



Ramsey County Regional Railroad Authority.
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Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, February 14, 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 24, 1989 Board Meeting
2. Chairman's Comments
3. * Quarterly Report of Payments, October - December 1988
4. * Approve adjustments to the 1989 Ramsey County Regional Railroad Authority budget in the amount of \$2,878,500 - this will establish different accounts for different phases of projects to be undertaken by the RCRRA in 1989.
5. * Approve agreement with Strgar-Roscoe-Fausch, Inc., No. RCRRA-88-002, in the amount of \$437,700, and authorize the Chairman of the RCRRA to sign the agreement on behalf of RCRRA for Comprehensive LRT Plan.
6. * Approve and authorize payments to Strgar-Roscoe-Fausch, Inc. in the total amount of \$12,467.98.
7. LRT Laws - Information Only.

*Action is required on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 24, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, January 24, 1989, at 10:45 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 Hal Norgard
Commissioner Warren Schaber

MEMBERS ABSENT: Commissioner Diane Ahrens
Commissioner Donald Salverda

Also Present: James Van Houdt, Ed Glaubitz, Donna Allan, Jill Goski, Ben Sebesta, Paul Gustafson, Terry Schutten, Kathy DeSpiegelaere, Frances Glendenning, Kris Wendorff represented the County Attorney's Office

1. Minutes - of the January 10, 1989 Board Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Regional Railroad Authority Board held on January 10, 1989, as written.

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

2. Chairman's Comments

Chairman Finley had a question, as he and Greg Mack have discussed this item which is coming before the County Board this afternoon, which has to do with the NE Corridor recommendations which was approved by the Public Works, Parks and Recreation Committee, which is the resolution similar to the one the RRA passed, it was suggested that Greg Mack appear, he will be there with some slides and things, and he asked that because he (Finley) is scheduled to appear for light rail, should he (Finley) represent the County Board resolution showing the Parks Department recommendation.

Commissioner Hunt said she was the one who made the suggestion, and it was just the concept that we indicated that we give some of our concerns when the County Board resolution was presented.

Commissioner Schaber has no problem with Commissioner Finley who will be on the agenda to speak for the Parks. Greg Mack will be there to show some overlays which will be very valuable to use for the light rail presentation, and answer any technical questions about the trail. The other thing is that we specifically have in that resolution that we wanted to extend to the North County Line.

Kathy DeSpiegelaere said it is in the resolution, but it is not very explicit, but it does indicate that there are connections for it.

Commissioner McCarty yesterday attended a Transportation Seminar at the AMC, and one of the comments from the panel is that there is a concept that light rail transit in the metro area may possibly free up transportation dollars for other needs. What Commissioner McCarty is concerned about is the comments a Senator made that part of the problem is Ramsey County is dragging its feet, and Commissioner McCarty did not want to challenge these remarks. He feels that a letter explaining why we are taking our time, and why Hennepin may be perceived to be out front, we may wish to extend some information to this Senator, and also Representative Kelly. Representative Kelly has called a meeting January 25th at the City's request to discuss light rail transit, and inviting only the legislators within the City boundaries according to Chairman Finley.

Commissioner McCarty added that it appears to be a foregone conclusion that the funding of this is going to be statewide.

Commissioner Hunt said this has come up periodically, and she thinks that at times we have discussed the fact that we in Ramsey County are not going to be rushed into making a decisions that have some long term implications for the entire metropolitan area. We have to state that we are going to go about our decision-making in a deliberate process, and are not going to be rushed into something unless we are sure that we are moving in the right direction. There have been some implications like that in the newspaper and some comments from Council members who have talked to her that the perception out there, but they are not criticizing us for it, and due to the fact that there are a lot of unanswered questions as to funding and everything else is concerned. We should be viewed as proceeding in a responsible manner, rather than dragging our feet.

Chairman Finley agrees, and he has stated at all his appearances on light rail, he has made more appearances on light rail the last year, than he has made in a total of seventeen years regarding all issues combined, at every appearance he has stated that we are not going to be pushed, we are trying to be responsible in this and we are not into the hype. This was at the round table discussion put on by the newspaper, as people perceive what they want to hear only, and they have their minds made up. A large part of this is coming from the fact that everyone wants us to approve the University Avenue just because the City of St. Paul and Metropolitan Council want us to approve University Avenue. He thinks it is coming from

the staffs of those respective bodies, and that is where the problem is, and it continues to be projected that way. The Legislators are told that. We are doing it the way we perceive it should be done in a thoughtful, slow, deliberate process.

Commissioner Hunt asked if we could incorporate some of these thoughts into a resolution to send to the various participants in this process.

Chairman Finley said we have provided timetables, they all talk to us, get their own opinions, and then they relate to one another. Last week Kathy DeSpiegelaere and he spent 2½ hours with Minnesota Highway Department, these are the top people, two of our three alignments are owned by the State of Minnesota, and they have not said ever not to look at the frontage road or be on the frontage road, or on the highway, or don't be on University Avenue. University Avenue is a state highway, owned by the State of Minnesota, contracted for its maintenance through the City of St. Paul. They have to be an integral part of all of this, and yet everyone is talking about RTB and everything else, just like the railroads with the study that we jointly went into with the RTB. It was a complaint of the railroads about all these decisions about the railroad and no one talked to the railroads. He went back and looked at the study itself, and it said that it did not meet with the operating engineers of the railroad, so no wonder the railroad got upset.

Commissioner Hunt happened to be in Miami on the day they launched their commuter train from West Palm Beach to downtown Miami, and it was an absolute fiasco, they had not done the proper kind of planning to make it run smoothly, and as a result it was not attracting the kind of ridership that they had hoped. There are a lot of examples where you move into something too fast without planning and forethought that it could end up in an unfortunate kind of situation.

Commissioner McCarty commented that at the Transportation Advisory Board Meeting last week he learned that the last indepth carefully planned and executed study of the traffic needs of the metro area is twenty years old. The FAU Committee recommended that we take \$1 million of Federal funds, they are hoping to get some additional dollars from the State, and do an indepth study of the area and what our transportation needs of the metro area will be through the year 2010. They already know that the estimates are \$2.1 billion to bring that system up to speed where it will be serviceable. The next question is how does LRT fit into this, and whether it will be more cost effective to do that than to expand freeways, etc.

Commissioner McCarty wished to add some comment to the information on the seminar at the AMC, he had dinner with some outstate Commissioners and some outstate Legislators, and they immediately asked him that same question, and when he explained it to them, they agreed, it made sense to them. In the first presentation of the case anyone who stands up and says that Ramsey County is dragging their feet, they are being instructionists, and that is the way they accept that. Unless we do something to change that we may have trouble down the road.

Chairman Finley said we do not have the daily communication with one another, but possibly we should pass a resolution stating exactly that we are proceeding deliberately, with decisions in logical order, in order to reach conclusions. We are at the first question, and everyone else is at the third or fourth, without ever asking the first, which is whether or not we should have light rail transit, someone should ask that question and answer it before they start deciding where it should be and how much should be spent.

Commissioner Hunt feