into two sections; east and west. Ramsey County was included in the east area of the study. The east area had 1,731 respondents who stated the following about Metro hiking trails: 37.5% too few; 51.1% about right; 2.3% too many; and 9.2% don't know. They said the following about bike paths: 43.9% said too few; 44.2% about right; 3.6% too many; and 8.3% don't know.

- C. A Needs Assessment Survey of City Residents Concerning Parks and Recreation Programs and Services, 1987 by Anderson, Niebuhr and Associates Inc. was conducted for the City of St. Paul.

The survey included the following findings about St. Paul residents:

- 1.) 73% have biked, walked, or jogged on pathways in parks in St. Paul within the past 12 months. This ranked second (following pleasure driving along a parkway - 75%) among 11 selected activities that are provided by St. Paul Parks and Recreation.
- 2.) 44% of the City residents are very likely to participate in use of hiking trails, in a natural setting, long enough for several hours of hiking, if provided by the City. Again, this was the second highest percentage of 14 programs or services surveyed.

These figures point to a high use and stated demand for trails by City of St. Paul residents. Other recent surveys by municipalities, including Roseville, Shoreview and Little Canada, show a high priority for trails.

III. POTENTIAL USE

The primary trail use anticipated along the corridor would be recreational biking and hiking, and access to local destinations. Secondary uses would be downtown bike commuting and cross-country skiing. The potential for downtown commuting has not been demonstrated and cross-country skiing may not be attractive due to the flat gradient and linear alignment.

The Metropolitan Council has estimated that the six (6) mile corridor would receive approximately 200,000 visits annually. (See attached Exhibit A). This figure seems realistic when compared to other regional trail corridors in the Metro Area which have had use surveys done over the past five years. By comparison, these trails had the following use in 1987:

Rice Creek Regional Trail - Anoka County	59,300
North Hennepin Regional Trail - Henn. County	104,900
Minnehaha Parkway Regional Trail - Mpls.	447,600

Minnehaha Parkway Regional Trail - Mpls.	447,600
Wirth Memorial Parkway - Mpls.	319,600
Mississippi Gorge - St. Paul	230,300

IV. USE DESTINATION AND GENERATION

Although there will be unlimited destination and generation points, primary points are listed as follows and shown on Map. (Exhibit B).

A. ST. PAUL

PARKS

- 1.) Proposed Riverside Park at Warner Road. This park will be developed at the Mississippi River's edge when Warner Road is re-aligned. This park will be at the southern terminus of the Burlington Northern Railroad and is uniquely situated as a major trailway intersection. From this park, trails are proposed along the river, upstream to Fort Snelling State Park, the Mississippi River Parkways in Minneapolis and St. Paul and the Minnesota River State Trail.
- 2.) Indian Mounds Park/Battle Creek connection via Commercial Street. This park includes picnic areas, scenic overlooks and 6 miles of trails.
- 3.) Swede Hollow. This park presently has trails and a scenic overlook.
- 4.) Duluth and Case Recreation Center. This park includes a recreation center building and athletic fields.
- 5.) Johnson Parkway. This parkway connects Indian Mounds/Battle Creek Regional Park and Phalen Regional Park.
- 6.) Phalen-Keller Regional Park. This park includes swimming, boating, picnicking, golf and 5 miles of bike/hike paths.

SCHOOLS

Two elementary schools Frost Lake and Prosperity Heights, are

within four blocks of the corridor. Students may use the corridor independently or as part of a classroom activity.

OTHER

- 1.) Commercial Area at Maryland Avenue and Clarence Street.
- 2.) Seeger Square at Arcade Street
- 3.) Downtown

B. MAPLEWOOD

PARKS

- 1.) Wakefield County Park (4 blocks east)
- 2.) Gloster Park (3 blocks west)
- 3.) Robinhood Park (1 block east)
- 4.) Gladstone Park (adjacent to corridor) - undeveloped
- 5.) Harvest Park (adjacent to corridor)
- 6.) Hazelwood Soccer Complex (3 blocks east)

TRAILS

- 1.) DNR Gateway Trail (formerly Soo Line Railroad). The BN Corridor crosses the existing DNR trail at Frost Avenue and English Street in Maplewood. The DNR trail begins in St. Paul near Maryland Avenue and 35E and extends northeastward to near Stillwater. It is part of the planned Willard Munger State Trail from St. Paul to Duluth via the St. Croix River. It is currently acquired, but undeveloped.

- 2.) Beam Avenue Trail:

The City of Maplewood proposes an off-road bike/walk path along Beam Avenue from Highway 61 to White Bear Avenue. The portion between Hazelwood Street and White Bear Avenue is partially completed.

SCHOOLS

- 1.) Weaver Elementary School is immediately adjacent to the corridor.
- 2.) John Glenn Middle School is 3 blocks east of corridor.
- 3.) Gladstone Community Education Facility is 2 blocks east of corridor on Frost Avenue.

OTHER

- 1.) Maplewood Mall - major commercial area, 1/2 mile east via Beam Avenue trail.
- 2.) Proposed Maplewood Branch County Library, 1/4 mile east via Beam Avenue trail.
- 3.) Corner Kick Indoor Soccer Arena immediately adjacent.
- 4.) Frost Avenue Commercial Area.

C. WHITE BEAR LAKE

Although not currently abandoned, the continuation of the line should be considered for use destination and generation in the event that it is abandoned in the future.

PARKS

Bald Eagle-Otter Lake Regional Park

The corridor passes the entire eastern boundary of the Bald Eagle Lake segment of this regional park.

White Bear Lake County Park. The park is accessible from the corridor via the Lake Avenue bike path which follows the west shore of the lake.

TRAILS

- 1.) White Bear Lake bike path

The corridor would have direct access to the existing bike path around White Bear Lake.

- 2.) Proposed Hwy. 96 trail

Proposals have been made to construct a bike/hike path along Hwy. 96 from New Brighton to White Bear Lake. This path would cross the BN Corridor near downtown White Bear Lake.

OTHER

- 1.) Downtown White Bear Lake

V. PHYSICAL CONSTRAINTS

Right of Way

The majority of the right-of-way is 100' in width, with the following exceptions:

- 1.) From East 7th Street through Minnehaha Avenue, the right-of-way is 70' wide. This segment is within Swede Hollow City Park, therefore the narrow right-of-way should not present a problem because the trail corridor would not necessarily be limited to the railroad line and buffering would not be necessary.
- 2.) The two blocks through Strohs Brewery ranges from approximately 60 feet wide at Minnehaha Avenue to 100 feet at Bush Avenue on the north.
- 3.) Narrow right-of-way exists in the vicinity of Forest Street. The first 800 feet west of Forest is approximately 60 feet in width. This is the section which is immediately adjacent to the C & NW rail line in an industrial area.
- 4.) Wider right-of-way (greater than 100 feet) exists on the northwest side of the track from Earl St. to Johnson Parkway. A portion of this wide right-of-way is adjacent to Duluth/Case Recreation Center.
- 5.) North of County Road C, the right-of-way is 150 feet.

B. Street/Highway/Railroad Crossing

There are 21 crossings between the Mississippi River and Beam Avenue. These involve 15 bridges and 6 at grade crossings. Of the 15 bridges, the Burlington Northern corridor passes over the bridge on 6 and under on 9. The following is a listing of the crossings:

<u>Street Name</u>	<u>BN Corridor Over/Under</u>	<u>Comments</u>
Kellogg Blvd.	Under	New Bridge
4th Street	Over	
I-94 and Ramps	Under	*See below
7th Street	Under	
Minnehaha Avenue	Under	
C & NW Railroad	Under	

Arcade Street	Under	Also crosses C & NW
Forest Street	Under	" " "
Earl Street	Under	" " "
Johnson Parkway	Over	
Maryland Avenue	Over	
Arlington Avenue	Over	Poor Condition
Idaho Avenue	at grade	
Larpenteur Avenue	"	
Ripley Avenue	"	
Frost Avenue	"	
County Road B	"	
Cope Avenue	"	
Hwy. 36	Over	30' x 170'
County Road C	Under	
Beam Avenue	Over	New Bridge 20' x 250'

* * The Mn/DOT is going to remove the I-94 bridges and replace them with fill. This would place an absolute barrier to use of the corridor under I-94 for any purpose. They have proposed a trail corridor to be routed approximately 300 feet to the west and pass under the new I-94 bridges in an area which ranges from 37 feet to 47 feet wide adjoining a mainline railroad. Negotiations between Mn/DOT and the City of St. Paul are currently underway regarding this situation.

C. ADJACENT CONDITIONS

One half mile of the corridor, between Arcade Street and Earl St. parallels the Chicago & Northwest railroad. The close proximity of active line, the narrow right-of-way in this vicinity, and the adjacent industrial use will place constraints on the use in this area. No other adjacent land use which would present a problem for recreational use of the corridor has been noted.

VI. ANALYSIS OF CONSTRAINTS FOR SINGLE PURPOSE RECREATIONAL USE VS. MULTIPLE USE

A. Single Purpose Recreational Use -

None of the constraints discussed above, with the exception of the I-94 area, presents significant problems for use of the corridor for recreation use only. The right-of-way, at a minimum of 60 feet in width is very adequate for trail purposes. The old railroad bed, normally in the center of the right-of-way, provides an excellent base and uniform grade for

place, they are presently adequate for recreational purposes with relatively minor improvements. Of the six "at grade" crossings, three -- Larpenieur Avenue, Frost Avenue and County Road B would need to be modified for safe crossing. The adjacent C & NW railroad track in the Arcade to Earl Street vicinity can be fenced for safety.

In regard to the I-94 area, the City of St. Paul staff feels the alternate route proposed by Mn-Dot is too narrow, grades are difficult, sight distance is poor, and there are major concerns for user safety and security.

- B. Multiple Use; Recreational Trail plus LRT or other transportation. LRT would require a minimum of 30 feet in width. It would also undoubtedly use the old rail bed which is generally in the center of the right-of-way. On those segments with the narrowest right-of-way (60 feet), LRT would use a minimum of 15 feet on either side of the centerline, thus leaving 15 feet for the trail. This would not be adequate, however, the 60 foot right-of-way represents only a short distance of the total and additional acquisition may be possible in those cases.

Another right-of-way width problem exists in areas where the track is elevated, (such as Johnson Parkway to Arlington) or in a low section (such as Stroh's Brewery and County Road C). In these areas the side slopes take up most, if not all the right-of-way width. The recreational trail would be required to be on the slope area. Special design considerations would be required such as additional filling, retaining walls, and/or additional acquisition of right-of-way in these areas to accommodate a trail corridor.

To accommodate multi-use at street crossings ramping or a second bridge would be required. A preliminary investigation of the six bridges which carry the Burlington Northern corridor over streets reveals that they can serve only one use. A second bridge would be necessary for two uses.

Trail accessibility would be limited primarily to which ever side of the LRT the trail was located. Safety requirements would necessitate fencing between the trail and the LRT, thus limiting access from the other side to bridge locations and other roadway intersections. The second use would also require determination of which side (east or west) of the LRT that the recreation trail would be located. The preference, depending on destinations, may vary along the corridor.

VII. CONSTRUCTION COST ESTIMATES

Preliminary cost estimates for the construction of a recreational trail as a single use, and as a second use along the corridor have been calculated. The estimates are based on the following design assumptions:

A. Basic Trail Construction

- 1.) Recreation Trail Only - The trail would be a 10' wide bituminous path, located on the old rail bed, 3" thick with 3" of aggregate base. This base is less than normally used, however, the rail bed is an excellent base in its present condition. An area, (approximately 10 feet) on both sides of the path would receive 4" of top soil and be seeded with grass. In addition, excess balast needs to be removed over the northerly 4 miles of the corridor. It is estimated that this construction would cost \$70,000/mile, or \$420,000 for the 6 mile corridor.
- 2.) Recreation trail as second use - The design would involve construction of the recreation trail off the rail bed, on the side of the right-of-way. This construction would be the same as above with the following additions: Some clearing and grubbing of trees, removal of some miscellaneous structures (i.e., posts, retaining wall, foundations, etc.) excavation, and 6" aggregate base in lieu of 3". Under this option, excess balast would not be removed. This work would add approximately \$15,000/mile for a total of \$85,000/mile or \$510,000 for 6 miles.

B. Bridges

An additional major cost involves the bridges. The options vary considerably. And engineering assessments of the structural capabilities will be necessary before any definite recommendations can be made. However, we will attempt to give a general scope of the costs which may be encountered. An assumption will be made that nothing needs to be done on bridges where the corridor passes under a street. The 6 bridges where the BN corridor passes over a street will require modification or new construction.

- 1.) Recreation trail only - All six bridges appear (subject to structural evaluation) adequate for recreation trail use, but minor modification, such as safety railings, etc. will be needed. An average cost of \$10,000 per bridge should be adequate for this work.

- 2.) Recreational trail with Multi-use - None of the six bridges has adequate width for multiple use. A second bridge would be needed for the recreational trail. Four of these bridges (4th Street, Johnson Parkway, Maryland Avenue, and Arlington) are less than 100 feet and could be spanned with a pre-fab recreation trail type bridge. An average cost for installation of these bridges would be \$60,000.

Highway 36 (170') and Beam Avenue (250') are much longer and would cost \$200,000 - \$300,000. Options may exist to avoid some of these bridge crossings. The Johnson Parkway, Maryland, and Arlington bridges are all adjacent to Phalen Regional Park. It may be desirable to route the trail through a portion of the park, rather than following the railroad corridor. This may eliminate the need for these three bridges. It is unlikely both uses would cross the 4th Street bridge at the southern end. Any LRT or transportation use would likely terminate prior to that point. Beam Avenue could be crossed at the Hazelwood Street intersection 700' east of the Burlington Northern corridor. Although this is a viable option, most users of the recreation trail would probably attempt to cross the busy street rather than go the additional 1400' (1/4 mile) to the intersection. This would present a safety problem which would need to be addressed. The Highway 36 bridge is the widest, (30') and carried two parallel tracks when used. It may be possible, with special construction to protect the trail users, to accommodate both uses on the existing bridge.

C. Fencing/Landscaping

Two additional costs to be considered in the base cost, are fencing and landscaping. Landscaping, at approximately \$25,000/mile is considered desirable, but optional. Some fencing, such as along the C & NW railroad tracks will be necessary under either option. Continuous fencing, to separate uses, at approximately \$50,000/mile, may be required for multiple use.

SUMMARY - RECREATION TRAIL CONSTRUCTION COST ESTIMATE:

	<u>Single Use</u>	<u>Multi-Use</u>
Basic Trail Construction	\$420,000	\$510,000
Bridges	\$30,000 - \$60,000	\$50,000 - \$740,000
Landscaping	-0- - \$150,000	-0- - \$150,000
Fencing	\$25,000	\$25,000 - \$300,000
TOTAL	\$385,000 - \$565,000	\$585,000 - \$1,700,000

VIII. MAINTENANCE AND OPERATION

Anticipated maintenance would consist of the following: mowing approximately 10 feet on either side of the path, trash pick-up, tree disease control, maintenance of any tree plantings, sign maintenance, seal coating, and possibly snow plowing and/or grooming.

It is expected that support facilities, i.e., restrooms, drinking water, telephone, etc. would not be provided on the trail, but be available at park locations along the corridor.

An estimated annual cost for maintenance of the 6 mile corridor would be \$15,000 (1/2 FTE maintenance employee) plus \$5,000 for equipment and miscellaneous expenses.

The maintenance costs would not change if the trail is incorporated as part of a multiple use of the corridor.

It is anticipated that maintenance of the trail would be a joint effort involving Ramsey County, the City of St. Paul, and possibly the City of Maplewood. The trail could provide an excellent opportunity for neighborhoods, District Community Councils, Civic Groups and youth groups to become involved with maintenance assistance, particularly in the area of litter control and pick-up.

IX. TRAIL INTEREST OF OTHER AGENCIES

The City of St. Paul has expressed the most interest in securing the trail corridor for recreational use. They have identified the necessary acquisition costs in their proposed FY 1990-91 Regional Park C.I.P. The City has also expended great effort to maintain the corridor in the area of I-94 where filling is occurring.

The Metropolitan Council Regional Park and Open Space System includes proposed Regional Trail Corridors between Regional Parks. Although this corridor is not specifically shown on a plan, it does connect the river park system, Phalen-Keller Regional Park, the existing State Trail, and potentially, if further abandonment were to occur, Bald Eagle-Otter Lake

Regional Park in White Bear Township. This corridor would provide a significant opportunity for extending the Regional Trail System in an area where few other opportunities exist. The Metropolitan Council will have an opportunity to consider funding the acquisition of the corridor when they develop the FY 1990-91 C.I.P. this fall.

The Minnesota DNR staff recognizes the excellent potential for the BN corridor as a recreational trail. However, they have not indicated an interest in taking a lead role in the acquisition. This is primarily due to the status of the existing DNR Gateway Trail. The DNR has been unsuccessful in receiving development funds for that trail to date, and are reluctant to pursue acquiring an additional rail corridor prior to development of the existing corridor.

The other municipalities, Maplewood and White Bear Lake, have expressed interest in maintaining the corridor for public purposes. No specific action has been taken.

X. ALTERNATIVES

The primary recreational function of the corridor is to provide a trail corridor from the Mississippi River and downtown St. Paul area to Phalen-Keller Regional Park and the DNR State Trail. Two possible alternatives exist for this connection:

1.) The existing DNR State Trail -

This trail continues through Phalen-Keller Regional Park and westerly across I-35E to a point near Maryland Avenue and 35E. A continuation to downtown has been proposed, however, this connection primarily utilizes city streets, which is undesirable. Also, no direct connection to the river is available. If a suitable trail connection could be made in connection with the East CBD by-pass, this option could become more viable. However, at this time, this alternative would appear to be speculative, costly, and aesthetically less appealing.

2.) Indian Mounds Park and Johnson Parkway -

This alternative would go to Indian Mounds via Commercial Street and then follow Johnson Parkway to Phalen-Keller Regional Park. Several disadvantages exist with this option:

- a. The route is indirect.
- b. The grade is unsuitable for trail use. The first mile, from downtown to Indian Mounds Park, has an elevation change of 200 feet.
- c. Johnson Parkway serves a major vehicular transportation function and a trail along the parkway, although possible, would be undesirable with street crossings every block.

There are no viable alternatives for the segment of the corridor north of the DNR State Trail.

XI. SUMMARY - SIGNIFICANCE OF CORRIDOR FOR TRAIL USE

The following is a summary of the key points relative to recreational use of the Burlington Northern Corridor:

- 1.) There is a perceived and documented need for trails by residents of St. Paul and the Metro Area.
- 2.) The use projection of 200,000 annual visits is a significantly high number.
- 3.) The trail would provide important connections to other recreation facilities on a state, regional and local level. These connections include: the proposed Mississippi River trail through St. Paul connecting with existing river trails in St. Paul, Minneapolis and along the Minnesota River, Battle Creek Regional park and the new Highway 61 bike path, downtown St. Paul, Phalen-Keller Regional Park, the DNR State Trail, and possibly future connections to White Bear Lake and Bald Eagle-Otter Lake Regional Park.
- 4.) There would be little if any physical constraints for trail use as a single use with the exception of the I-94 area. There would be problems with narrow right-of-way at Strohs Brewery, Forest Street and I-94 for multiple use of the corridor, however, with appropriate design considerations, multi-use is possible.



July 14, 1988

Larry Holmberg
Ramsey County Parks & Recreation
2015 Van Dyke St.
Maplewood, MN 55109

RE: Estimate of Recreation Potential of Burlington Northern
Light Rail Corridor (Northeast)

Dear Larry:

A fully developed bike-hike trail situated in the Light Rail Corridor between downtown St. Paul and White Bear Lake could be expected to receive approximately 200,000 visits annually. This figure was calculated as follows:

$$140_1 \times 6_2 \times 2.5_3 \times 33_4 \times 2.5_5 \times 1.15_6 = 199,238$$

1. persons/mile
2. miles
3. turnover
4. weekends/holidays (summer)
5. weekdays (summer)
6. fall/winter/spring

In comparing the existing use of regional trail areas (see enclosed publication), this figure is reasonable considering:

- o Density of population adjacent to the corridor
- o Potential for bicycle commuting to downtown
- o Amenity attraction of Phalen-Keller Regional Park along the trail route, and
- o High demand for additional trail facilities as evidenced in several recent opinion surveys.

I hope this information will be useful. If I can be of further assistance, please call me at 291-6405.

Sincerely,


Grant Scholen
Park Planner

GS:emp
Enclosure

RECEIVED

30 JUL 1988

ST. PAUL, MINN.
CITY OF ST. PAUL

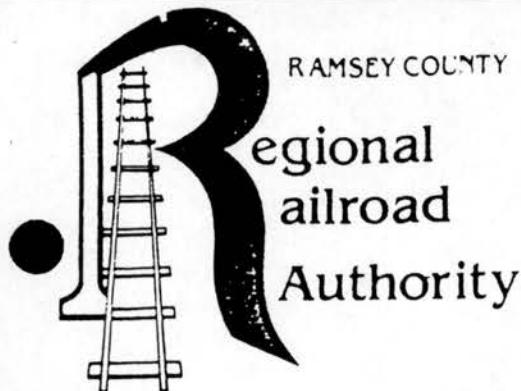


Exhibit D

1-35

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

September 27, 1988

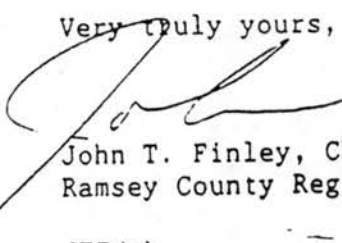
Steve Keefe, Chairman
Metropolitan Council
230 East Fifth Street
Mears Park Centre
St. Paul, Minnesota 55101

Dear Steve:

Ramsey County Regional Railroad Authority has adopted the enclosed resolution relating to the Northeast Burlington Northern corridor. As indicated in the resolution, we support acquisition of the corridor with park funds if that method of acquisition does not preclude ultimate use of the corridor for light rail transit. We also believe that jurisdiction of the corridor in terms of coordinated planning and implementation activities needs to be addressed and that Ramsey County should be a part of that process from its inception to completion of the project.

In addition, the Ramsey County Regional Railroad Authority would support legislation that would permit continued state or regional funding of 100 percent of corridor acquisition costs for transportation purposes and recreation purposes, with the caveat that it may be used for transportation in the future, including light rail transit.

Very truly yours,


John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb

cc: Ramsey County Commissioners
Terry Schutten
Mayor George Latimer
St. Paul City Council Members
Mayors of Gem Lake, Maplewood, Vadnais Heights, White Bear Lake and White Bear
Township Supervisor
Washington County Regional Railroad Authority Chairman
Commissioner of Department of Transportation
Commissioner of Department of Natural Resources
Chairman of Regional Transit Board
Metropolitan Council Members in Ramsey County



Resolution

Board of

1-36

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 27, 1988

No. R-88-

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; and Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; and Be It Further

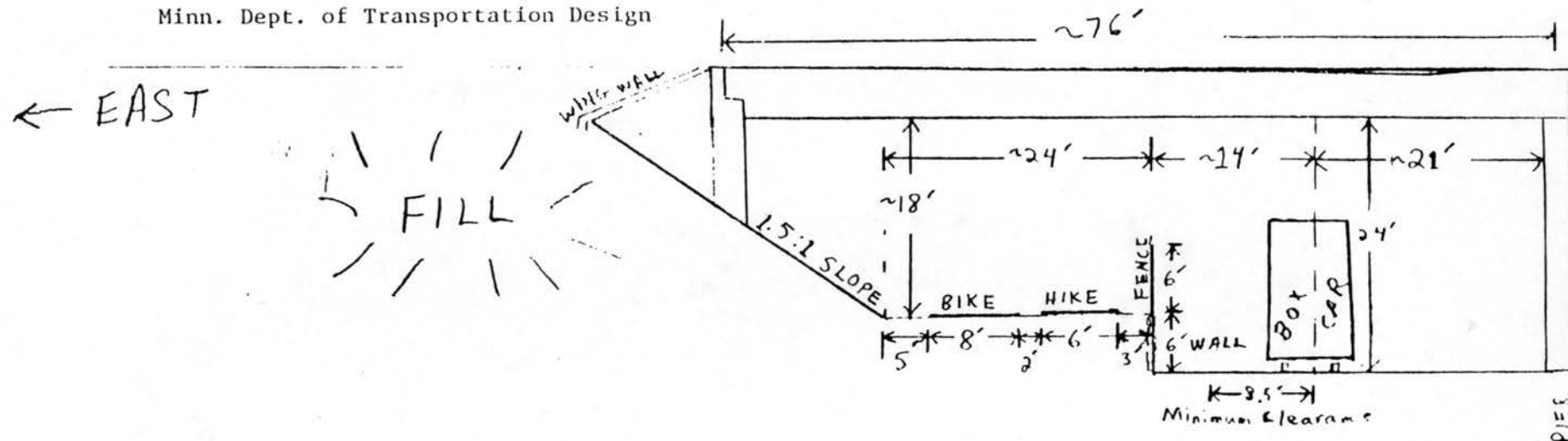
RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

John T. Finley, Chairman

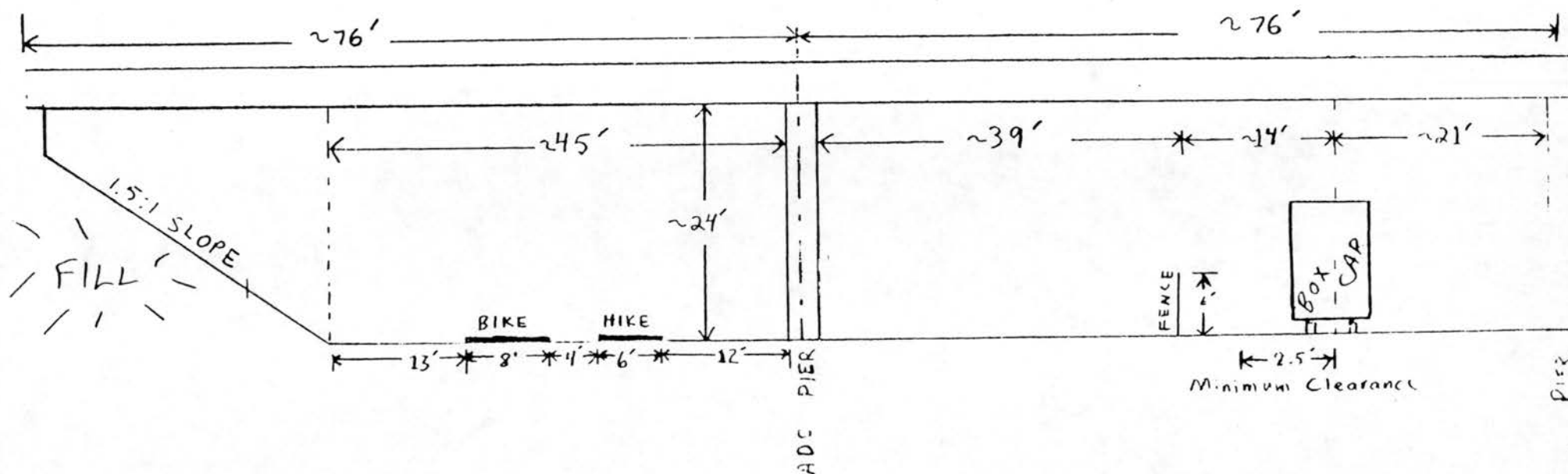
By Warren W. Schaber
Warren W. Schaber, Secretary

PROFILE OF WEST-BOUND BRIDGE VIEW BY TRAIL USER LOOKING SOUTH

Minn. Dept. of Transportation Design



City of St. Paul Design (With 76' Bridge Extension)



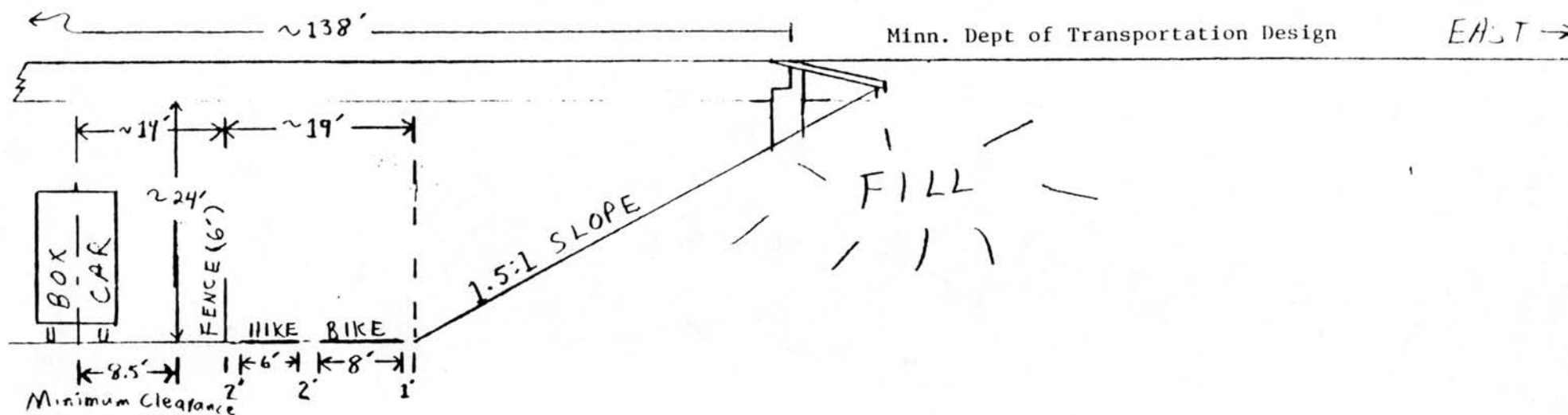
Scale: 1" = 15'

Drawing based on Preliminary Sketch Design
for Bridge No. 62876 (9-30-88)

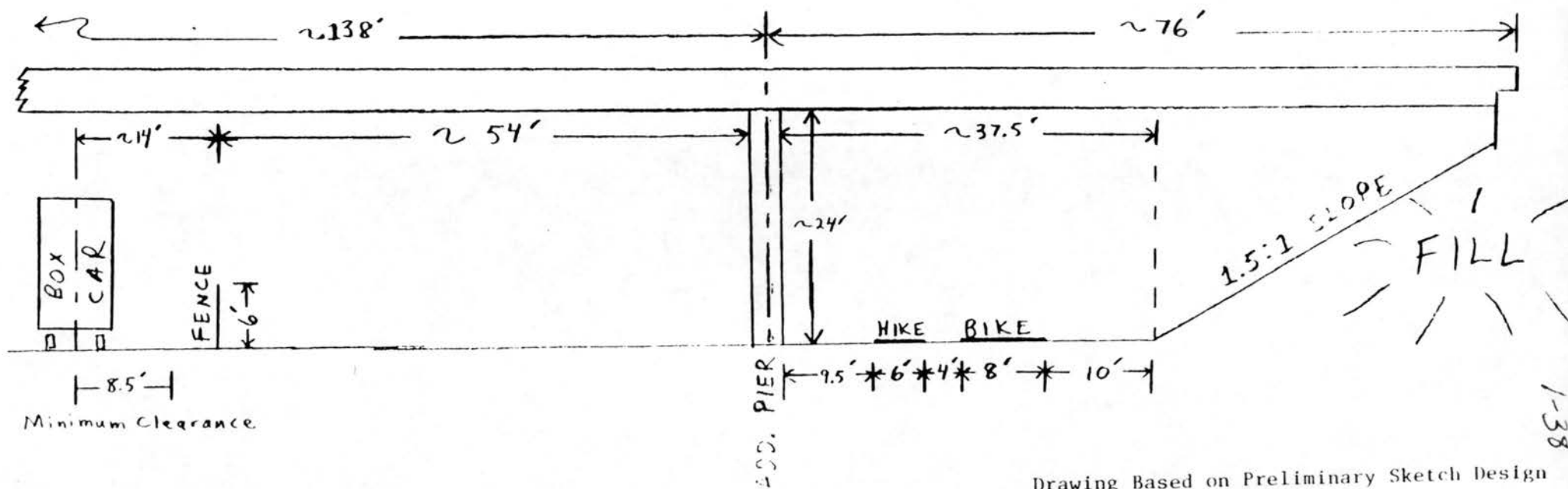
PROFILE OF EAST-BOUND BRIDGE VIEWED BY TRAIL USER LOOKING NORTH

Minn. Dept of Transportation Design

EAST →



City of St. Paul Design (With 76' Bridge Extension)

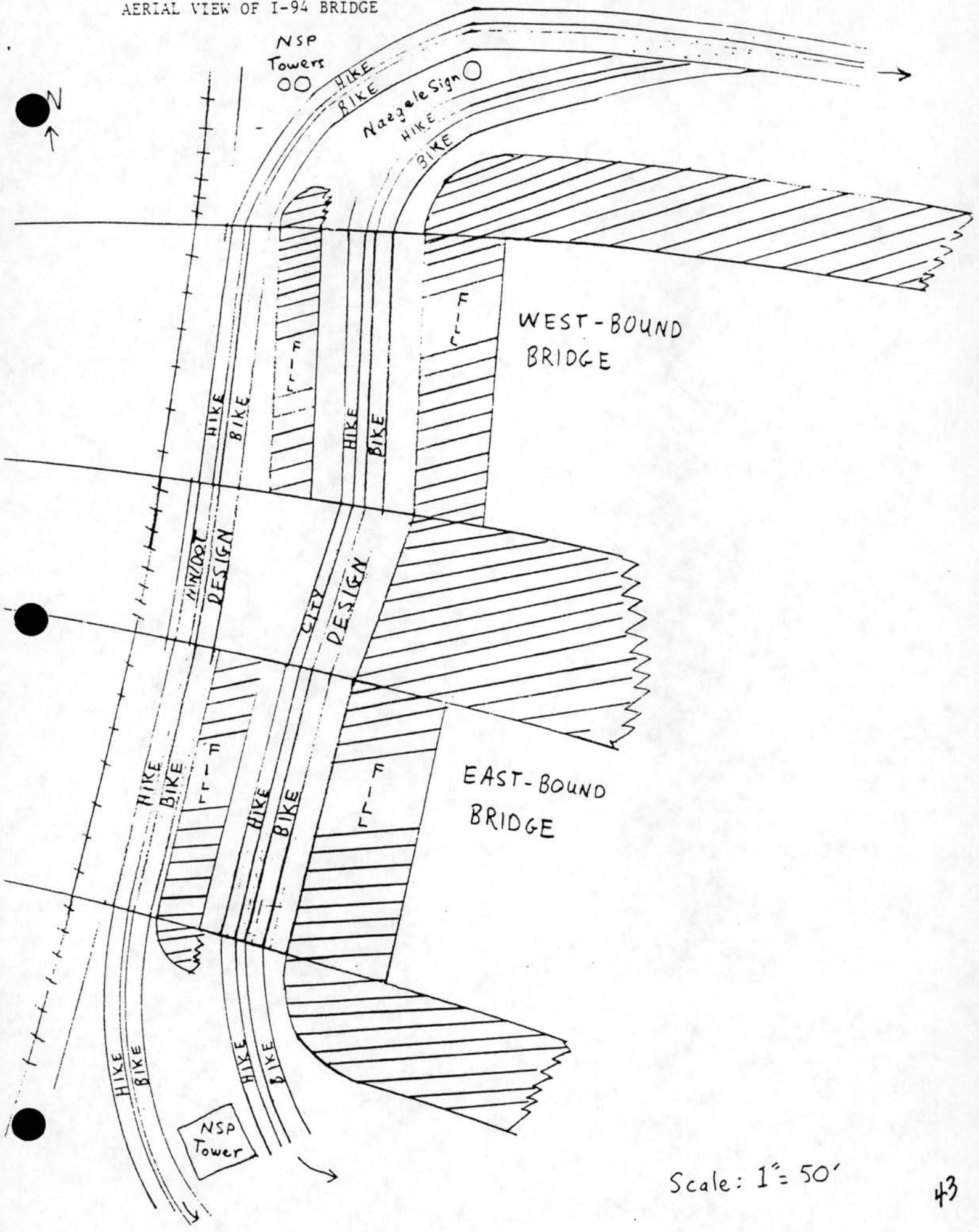


Drawing Based on Preliminary Sketch Design
for Bridge No. 62875 (12-23-87)

Scale: 1" = 15'

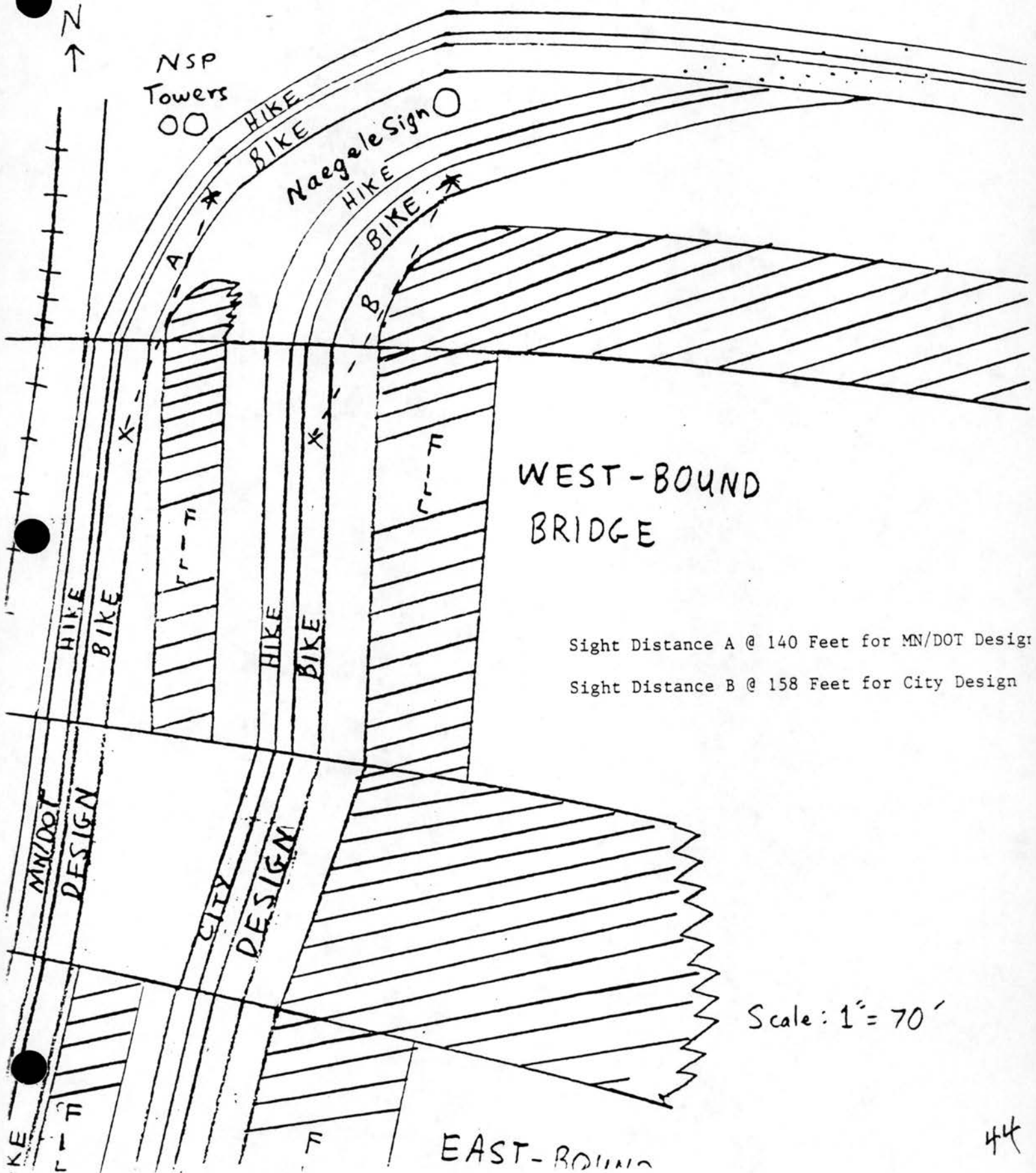
1-38

AERIAL VIEW OF I-94 BRIDGE



Scale: 1" = 50'

SIGHT DISTANCE COMPARISON OF Minn. Dept. of Transportation and
City of St. Paul Designs for I-94 Bridge Underpass



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works Originating Department <u>K. DeSpiegelaere</u> <u>12/28/88</u> Authorized Signature Date	Board Action Requested Light Rail Transit Inspection Trip INFORMATION ONLY
--	---

Request Justification

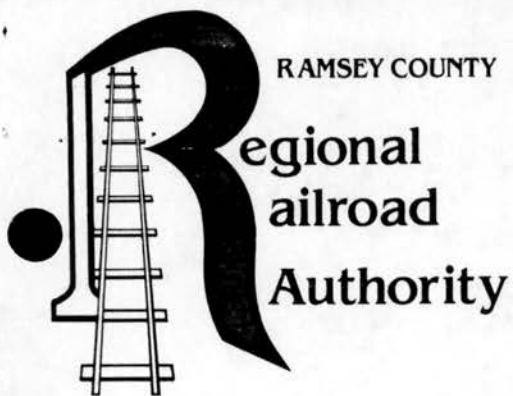
See attached memorandum from K. DeSpiegelaere

<i>Reviewed by</i> Budgeting and Accounting <u>Ed Blankly</u> County Attorney <u>Kris Wessing 1-4-89</u> 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
January 10, 1989	<u>J L Glendinning</u>	1/4/89
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 *KS*

DATE: December 30, 1988

RE: Light Rail Transit Inspection Trip

In December, three Ramsey County Regional Railroad Authority Commissioners (Finley, Hunt, McCarty), State Representative Randy Kelly, Ferrol Robinson (Strgar-Roscoe-Fausch, Inc.) and I met with transit staff in Calgary, Portland and Sacramento and viewed their transit systems.

A summary of what we learned is attached.

Recommendation:

For your information.

KD/pjk
Attachment

SUMMARY OF INFORMATION
LIGHT RAIL TRANSIT INSPECTION TRIP, December 14-16, 1988

Prepared by Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority

Participants: Commissioners John Finley, Ruby Hunt, Duane McCarty; State Representative Randy Kelly; Ferroll Robinson, Strgar-Roscoe-Fausch, Inc.; Kathryn DeSpiegelaere

- CALGARY -

We met with Harry Fraser (403-277-9810) and John Hubbell, City of Calgary Transportation Department.

Calgary has three LRT lines. They opened in 1981, 1985 and 1987. The fare system is proof of purchase with a 1% evasion rate. The system uses high level platforms. The cost was \$505 million for 28 kilometers of LRT, with 30 stations and 83 vehicles.

GOVERNANCE

Roads and transit are under the jurisdiction of City of Calgary. Staff reports to elected city council (14 members elected by ward) and mayor.

FUNDING

There was no federal funding or private development funds for capital costs. Approximately 50% of the capital costs were paid through a per annum per capita grant from the provincial government (\$65-75 per capita).

Farebox recovery system-wide (buses and LRT) is 51%. Fares are \$1.25 for adults. There are no zones, except for a fare-free zone downtown.

Transit operating costs of \$82 million per year are paid from farebox (\$42 million), \$7 million miscellaneous and the remainder from a property tax.

WHY LRT?

- o City adopted a policy of no new freeway lanes, no new downtown parking and an increase in the quality of transit services.
- o Congestion in transportation corridors.
- o Right of way availability (railroad).

INTEGRATED TRANSPORTATION PLANNING

Calgary believes in preserving right of way for the future. There is a ten year capital improvement program for roads and transit. It is considered extremely important to have a balanced transportation network. Buses and trains must interrelate.

GEOGRAPHIC/DEMOGRAPHIC DATA

Calgary's population is 669,000. Its area is about 600 square miles. Population density averages 16 per acre. The city has a high per capita income, high level of auto ownership and high level of education. One third of the workers in the

region work in downtown Calgary (90,000). Twelve percent of all trips are made on transit. Two thirds to 75% of transit riders have access to other means of transportation.

On LRT, 22% of the riders are former auto users, 8% are new travelers, 50% access LRT from feeder buses. There are 100,000 riders per day on 28 km of LRT. During the Olympics, LRT carried 262,000 people in a single day.

A typical home in Calgary (1,200 to 1,500 sq. ft.) would cost about \$100,000. Property taxes may average \$1,400 per year. Federal income tax may be up to 40% of income.

PARK/RIDE

A good park/ride facility is needed at the terminus of the light rail line. There is no charge to park. Plug-in heaters are provided.

RIDERSHIP

- o Speed and frequency attract riders. Speed is the major factor.
- o Calgary no longer dates ridership projections, but uses a "population envelope." At a certain population level, ridership will be as predicted. The planning horizon is one million population, rather than a specific year.

MISTAKES/COMPROMISES

- o No park/ride facility at the end of the Northwest line.
- o Failed to establish control of parking development downtown.
- o Some stations on first line are too large and too costly.

SECURITY

There are few problems. There are roving security officers and closed circuit TV's in stations.

WHY HIGH PLATFORMS

- o Helps differentiate rail from streetcar.
- o Provides easier access, more space in cars.
- o Allows higher speeds - that's what Calgary wanted.
- o Initial higher capital cost is more than offset by lower operating costs, need for fewer vehicles.
- o Platform length of 240 feet accommodates three vehicles.

DEVELOPMENT

LRT will help shape development, but will not draw development to a city. It will organize land use. Its visibility helps encourage development.

LRT IN RAILROAD CORRIDOR

Calgary leases right-of-way from Canadian Pacific. The 100 foot-wide right-of-way is shared with a single railroad track and double LRT tracks. The separation is 25 feet and a chain-link fence. Barriers are not perceived of any use. Thirty-two feet of the right-of-way is used for LRT.

TURNKEY IMPLEMENTATION

May work if the implementing agency has done the work before. If not, how do you know you're asking the proper questions? The implementing agency will need its own core of expertise.

CONSTRUCTION CONCERNS

There was a concern about the loss of pedestrian traffic to businesses downtown. Phased construction worked well.

VEHICLES

The 83 Siemens-Duwig light rail vehicles are far superior to buses in terms of maintenance. Each vehicle holds 200 comfortably. Outlying stations were designed to accommodate trains of up to five vehicles.

INTERESTING INFORMATION

Calgary rents light rail vehicles for parties.

- PORTLAND -

We met with Karen Cacy (503-238-4960), Dick Feeney, Ron Higbee (Tri-Met); Fred Glick of Fred Glick Associates.

Portland has a single LRT lines called MAX. It opened in 1986. The system uses low level platforms. The cost was \$327 million for 15.1 miles with 26 stations and 26 light rail vehicles.

GOVERNANCE

Seven members of board of directors are appointed by governor. They are approved by State Senate.

FUNDING

Eighty three percent of capital costs were paid with federal funds (interstate substitution). State general funds supplied the local match. State gas tax funds matched federal expenditures for highway improvements in the corridor.

Sixty percent of transit operating costs are paid with a payroll tax. Sending a bill to business leaders every quarter is not well received. Tri-Met does not consider the payroll tax a good method of funding. Bus farebox recovery is under 30%; LRT is 50%, including feeder service.

WHY LRT?

- o Air pollution crises occurred in Portland in late 1960s and early 1970s.
- o Congestion in downtown was a problem.
- o Adopted comprehensive land use laws that dictated that previous proposal for 52 freeways was not acceptable.
- o LRT most economical over the long term (40 to 50 years).
- o There was a parking lid downtown of 40,000 spaces.

INTEGRATED TRANSPORTATION PLANNING

Under Neil Goldschmidt, former Mayor of Portland, former Secretary of Transportation, now Governor of Oregon, Portland established clear policies on what transportation and transit were philosophically to accomplish. Plans for highways were modified to a balanced surface transportation plan.

GEOGRAPHIC/DEMOGRAPHIC DATA

Portland's population is 430,000. The Tri-Met three county area has a population of one million. The urban portion of the three counties is 725 square miles.

Transit is used for 4% of all trips and 48% of rush hour downtown trips.

In 1968-69, transit carried 16 million passengers in a twelve month period. That has increased to 36 million per year. Downtown employment is 80,000.

On LRT, 20-25% of riders are not former transit users.

RIDERSHIP

- o Two years of operation is insufficient to judge. People focus on ridership and cost. Other factors are important too.
- o Early forecasts predicted 40,000 riders per day by 1992. This was revised to 20-22,000 per day the year before LRT opened. Ridership is 20,000 per day.

SECURITY

An operator indicated that poor security and incidents can discourage night-time ridership.

WHY LOW PLATFORMS

High platforms wouldn't work in downtown Portland because of short (200 feet) and narrow (60 feet right-of-way) streets. This limits Portland to maximum trains of two vehicles. Portland's buses are equipped with lifts for disabled access. Lifts cost \$14,000 each. Light rail stations have lifts for access. Strollers need to be lifted onto vehicles.

The lift requires the light rail vehicle operator to leave the train and operate it. It also requires precise alignment of the access door with the lift. This consumes time. Whereas in Calgary, even during peak periods, we timed passenger access and exits at a maximum of 15 seconds per station, in Portland, one stop was three minutes for disabled exit and others were up to 45 seconds.

DEVELOPMENT

Local business leaders have a commitment to downtown revitalization and it has has occurred.

LRT IN RAILROAD CORRIDOR

LRT operates next to Union Pacific tracks. There is no separation barrier.

VEHICLES

The vehicles are made by Bombardier and cost \$940,000 each.

RELATIONSHIP WITH URBAN MASS TRANSPORTATION ADMINISTRATION

New criteria from Urban Mass Transportation Administration (UMTA) do not encourage good planning. Portland prefers criteria such as are you building what the community wants.

Senator Hatfield was Chairman of the Appropriations Committee and was helpful to Portland.

FUNDING PROPOSAL

Oregon's gas tax is used only for highways, not for transit. There is a proposal for the three county Portland area for a two to three cent local gas tax for transit.

IMPACT ON CONGESTION

The taxi driver said there is noticeably less congestion on the freeways since MAX began operation.

NEEDS OF PASSENGERS

Complaints from MAX's passengers were inadequate heat on vehicles (doors remain open for lengthy periods at stations) and no air conditioning.

INTERESTING INFORMATION

Dick Feeney categorizes LRT proposals as:

1. Needed
2. Neat
3. Nowhere

- SACRAMENTO -

We met with Mike Wiley (916-321-2986) and Allen Storey of Sacramento Regional Transit Authority. We toured Sacramento's LRT maintenance facility and rode its vehicles. Sacramento calls its system R T Metro.

Sacramento has two LRT lines. They opened in March, 1987. The system uses short high platforms. The cost was \$176 million for 18.3 miles, with 28 stations and 26 vehicles.

GOVERNANCE

The Sacramento Regional Transit District consists of a seven member appointed Board of Directors, four appointed by the City Council and three by the County Board of Supervisors.

FUNDING

The major share of capital costs were paid with federal interstate substitution funds. Tax increment financing was used.

Thirty percent of transit costs are recovered from fares; 56% from state funds; 10% federal funds; and the remainder from miscellaneous sources.

WHY LRT?

- o Freeways are inadequate. A balanced transportation system is needed.
- o Light rail allows savings in labor because one operator can move ten times more people than a bus.
- o Improves air quality by reducing number of auto trips. Sacramento has air quality problems.
- o Growth can be channeled along corridors and concentrated around stations.

GEOGRAPHIC/DEMOGRAPHIC DATA

Sacramento's population is 800,000 in 340 square miles. Transit ridership is 62,000 per day. Of that number, 15,000 ride on LRT. Ten percent of the downtown trips are made on transit, 25% peak hour trips.

Forty-two percent of LRT riders were not regular transit riders; 27% had never used transit. The average income for LRT riders is higher than for bus riders. It has many riders who would not use buses. Less than 10% of LRT riders walk to stations. Fifty percent park at stations; 40% use feeder buses.

MISTAKES/COMPROMISES

- o Had problems meeting the federal Buy America regulations.
- o System was driven by revenue, rather than by cost. The use of single tracks for much of the system is an example.
- o Organization was a problem.
- o Recommend that design not be done by state highway department.

WHY SHORT HIGH PLATFORMS

High platforms work better and allow greater speed. The initial higher cost was the reason they were not selected for Sacramento.

VEHICLES

Sacramento, like Calgary, uses Siemens-Duwag vehicles. Four car trains may be used in Sacramento.

DEVELOPMENT

LRT has encouraged development. Some private developers assisted with station development. Downtown mall design was undertaken with LRT construction. Sacramento can point to specific examples of new construction related to LRT.

LRT IN RAILROAD CORRIDOR

Purchased abandoned railroad corridor for future LRT extension.

FUNDING APPROVED

Funding for operating costs has been a problem and forced a cutback in service. On November 8, 1988, a one-half cent local sales tax was approved. It will raise \$40 million per year; 35% of that amount will be used for transit.

IMPACT ON CONGESTION

LRT hasn't relieved congestion but it has had a positive impact. Population is growing two percent annually in Sacramento.

ALIGNMENT DECISION

Ninety percent of the alignment was known from the initiation of the project. It was important to Sacramento to locate LRT where it could be implemented quickly because there was a sunset date on interstate substitution funds. It is not located in the corridor with the highest ridership.

ADVANTAGES OF LRT

It is not a trolley, but a mix between trolley and heavy rail. It has speed and capacity advantages. It should be placed as a trunk in an area with bus lines as branches.

ART IN PUBLIC PLACES

Stations contain art in the concrete station platforms. Landscaping was, in some instances, donated and planted by volunteers.

INTERESTING INFORMATION

- o Being the capital city had no impact on funding for LRT.
- o Sacramento's LRT operators were trained in Calgary. LRT is the preferred assignment for transit operators, rather than buses.
- o Bicycles are allowed on light rail vehicles if space is available.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Public Works Originating Department <i>K. DeSpiegelaere</i> Authorized Signature	Board Action Requested System Standards for Light Rail Transit INFORMATION ONLY
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12/28/88
Date

Request Justification

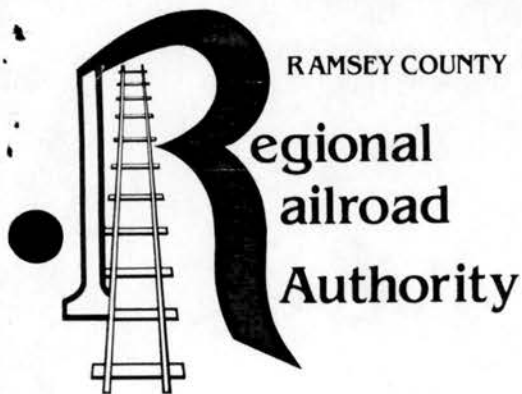
- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Information from SRF on system standards.

Reviewed by <i>Ed Klautz</i> <i>1/4/89</i> Budgeting and Accounting County Attorney <i>K. W. Smith</i> <i>1-4-89</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	<i>F. L. Glendon</i> Signature	Date
January 10, 1989		<i>1/4/89</i>
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: System Standards for Light Rail Transit

DATE: December 27, 1988

We have previously addressed the subject of Hennepin County's proposed system standards at Ramsey County Regional Railroad Authority (RCRRA) meetings. Chairman Finley has requested an extension of the time for making regional decisions on this topic until after your February 28 meeting, to allow each of you the opportunity to view light rail transit systems.

Slides on system standards, particularly the high/low/short high platform options, will be shown at the January 10 RCRRA meeting. Some of the slides are reprints of Hennepin County's; others were taken in December by Commissioner Duane McCarty.

A summary prepared by SRF of the pros and cons of the options and their relevance to RCRRA's adopted goals is attached.

Recommendation:

For your information.

KD/clm
Attachment

RCRRA COMPREHENSIVE LRT PLAN

PLATFORM OPTIONS

Low Platform

Short/High Platform

High Platform

DISABLED ACCESS OPTIONS

Low Platform:

- . On-vehicle lifts
- . Off-vehicle lifts

Short/High Platform:

- . Ramp

High Platform:

- . Ramp

COMPARISON OF PLATFORM OPTIONS

- . Ease of access
- . Length of time at station (dwell time)
- . Capital and operating cost
- . Safety
- . Space requirement
- . Reliability

EASE OF ACCESS

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Requires lift at station . Disabled patrons must access vehicle at a specific door . Requires operator assistance . Access for general public more difficult because of steps	. No lift required at station Ramp required . Disabled patrons must access vehicle at a specific door . Requires operator assistance . Access for general public more difficult because of steps	. No lift required at station Ramp required . Disabled patrons access vehicle at any door . No operator assistance required . Access for general public easiest

LENGTH OF TIME AT STATION (DWELL TIME)

This is affected by how the general public and disabled patrons access the vehicles. Steps, lifts or ramps require more time than direct access using high platforms. Length of time at stations influence the time for the trip and the capital and operating costs.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Requires most time for disabled access . Requires more time than high platform for general public access . Requires time for operator to accurately align front door with disabled access point	. Requires more time for disabled access than high platform . Requires more time than high platform for general public access . Requires time for operator to accurately align front door with disabled access point	. Requires least time for disabled access . Requires least time for general public access at stations . Operator does not have to align front door with disabled access point

CAPITAL AND OPERATING COST

Both capital and operating costs are affected by platform-type decisions. These include the cost of platforms, the number and cost of vehicles and system operating costs.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Station cost is lower than for high platform	. Station cost is lower than for high platform	. Station cost is higher than for low or short/high platform
. Requires more vehicles than for high platform	. Requires more vehicles than for high platform	. Requires fewer vehicles because of faster travel time
. Requires more operating hours than for high platform	. Requires more operating hours than for high platform	. Requires fewer operating hours because of faster travel time
. Requires maintenance of lift	. No lift maintenance required	. No lift maintenance required

SAFETY

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Perceived as less safe than high platform because of steps and lift for access to vehicles	. Perceived as less safe than high platform because of steps for access to vehicles	. Perceived as safer because of direct access to vehicles

SPACE REQUIREMENT

While the platform options can be designed to be visually attractive, they vary in space requirements. The width and length of platforms for the options may be the same, but they vary in height requirements. Low platforms are zero to eight inches above the rail; handicap lifts and ramps and high platforms are approximately 40 inches above the rail. Platform height is particularly relevant in downtown areas where some businesses may consider height a problem.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Most adaptable to existing physical space	. Less adaptable to existing physical space than low platform	. Less adaptable to existing physical space than low or short/high platforms

RELIABILITY

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Lifts are mechanical devices that require maintenance. Their reliability is uncertain, especially in a climate such as that of the Twin Cities.	. More reliable than low platform because of absence of lifts	. More reliable than low platform because of absence of lifts

ABILITY OF PLATFORM OPTIONS TO ACCOMPLISH
RCRRA LRT SYSTEM GOALS

RCRRA LRT Goals	Option With Highest Potential
Goal 1: <u>Integrate Ramsey County LRT System with Others</u> · Coordinate LRT plans with other counties	High Platform
Goal 2: <u>Relieve Congestion</u> · Improve transit travel time	High Platform
Goal 3: <u>Enhance Development</u> · Minimize detrimental impacts on businesses	Low Platform and Short/High Platform
Goal 4: <u>Decrease Transport Costs</u> · Reduce operating cost of transit services	High Platform
Goal 5: <u>Respond to Mobility Needs</u> · Integrate access for the disabled	High Platform

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Public Works Originating Department <i>K. DeSpiegelaere</i> <i>12/28/88</i> Authorized Signature Date	Board Action Requested Update on Comprehensive Light Rail Transit Plan INFORMATION ONLY
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Request Justification

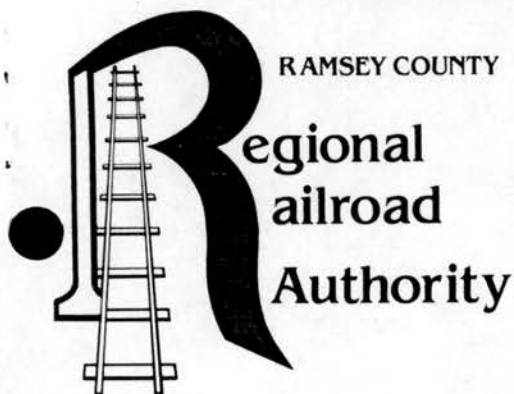
See attached memorandum from K. DeSpiegelaere

<i>Reviewed by</i> <i>Ed Glantz</i> <i>1/4/89</i> Budgeting and Accounting <i>[Signature]</i> <i>1-4-89</i> County Attorney Risk Manager Data Processing Previous Action taken on Request	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 10, 1989	<i>[Signature]</i>	1/4/89
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*

DATE: December 27, 1988

RE: Update on Comprehensive Light Rail Transit Plan

Regional Railroad Authority staff members have begun working with Strgar-Roscoe-Fausch, Inc. (SRF) on the comprehensive light rail transit plan. The first contract, approved by you on December 13, called for completion of a detailed work program by the last day of January. The second contract to carry out the work program will be presented to you in February.

While we have begun meetings on the work program, other issues have arisen that require immediate attention. Therefore we are also focusing efforts on developing system standards information and on community participation activities so that you can be active participants in regional decisions on light rail transit.

As you may recall, you adopted a community participation program that includes:

o Public Forums

The first of three series of five forums on light rail transit and Ramsey County's plans have been scheduled for February 6, February 9, February 13, February 16 and February 20. These will be held at 7:00 p.m. in various locations throughout the County. You are invited to attend the forums.

o Intergovernmental Committee

The first meeting of this group of elected and appointed officials was held on January 3. John Finley is chairman of the committee.

o Technical Committee

The first meeting of this group of staff representatives will be January 12. Judith Hollander of the Regional Transit Board chairs the committee.

o Northeast Corridor Task Force

The first meeting of this citizens group is scheduled for February 2.

Ramsey County RRA Commissioners
Terry Schutten
December 27, 1988
Page two

o **Citizens Advisory Committee**

This committee has monthly meetings and has met since September, 1987.

o **Newsletters**

Preparation of the first issue of the newsletter is underway. An extensive mailing list is being developed.

Recommendation:

For you information.

KD/pjk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

PUBLIC WORKS	Board Action Requested
Originating Department	WASHINGTON COUNTY REGIONAL RAILROAD AUTHORITY
<i>K. Despiegelaere</i>	
Authorized Signature	Date
	12/29/88
	INFORMATION ONLY

Request Justification

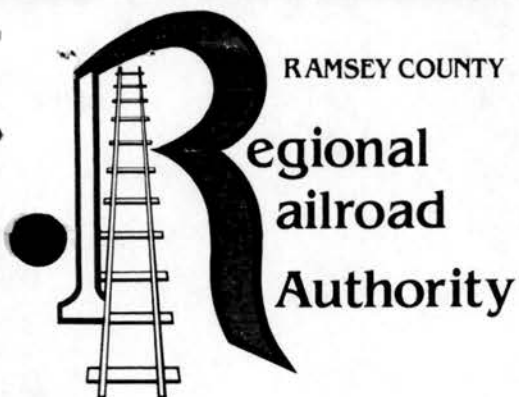
SEE ATTACHED MEMORANDUM FROM K. DESPIEGELAERE

Reviewed by	<i>Ed Glantz</i>	1/4/89
Budgeting and Accounting		
County Attorney	<i>Kris Wenzel</i>	1-4-89
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
January 10, 1989	<i>J L Glendinning</i>	1/4/89
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

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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*

RE: Washington County Regional Railroad Authority

DATE: December 29, 1988

Washington County Regional Railroad Authority has authorized staff to issue a request for proposal for a comprehensive light rail transit plan for Washington County. Washington County will apply for a \$40,000 grant for that work from the remaining \$163,000 unallocated by the Minnesota Department of Transportation for light rail transit work. Ramsey County is not eligible to apply for additional grant funds, since we have not expended the amount we have received.

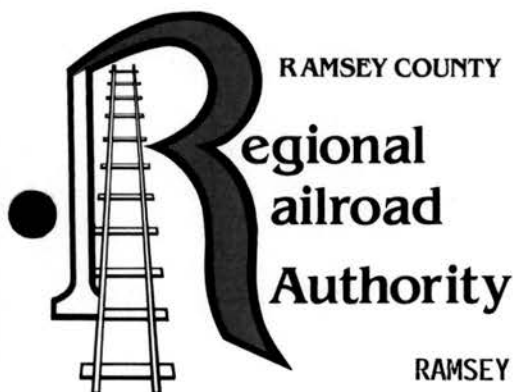
Washington County staff have told me that they expect to start on the plan with consultant assistance in May and anticipate it would be done by the end of 1989.

Washington County has appointed members to Ramsey County Regional Railroad Authority's committees and their comprehensive plan efforts will be coordinated with Ramsey County's work.

Recommendation:

For your information.

KD/pjk/003891



AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tuesday, January 24, 1989

10:30 A.M. - Large Conference Room -- 316

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

1. * Minutes of the January 10, 1989 Board Meeting
2. Chairman's Comments
3. Committee membership for Comprehensive LRT Plan
4. * Appointment of acting convenor for February 2 initial meeting of Northeast Burlington Northern Corridor Task Force
5. * Clerical staff needs for Ramsey County Regional Railroad Authority.
6. Access options for light rail transit vehicles.- Staff recommendations for Technical Committee

* Action is required on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 10, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, January 10, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

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

MEMBERS ABSENT: Commissioner Ruby Hunt
Commissioner Donald Salverda

Also Present: Michele Timmons and Kristi Wendorff represented the County Attorney's Office, Tom Foley, Terry Schutten, Karen Tero, Kathryn DeSpiegelaere, Thomas Ryan, Dennis Greeley, James Van Houdt, Ed Glaubitz, Greg Mack, Karen Tero, Frances Glendenning, Toni Baker, Paul Gustafson, Don Ahern

1. Minutes - of the December 13, 1988 meeting of the RCRRRA Board.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board held on December 13, 1988, as written.

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

2. Chairman's Comments

Chairman Finley informed the Board that the first meeting of the Intergovernmental Committee was held, this was attended by quite a few, they had a presentation on the standards as far as platforms are concerned, and tonight they will be having a meeting and will be going over the standards with the Citizens Advisory Committee so that they understand high and low. He will be attending this meeting this evening to tell them this is one of the things that we have to decide upon early in the game, and the Intergovernmental Committee will also have to consider this as this includes all the counties and intergovernmental agencies as they will all be affected by that decision.

Chairman Finley said he does not know how we did the election of officers last year, and suggested that that this be considered, as to whether we need to do this annually.

Commissioner Norgard would like to move that Board keep the same officers as before, this was seconded by Commissioner Schaber.

Commissioner Schaber commented that he feels the Chairman has been heavily involved and the same officers should be reappointed,

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

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes, Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1989: John T. Finley, Chairman, Duane W. McCarty, Vice-Chairman, Warren W. Schaber, Secretary, and Ruby Hunt, Treasurer.

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

Commissioner Ahrens asked if we have anything from the City of St. Paul as to their feelings about platforms and levels.

Chairman Finley said the City of St. Paul has the biggest concern on everything, but the City was the last to submit an appointment out of every one in the whole metropolitan area to the Intergovernmental Committee. Roger Goswitz will be the elected official appointed by Mayor Latimer to serve on that Committee, and he was at the first meeting, and Commissioner Finley is sure the City will be expressing their preference. There are pluses and minuses on these standards and platforms as you will see when we discuss this today as this is on our agenda.

Chairman Finley called on Michele Timmons to introduce the person who will be handling Light Rail Transit for the County Attorney's Office. She introduced Kris Wendorff, and explained that in the budget a part time position was authorized for their office to begin in January for the RRA, and Ms. Wendorff is the person who has been selected. Ms. Wendorff started in the Civil Division as a law clerk for about two years, and she is without any doubt one of the most outstanding law clerks we have ever had. She was hired in the Human Services Division for two years, and requested a transfer back into the Civil Division. Ms. Wendorff has considerable expertise in environmental law, and has won an award for an article that she published in that area. Ms. Timmons feels that the Board will find Ms. Wendorff very capable. Chairman Finley welcomed her on behalf of the Board.

3. Approve positions on legislation for Ramsey County Regional Railroad Authority.

Chairman Finley discussed the first position is that we enter into Joint Powers Agreement, and because we are not County we do not have that authority. It is more necessary in this area than in many areas. The other position is more controversial as it deals with the excise tax distribution, and MICA has recommended 75% of funds for transportation purposes, and then staff has suggested that we support \$10 million for planning and preliminary engineering much like the law for this year where there was \$.1 million which would be allocated on the basis that no county get more than 60%, and then the third one for the rail bank funds that the Met Council be authorized to permit no interest loans to railroad authorities.

Chairman Finley added, that we have as an attachment a resolution from Hennepin County in which they have suggested they endorse transfer of all MVET funds from the State General Fund to support transportation, and that 30% allocated, be dedicated to capital costs of light rail transit. We are not at the stage of looking for money for capital process at this point. We are not ready to start buying vehicles or laying track, that is why the staff recommended that we not support the funds for capital costs, but that we support it for planning and engineering purposes as we would like to move slowly, plan well, and do our engineering studies, and then let the chips fall where they may as far as use of what ever funds.

Ms. DeSpiegelaere addressed the Board, the other difference between ours and Hennepin County is that they are not specifying that a limit of 60% go to a single county, and our staff recommendation would be to specify again. An additional difference is that they are silent as to who should administer those funds, and our recommendation would suggest that the Minnesota Department of Transportation administer the funds as they were this year.

Chairman Finley feels it would be appropriate that they if there is going to be a specific allocation that the department handling all funds would be the one rather than involving another governmental entity.

Commissioner Mc Carty commented that we always run into the same thing on capital funds that the current allocation for motor vehicle tax and the programs that it supports, is that they are always the opposition when you attempt to transfer funds to transportation, and he asked Thomas Ryan as to what it looks like this year.

Thomas Ryan said it does not look like there is going to be any money in the Governor's budget for going to the full transfer, the push is to get rid of the 1991 sunset, and then there obviously will be discussion about the light rail allocation.

Commissioner McCarty asked if it would be wiser to go for a separate transportation fund.

Mr. Ryan feels the approach suggested by the staff is a good one, you get it into a department where in the future it becomes a line item in a budget for the Department of Transportation, and you fight it in the appropriations committee, rather than a tax committee. From a strategic point of view it is an excellent recommendation, had we done that with Income Maintenance and some other things, we might have some better deals right now.

Chairman Finley thinks that the approach taken also is consistent with what the Legislature did on their own without any input last time, so we know where they keep a handle on a specific amount, it is not a percentage, and it is one of their department's controlling the purse strings as opposed to Met Council or directly to the counties.

Commissioner Schaber moved the following recommendation, seconded by Commissioner Ahrens. (The three positions recommended.)

The Ramsey County Regional Railroad Authority Board recommends the following positions on legislation:

WHEREAS, Minnesota Statute Chapter 388A, enabling the establishment of regional railroad authorities, specifically allows regional railroad authorities to enter into joint powers agreements with municipalities (398A.06, subd. 3) but does not similarly mention other regional railroad authorities, Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports an amendment to Minnesota Statute 398A.04, subd. 9, as follows:

Subd. 9. Agreements with other governmental units. The authority may enter into joint powers agreements or other agreements with the municipality or municipalities named in the organization agreement and with other municipalities situated in the counties named in the resolution respecting the matters referred to in section 398A.06 and with one or more authorities respecting any matters referred to in this Chapter.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan and is conducting Phase I of preliminary engineering for light rail transit in the Midway Corridor with assistance from the state light rail transit grant funds, Now, Therefore, Be It

Ramsey County Regional Railroad Authority
January 10, 1989

RESOLVED, That Ramsey County Regional Railroad Authority supports the transfer of 75% of motor vehicle excise tax funds to transportation; supports the distribution of 25% of the transportation funds for transit; supports the distribution of 80% of the transit funds for the metropolitan Twin Cities area; and supports the provision of \$10 million for planning, preliminary engineering and construction purposes for light rail transit in 1989 to the seven metropolitan county regional railroad authorities from the motor vehicle excise tax metropolitan transit share. The fund should be distributed by the Minnesota Department of Transportation, with no more than 60% allocated to a single county.

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

WHEREAS, Minnesota Statutes Section 473.167 allows the Metropolitan Council to levy taxes to fund loans to counties, cities and towns to acquire right of way for future highway construction, Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports broadening the right-of-way acquisition loan fund to permit no-interest loans to regional railroad authorities for acquisition of potential right of way for light rail transit, with the loan repaid when light rail transit is implemented.

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

4. Approve resolution for testimony at hearing on Northeast Burlington Northern Corridor at Metropolitan Council.

Chairman Finley informed the Board that he will be the person who will be at at that meeting. He asked Ms. DeSpiegelaere to touch upon what is being proposed, as we have already taken action regarding the NE Corridor, Burlington Northern Track, that it be used as a trail for park purposes, but that we concur it be used as a trail, but that we participate jointly in the planning for future light rail transit. To clarify that resolution is where Ms. DeSpiegelaere is at this point based upon actions that have been taken subsequent to our meeting.

Ms. DeSpiegelaere addressed the Board, the resolution which is before the Board today has some changes which are underlined, these sections differ from the previous resolution, which was passed on this issue in September. The reason for the difference is primarily the second paragraph under Resolved, which is that the Metropolitan Council had a finding for public hearing debate that said LRT should be considered in this corridor if the Council finds that building LRT is in the public interest, and no alternative exists. Her concern was with the "no alternative exists", she felt that it was a rather vague definition and one could always find alternatives. So, the proposal before the Board would indicate that we have concern for that term. In addition, the third

part of this is the same as was seen before, and that is that the extension should be to the North Ramsey County Line, and that Ramsey County should be part of the planning process. She pointed out that the Board members will be getting information at the next Public Works, Parks and Recreation Committee next week on this same subject, and Greg Mack and she have had several discussions on this subject, and she does not think there is any disagreement.

Greg Mack said that Ms. DeSpiegelaere and he have had considerable discussion on this and formulated the resolution that went jointly to the County Board and the Rail Authority. What he is presenting to the Public Works, Parks and Recreation Committee is a presentation on two public hearings, both initiated through the Parks Department, and in dealing with this specific issue, what he thinks are that three items need to be transmitted, one is that there is a dual use that is being contemplated by Ramsey County, and this is clear in both resolutions. Second, Commissioner Norgard's insertion going to the county line, and their hearing addresses this to be to Beam Avenue, so it is important that we let them know we have an interest in going to the County Line. In addressing the issue of the joint planning, one of the issues raised in their staff meeting as to who should own or who should be the implementing agency. Typically from a park perspective, when you have a project that extends with two jurisdictions, there is usually assigned the two agencies from a park perspective who would jointly prepare the master plan, and being involved in the operation of that facility, Battle Creek would be an example of that in this county where we are involved as owner of the property, there is a joint master plan with the City of St. Paul. Their policy plan prescribes that it should be prepared in concert.

Greg Mack continued, what he was suggesting to the Public Works, Parks and Recreation Committee is that in the testimony the County may want to come forward and indicate an interest in being an implementing agency with that part of this corridor that lies outside the City. That way we would be assured as a County to be involved in all aspects of planning and implementation. That would be a strong position for the rail Authority as well that you would be in a position of reviewing all the plans not only those that the City is preparing, but also the County portion, and it has to be mutually acceptable.

Chairman Finley said this of course would not conflict with anything that the RRA is doing. Mr. Mack said it does not conflict with it, it clarifies perhaps the third portion of the resolution where it says that the ownership is currently not declared, but Ramsey County wants to be assured that we will be involved throughout the process. From a Park standpoint, that is the way to do that, to say that you want to be an implementing agency. It may come to this anyway through the process if we extended our interest to the North County line, as the City would not be the implementing agency for any projects in the regional system for anything outside the municipal boundaries of St. Paul.

Chairman Finley asked about paragraph 3, regarding the ownership, if this is too broad, or should we be saying that Ramsey County is part of the implementing agency. Mr. Mack feels that the stronger statement would be to be an implementing agency, whether the RRA wants to say this, but from the parks perspective, he believes the County Board should be the implementing agency for any park trail activities that are happening. That would assure that you are involved in there, in the driver's seat.

Ms. DeSpiegelaere said that would be acceptable.

Commissioner Schaber asked if it is being suggested that we in effect for Ramsey County be the implementing Agency from Beam Avenue to the North County Line. Mr. Mack said this would be that which lies north of Larpeur Avenue to the North County Line.

Commissioner McCarty said it is his understanding that the funds for the trail will not be forthcoming until the Master Plan has been developed. Mr. Mack confirmed this, and Ramsey County would jointly develop a master plan with the City. Municipalities are not an implementing agency, with the exception of Mpls. and Saint Paul, in the regional system.

The question on paragraph 2 was discussed so that there will be clarification as to "only no alternative exists".

Commissioner McCarty asked about the law as to whether it is compatible with metropolitan system plans, etc., and not whether or not it is in the public interest.

Chairman Finley said that is sort of correct. In this instance they do not have their "hat" on in this instance, they do not have their review of the light rail transit plan when we are dealing with this issue right now. Whether they are going to approve the park grant money for the acquisition of the corridor for the park purposes, they are not with their transit review authority under LRT. Michele Timmons would agree, that is exactly the situation.

Chairman Finley continued the implementing agency to get park funds for the purpose of acquisition, but we do not want these funds to eliminate future use for light rail, we are saying "don't eliminate that potential use".

Commissioner Schaber would move recommendation with the modifications which have been discussed in 2 and 3, and with the understanding that Ms. Timmons will assist in revising these resolutions.

Commissioner Ahrens seconded this motion.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right of way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and Ramsey County Regional Railroad Authority has begun an assessment of the light rail transit potential of the corridor; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time, with these caveats:

- 1) That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception.
- 2) One finding for public hearing debate is that "The Metropolitan Council should consider allowing LRT use...if the Council finds that building LRT in the corridor is in the public interest and no alternative exists." The Ramsey County Regional Railroad Authority supports the portion of this finding which allows LRT use if such use is in the public interest. The Authority cannot support, however, the portion of the finding allowing LRT use only if no alternative exists. LRT use should be considered if it is determined to be feasible for this corridor even if another alternative exists.
- 3) That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project, including being the implementing agency from Larpenteur Avenue north to the north county line.

5. Light Rail Transit Inspection Trip

Chairman Finley had asked Ms. DeSpiegelaere to submit to the Board members and this is informational only. Any members who will be going on future trips should use this as a guideline to frame any questions which they may have.

Secondly, Chairman Finley informed the Board that we have a slight problem as we are having numerous requests for the inspection trips, one is the financing, as to who will pay for them as right now we have 11 requests, even though we eliminated the January trip. He is concerned not only from the funding part of it, as we may run out of money in the travel budget, at the beginning of the year. The second issue is that it is difficult, it is unwieldy moving 11 people through the systems. There were five or six on the first trip, and this seems to be the maximum number, with the people who will be joining us from the cities involved.

Chairman Finley feels that the Commissioners have to go, he is not saying that others from the County Attorney, Executive Director and his staff should not go, but from the standpoint of being too many people in the tour.

Commissioner Schaber does not feel that some of these people have to be on the trip to get the information they need to do their portion of the job. We have to look at cutting back.

Commissioner McCarty commented in addition to Commissioner Schaber's comments, that any more from six people on a tour is going to be impossible, no one will benefit, as we were trying to keep together with the guide, we should set the number of six, and the top priority be the decision makers, and go from there and do the best we can.

The Board discussed the four Commissioners who have not made this trip, with the addition of one person from the LRT staff. There has been no additional requests from the legislators, and Commissioner Ahrens said they were basically not interested as February is just not a good time for them. Peter Fausch from the consultant's staff wants to go, but it will be at his expense.

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

The Ramsey County Regional Railroad Authority recommends that the LRT tour of cities in February include the four Commissioners who have not been on the previous trip, one member of the LRT staff, plus the person from the Consultant firm who will pay their own expenses.

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

Chairman Finley added that the County Attorney's Office and Executive Director's staff, it is important for them to go, possibly something can be set up, they may not have to take them all. He asked Terry Schutten to take the lead on this, and maybe the staff could work it out.

Commissioner McCarty wished to commend Kathy DeSpiegelaere on the tremendous job she did in coordinating the tour, and the cooperation with the cities.

Commissioner Schaber asked about the Calgary trip, fares are not shown for all cities. Ms. DeSpiegelaere will get this information.

6. Systems Standards for Light Rail Transit

Ms. DeSpiegelaere distributed a hand out which was developed by the consultants and the Rail Authority Staff that was developed by Hennepin County, looking at the different platform options, low, short-high, and high, comparing each of those three options in terms of six different items, ease of access, length of time at station, capital and operating and costs, safety, base requirements, and reliability. Then, the conclusion is relating the goals that were adopted by the Regional Rail Authority last June to the different platform options.

A series of slides were shown, these were taken during the Calgary, Portland and Sacramento tours. Some of the pictures were taken by Ferrol Robinson of the Consultant's firm, and Commissioner McCarty.

Chairman Finley explained the platforms as they were shown, the handicapped access, methods of buying fares, and Ms. DeSpiegelaere commented on each slide.

7. Update on Comprehensive Light Rail Transit Plan

Chairman Finley discussed the Public Forums, and Ms. DeSpiegelaere has suggested that a Commissioner representing that district be there for at least part of that public forum. The forum is going to be similar to the previous one which we had at Hamline Library. However, Ms. DeSpiegelaere pointed out that this will differ as that was an open house, this would consist of a presentation on light rail transit, and then be followed by questions and answers, and then there would be an opportunity for individual conversations. It would be different in that there is a presentation proposed.

Chairman Finley agreed that it would be nice if the Commissioner from the respective district could be present and be available for their constituents. The Commissioner would not be on the forum, but if they would like to be a part of the actual presentation, please let Ms. DeSpiegelaere know what their preference would be.

8. Washington County Regional Railroad Authority

Chairman Finley said this is information only, and Washington County is going to start moving ahead.

Chairman Finley added, for those Commissioners going on the tour, he suggested that when looking at the downtown areas, he tried to relate to the downtown area the closeness of the buildings, as with our narrow streets and sidewalks, we might want to consider as opposed to keeping it open to vehicles, or limited to light rail transit in the downtown areas. Some of the cities are exactly like our downtown areas.

Chairman Finley mentioned that the RCRRA Board meetings will be scheduled-- at 10:30 A.M. this year, as Finance Committee will now be meeting at 9:00 A.M., so this will give the RRA more time as opposed to the previous 11:00 A.M. schedule.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>RCRRA</u> <u>Originating Department</u> <u>John T. Finley</u> <u>1/19/89</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> <u>CHAIRMAN'S COMMENTS</u>
<u>Request Justification</u>	

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

January 24, 1989

Board Date

Signature

1/19/89

Date

J L Henderson

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

RCRRA

Originating Department

K. DeSpiegelaere
Authorized Signature

1/17/89
Date

Board Action Requested

Committees for Comprehensive LRT Plan

INFORMATION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. List of members of Intergovernmental, Technical, Citizens Advisory Committees and Northeast Burlington Northern Corridor Task Force

Budgeting and Accounting

Ed Blawie 1/18/89

County Attorney

reviewed by Kris Wenzel 1-19-89

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
January 24, 1989

Signature

Date

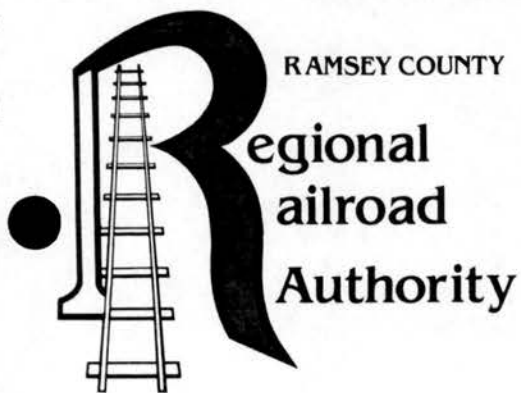
Board Date

Signature

Date

J. L. Glendenning

1/19/89



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: Committees for Comprehensive LRT Plan

DATE: January 17, 1989

In 1988, Ramsey County Regional Railroad Authority adopted a community participation program for the Comprehensive LRT Plan that has now been implemented. I have attached a list of the members of the various committees that will make recommendations to you on the plan.

The committees are:

- Intergovernmental Committee (elected and appointed officials of municipalities in County, adjacent counties, state and regional agencies, disabled groups)
- Technical Committee (technical staff of same groups)
- Citizens Advisory Committee (14 citizen members, two appointed by each commissioner)
- Northeast Burlington Northern Corridor Task Force (affected district councils, business groups, affected cities, members of Citizens Advisory Committee in this area)

It is anticipated that these groups will meet once a month for the duration of the comprehensive LRT plan.

The Technical and Intergovernmental Committees have each met once and have received an introduction to LRT and to the Comprehensive LRT Plan. They are being asked to make recommendations on the platform height for LRT at their next meetings (January 26, Technical Committee; February 7, Intergovernmental Committee)

The Citizens Advisory Committee recommended on January 10 that high platforms be considered for LRT and that an honor-type fare system be implemented with some additional considerations. This subject will be discussed more fully in the committee minutes you will receive at a later date.

The initial meeting of the Northeast Burlington Northern Corridor Task Force will be Thursday, February 2, 7 PM at the White Bear Lake Library.

Recommendation:

For your consideration.

Mr. Pat Donovan, President
Norwest Bank
55 East Fifth Street
Paul, Minnesota 55101

Mr. Russ Larkin, Commissioner
Washington County P.O. Box 607
P.O. Box 607
Willernie, Minnesota 55090

Mr. George Jungkunz, Supervisor
White Bear Town Board
2576 Arbor Drive
White Bear Lake, Minnesota 55110

Mr. Paul McCarron, Commissioner
Anoka County
325 Main Street
Anoka, Minnesota 55303

Mr. Sam S. Sivanich, Commissioner
Hennepin County
A-2400 Government Center
Minneapolis, Minnesota 55487

Mr. Mike Ehrlichmann
433 South 7th Street, Suite 2001
Minneapolis, Minnesota 55415

Commissioner John Finley
316 Courthouse

Joseph Chlebeck, Clerk
City of Little Canada
515 E. Little Canada Road
Little Canada, Minnesota 55117

Richard Wedell, Mayor
City of Shoreview
1003 Richmond Court
Shoreview, Minnesota 55126

Mr. Rick Heydinger, Vice President
U of M External Relations
254 Morrill Hall
100 Church Street Southeast
Minneapolis, Minnesota 55455

Mr. Steve Jensen
New Brighton Planning Commission
2999 Stinson Court
New Brighton, Minnesota 55112

Ms. Carolyn A. Cochrane, Chair
Metropolitan Transit Commission
560 Sixth Avenue North
Minneapolis, Minnesota 55411-4398

Mr. Harry A. Lyon, Jr.
2159 East Belmont Lane
North St. Paul, Minnesota 55109

Mr. Steve Keefe, Chair
Metropolitan Council
Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 55101

Mark Sather, Manager
City of White Bear Lake
4700 Miller Avenue
White Bear Lake, Minnesota 55110

George Rossbach, Councilmember
City of Maplewood
1830 East County Road B
Maplewood, Minnesota 55109

Don Chapdelaine, Commissioner
Dakota County
575 Chapel Lane
Eagan, Minnesota 55121

Mr. Randy Halvorson, Director
Office of Transit
Minnesota Dept. of Transportation
Room 815 Transportation Building
St. Paul, Minnesota 55155

Ms. Pat Johnson, Chair
Roseville Planning Commission
2986 Mildred Drive
Roseville, Minnesota 55113

Mr. Gary Grefenberg
Capitol Area Arch. & Planning Board
B46 State Capitol
St. Paul, Minnesota 55155

Mr. George Isaacs
Regional Transit Board
682 Sextant
Roseville, Minnesota 55113

Mr. George Marks, Councilmember
City of St. Anthony
3301 Silver Lake Road
St. Anthony, Minnesota 55418

Hank Tessier
City of Vadnais Heights
687 East County Road F
Vadnais Heights, Minnesota 55127

Paul R. Emeott, Mayor
City of Gem Lake
3960 Scheuneman Road
Gem Lake, Minnesota 55110

Roger Goswitz, Councilmember
City of St. Paul
701 City Hall

John Palacio
Building Official
City of Little Canada
515 East Little Canada Road
Little Canada, Minnesota 55117

Dave Kotilinek
City Engineer
City of North St. Paul
2526 East 7th Avenue
North St. Paul, Minnesota 55109

El Tinklenberg
Anoka County
325 Main Street
Anoka, Minnesota 55303

Larry Bousquet
Washington County Public Works
11660 Myeron Road
Stillwater, Minnesota 55082

Harvey Turner, Assistant Director
Physical Planning, U of M
503 Morrill Hall
100 Church Street
Minneapolis, Minnesota 55455

Paul Mandell
Capital Area Architectural
& Planning Board
B-46 State Capitol
St. Paul, Minnesota 55155

Geoff Olson
City of Maplewood
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Maplewood, Minnesota 55109

Ric Minetor
Public Works Director/Engineer
City of Mounds View
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Mounds View, Minnesota 55112

Karl Keel
Asst. Public Works Director
City of Roseville
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Roseville, Minnesota 55112

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Dakota County Planning
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Apple Valley, Minnesota 55124

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Planning Coordinator
Department of Transportation
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Oakdale, Minnesota 55109

Beverly Auld
Asst. Chief Administrator
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Minneapolis, Minnesota 55411-4348

Steve Wilson
Metropolitan Council
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St. Paul, Minnesota 55101

Peggy Reichert, Planning Director
St. Paul PED
11th Floor, CHA
St. Paul, Minnesota 55102

Anne Norris
Community Development Specialist
City of New Brighton
803 - 5th Avenue Northwest
New Brighton, Minnesota 55112

David Childs
City Manager
St. Anthony Village
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St. Anthony, Minnesota 55418

Janet Leick
Hennepin County Regional
Railroad Authority
A-2307 Government Center
Minneapolis, Minnesota 55487

Donna Allen
Minnesota State Planning Agency
Public Investment Division
300 Centennial Building
St. Paul, Minnesota 55155

Judy Hollander
Regional Transit Board
Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101

Craig Gray
City of Shoreview
4665 North Victoria Street
Shoreview, Minnesota 55112

Kathryn DeSpiegelaere
Director, LRT Planning
Ramsey County RRA
316 Courthouse, St. Paul 55102

MEMBERSHIP LIST AS OF JANUARY, 1989
TECHNICAL COMMITTEE, RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Bob Rossman
2504 County Road H2
Mounds View, MN 55112

Paul Gilliland
1409 McAfee
St. Paul, MN 55106

Frank Sandberg
4322 Lakepoint Court
Shoreview, MN 55126

Bob Van Hoef
36 Nelson Street
St. Paul, MN 55119

Bob Clarkson
1370 West Belmont Lane
St. Paul, MN 55113

Helen Sever
2167 Regent Drive
White Bear Lake, MN 55110

Hugh Faville
1835 Alta Vista Drive
Roseville, MN 55113

Charlie Wold
2019 North Kennard Street
Maplewood, MN 55109

John Sheehan
1087 West Minnehaha Avenue
St. Paul, MN 55104

Ron Vannelli
1056 North Avon
St. Paul, MN 55103

Bob Straughn
2200 West Hoyt Avenue
St. Paul, MN 55108

Nancy Tracy
934 Portland Avenue
St. Paul, MN 55104

Bob Kren
1329 St. Paul Avenue
St. Paul, MN 55116

Marc Manderscheid
1809 Stanford Avenue
St. Paul, MN 55105

Suzanne Parisi
Payne Arcade Business Association
First Bank East
1000 Payne Avenue
St. Paul, Minnesota 55101

John Greavu
187 Crestview Drive
Maplewood, Minnesota 55119

George Rossbach
1406 East County Road C
Maplewood, Minnesota 55109

Richard Kramer
1471 Barclay
St. Paul, Minnesota 55106

Robert Weisenburger
5554 Lakeview Avenue
White Bear Lake, Minnesota 55110

Robert Rossman
2504 County Road H2
Mounds View, Minnesota 55112

Dick Sand
5821 Portland Avenue
White Bear Lake, Minnesota 55110

Dean Anderson
868 Euclid Street
St. Paul, Minnesota 55106

Paul Gilliland
1409 McAfee
St. Paul, Minnesota 55106

Frank Sandberg
4322 Lakepoint Court
Shoreview, Minnesota 55126

Byron Olson
Felhaber Law Firm
900 Meritor Tower
444 Cedar Street
St. Paul, Minnesota 55101

Robert Van Hoef
36 Nelson Street
St. Paul, Minnesota 55119

Helen Sever
2167 Regent Drive
White Bear Lake, Minnesota 55110

Charles Wold
2019 North Kennard
Maplewood, Minnesota 55109

Paul R. Emeott, Mayor
City of Gem Lake
3960 Scheuneman Road
Gem Lake, Minnesota 55110

Karin DePaul (alt)
668 Greenbrier
St. Paul, Minnesota 55106

Gerald Urban, Clerk-Treasurer
City of Vadnais Heights
687 East County Road F
Vadnais Heights, Minnesota 55127

MEMBERSHIP LIST AS OF JANUARY, 1989
NORTHEAST BURLINGTON NORTHERN CORRIDOR TASK FORCE

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA		Board Action Requested
Originating Department		Appoint acting convener for first two meetings of Burlington Northern Northeast Corridor Task Force
<u>K. DeSpiegelaere</u>	<u>1/17/89</u>	ACTION IS REQUESTED ON THIS ITEM ***
Authorized Signature	Date	

Request Justification

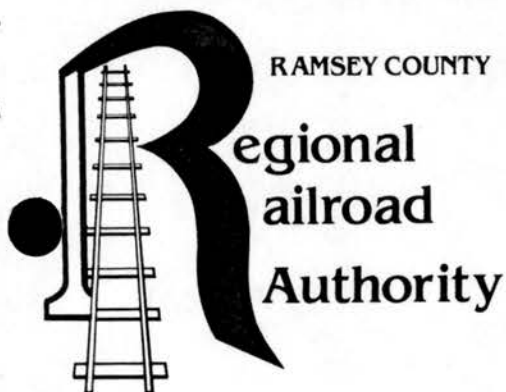
See attached: 1. Memorandum from K. DeSpiegelaere
2. List of members of task force
3. Proposed resolution

Budgeting and Accounting <u>Ed Blanket</u> <u>1/18/89</u>	Date / Time
County Attorney <u>Reviewed by Eric W. [unclear]</u> <u>1-19-89</u>	Received By
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
January 24, 1989	<u>F. L. Glendenning</u>	<u>1/19/89</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: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Burlington Northern Northeast Corridor Task Force

DATE: January 17, 1989

The initial meeting of the Burlington Northern Northeast Corridor Task Force will be held on February 2 at 7 PM at the White Bear Lake Library.

The task force membership is to consist of a representative from each affected district council in St. Paul, two representatives of each municipality in the corridor other than St. Paul, business community representatives and members of the Regional Railroad Authority's Citizens Advisory Committee in the affected commissioners' districts. Not all jurisdictions invited to participate have elected to appoint representatives thus far to the task force. The task force will make recommendations to the Regional Railroad Authority on elements of the Comprehensive Light Rail Transit Plan for Ramsey County related to the Burlington Northern Northeast Corridor.

Jill Goski, Community Participation Coordinator for Ramsey County Regional Railroad Authority, will be the lead staff person for the task force.

Since not all members of the task force will know each other, it is requested that the Regional Railroad Authority appoint an acting convener for the initial few meetings of the group. It is assumed that a chair for the task force will be elected by the task force members at their third meeting. A list of members of the Burlington Northern Northeast Corridor Task Force is attached.

Recommendation:

A resolution to appoint an acting convener for the task force is attached.

WHEREAS, Ramsey County Regional Railroad Authority has appointed a Northeast Burlington Northern Corridor Task Force to make recommendations on elements of the Comprehensive Light Rail Transit Plan for Ramsey County related to the Northeast Burlington Northern Corridor; and

WHEREAS, The initial meeting of the task force will be held on February 2; Now Therefore, Be It

RESOLVED, That _____ is appointed acting convener of the task force for the first two meetings of the task force; and Be It Further

RESOLVED, That the task force is requested to elect a chair of the task force at its third meeting.

Suzanne Parisi
Payne Arcade Business Association
First Bank East
1000 Payne Avenue
Paul, Minnesota 55101

John Greavu
187 Crestview Drive
Maplewood, Minnesota 55119

George Rossbach
1406 East County Road C
Maplewood, Minnesota 55109

Richard Kramer
1471 Barclay
St. Paul, Minnesota 55106

Robert Weisenburger
5554 Lakeview Avenue
White Bear Lake, Minnesota 55110

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2504 County Road H2
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St. Paul, Minnesota 55101

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Paul R. Emeott, Mayor
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Karin DePaul (alt)
668 Greenbrier
St. Paul, Minnesota 55106

Gerald Urban, Clerk-Treasurer
City of Vadnais Heights
687 East County Road F
Vadnais Heights, Minnesota 55127

MEMBERSHIP LIST AS OF JANUARY, 1989
NORTHEAST BURLINGTON NORTHERN CORRIDOR TASK FORCE

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>RCRRA</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature		Board Action Requested Approve request to Board of Ramsey County Commissioners to add an administrative secretary position and approve budget adjustment to fund the position. ACTION IS REQUIRED ***
<u>1/18/89</u> Date		

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Proposed resolution
 3. Attorney's opinion on RCRRA staffing
 4. Budget adjustment form

<u>Funding subject to approval by Regional Authority</u> <u>Budgeting and Accounting</u> <u>Ed Blankin</u> <u>1/18/89</u> <u>County Attorney</u> <u>Reviewed by Kris Lander</u> <u>1-19-89</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>		Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>January 24, 1989</u>	<u>J L Henderson</u>	<u>1/19/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA Originating Department <i>K. DeSpiegelaere</i> <i>1/18/89</i> Authorized Signature Date		Board Action Requested Access Options for Light Rail Transit Vehicles INFORMATION ONLY
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Request Justification

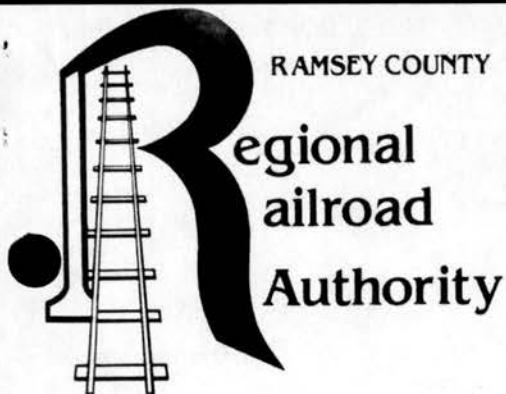
- See attached:
1. Memorandum to RCRRA from K. DeSpiegelaere
 2. Memorandum to Technical Committee from K. DeSpiegelaere
 3. Platform option comparison
 4. Recommendations of Citizens Advisory Committee

Budgeting and Accounting <i>Ed Glauky</i> <i>1/18/89</i> County Attorney <i>reviewed by Eric W. [unclear]</i> <i>1-19-89</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 24, 1989	<i>J. L. Glendinning</i>	<i>1/19/89</i>
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: Access Options for Light Rail Transit Vehicles

DATE: January 17, 1989

At the January 12 meeting of the Technical Committee of Ramsey County Regional Railroad Authority, committee members requested a staff recommendation on LRT vehicle access options for their January 26 meeting.

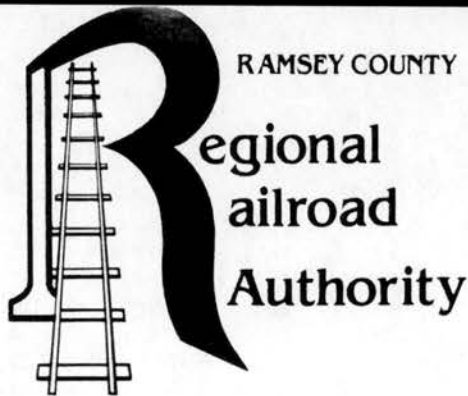
I have prepared the attached recommendation for their consideration.

Recommendations on this subject were made by the Citizens Advisory Committee on January 10 and a summary is attached.

Recommendation:

For your information.

KD/clm
Attachment



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

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Technical Committee of RCRRA

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Access Options for Light Rail Transit Vehicles

DATE: January 17, 1989

The method of access to light rail transit vehicles affects the station design and the type of light rail vehicle. It affects how disabled and ambulatory people enter and exit vehicles. It affects initial and long-term light rail vehicle costs, both capital and operating. It affects the amount of physical space required for light rail stations and where stations may be located. The method of access for a light rail transit system is, therefore, an important decision to be made in a considerate manner.

There are two methods of access to light rail transit vehicles: level boarding or steps.

Direct access, or level boarding, provides passengers, as the term indicates, with the opportunity to walk directly onto a light rail vehicle from the station platform without using steps on the vehicle. Since the passenger area inside the vehicle is above street level, level boarding requires a 40-inch high platform at station areas for the length of the vehicles. Steps and ramps provide access to the high platform.

If a low platform is used at station areas, steps are required on light rail vehicles. The low platform is zero to 12 inches above the top of the rail and requires the same length and width as a high platform.

The method of access to light rail vehicles affects:

- o how disabled people access a vehicle;
- o how ambulatory people access a vehicle;

- o The amount of time required for passengers to enter and exit vehicles;
- o the total travel time passengers will experience;
- o the number of vehicles required;
- o the cost of operating a vehicle;
- o how many passengers a vehicle can hold;
- o the cost of a station platform; and
- o the height of a station platform.

Attachment one compares the access options.

In addition to high and low platform options for access, there are two other methods of access that require consideration.

Low floor vehicles have been developed for a few European cities. There is direct access to low floor vehicles, 13 to 19 inches above the rail, from low platform stations. The technology is new and the vehicles cannot exceed 40 mile per hour speeds at this time. This type of vehicle technology should be monitored for improvements and for its applicability to the Twin Cities.

An additional type of vehicle (high/low combination) is capable of providing the option of high or low platform access from a single vehicle. This technology has been used with success in some European cities.

Hennepin County Regional Railroad Authority has indicated a need for decisions on light rail transit access to be made in the next few months. The alignment in downtown St. Paul for light rail transit has not yet been addressed in the Ramsey County Comprehensive LRT Plan. While it would be premature to conclude that a specific access and platform option could work on every block in downtown St. Paul, it can be concluded that aesthetically pleasing stations, low or high platform, could be designed for downtown St. Paul streets.

The subject of a surface or underground alignment for LRT will be considered for downtown St. Paul during the development of the comprehensive LRT plan. The St. Paul downtown business community will be involved in these discussions.

Recommendations:

1. Level boarding of light rail transit vehicles offers the most advantages for access to ambulatory and disabled people. Because of its advantages, level boarding should be the system of choice for LRT for the Twin Cities. At this time, high platforms offer the most promise for level boarding in the Twin Cities.
2. As light rail transit plans progress in the Twin Cities, advances in vehicle technology should be monitored for applicability to this region until the time when light rail vehicles are ordered.
3. Discussions with businesses and residents of Ramsey County, particularly the downtown St. Paul business community, should continue on the subject of access to vehicles as light rail transit plans progress.
4. Coordination between regional railroad authorities on light rail transit issues should continue.

KD/clm

RCRRA COMPREHENSIVE LRT PLAN

PLATFORM OPTIONS

Low Platform

Short/High Platform

High Platform

DISABLED ACCESS OPTIONS

Low Platform:

- . On-vehicle lifts
- . Off-vehicle lifts

Short/High Platform:

- . Ramp

High Platform:

- . Ramp

COMPARISON OF PLATFORM OPTIONS

- . Ease of access
- . Length of time at station (dwell time)
- . Capital and operating cost
- . Safety
- . Space requirement
- . Reliability

EASE OF ACCESS

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Requires lift at station . Disabled patrons must access vehicle at a specific door . Requires operator assistance . Access for general public more difficult because of steps	. No lift required at station Ramp required . Disabled patrons must access vehicle at a specific door . Requires operator assistance . Access for general public more difficult because of steps	. No lift required at station Ramp required . Disabled patrons access vehicle at any door . No operator assistance required . Access for general public easiest

LENGTH OF TIME AT STATION (DWELL TIME)

This is affected by how the general public and disabled patrons access the vehicles. Steps, lifts or ramps require more time than direct access using high platforms. Length of time at stations influence the time for the trip and the capital and operating costs.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Requires most time for disabled access . Requires more time than high platform for general public access . Requires time for operator to accurately align front door with disabled access point	. Requires more time for disabled access than high platform . Requires more time than high platform for general public access . Requires time for operator to accurately align front door with disabled access point	. Requires least time for disabled access . Requires least time for general public access at stations . Operator does not have to align front door with disabled access point

CAPITAL AND OPERATING COST

Both capital and operating costs are affected by platform-type decisions. These include the cost of platforms, the number and cost of vehicles and system operating costs.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Station cost is lower than for high platform . Requires more vehicles than for high platform . Requires more operating hours than for high platform . Requires maintenance of lift	. Station cost is lower than for high platform . Requires more vehicles than for high platform . Requires more operating hours than for high platform . No lift maintenance required	. Station cost is higher than for low or short/high platform . Requires fewer vehicles because of faster travel time . Requires fewer operating hours because of faster travel time . No lift maintenance required

SAFETY

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Perceived as less safe than high platform because of steps and lift for access to vehicles	. Perceived as less safe than high platform because of steps for access to vehicles	. Perceived as safer because of direct access to vehicles

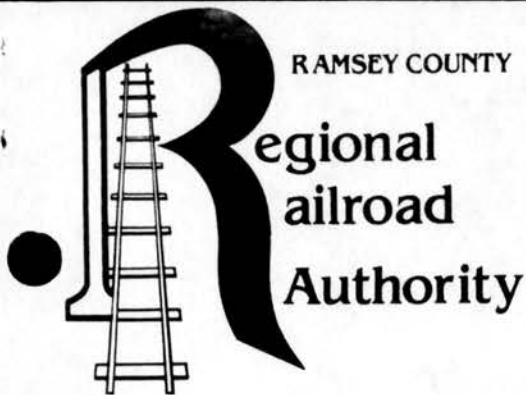
SPACE REQUIREMENT

While the platform options can be designed to be visually attractive, they vary in space requirements. The width and length of platforms for the options may be the same, but they vary in height requirements. Low platforms are zero to eight inches above the rail; handicap lifts and ramps and high platforms are approximately 40 inches above the rail. Platform height is particularly relevant in downtown areas where some businesses may consider height a problem.

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Most adaptable to existing physical space	. Less adaptable to existing physical space than low platform	. Less adaptable to existing physical space than low or short/high platforms

RELIABILITY

<u>Low Platform</u>	<u>Short/High Platform</u>	<u>High Platform</u>
. Lifts are mechanical devices that require maintenance. Their reliability is uncertain, especially in a climate such as that of the Twin Cities.	. More reliable than low platform because of absence of lifts	. More reliable than low platform because of absence of lifts



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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: Citizens Advisory Committee Recommendations

DATE: January 11, 1989

At last night's Regional Railroad Authority Citizens Advisory Committee meeting, the committee took action on two elements of systems standards, after listening to presentations on the subject. Chairman Finley was at the meeting. The actions were:

1. To endorse the high platform option for stations and vehicles for light rail transit.

The vote on this item was seven in favor of the motion, two abstaining, and none opposed.

2. To support the honor also known as proof of payment system of fare collection as a means of significantly reducing dwell time, while expressing interest in how these questions will be resolved:

- effectiveness of enforcement of violations;
- how the transfer to buses from LRT will be resolved, in terms of fares;

and indicating that a monthly fare pass is a desirable option for transit riders.

The vote on this item was unanimous in favor of the motion.

Recommendation:

For your information.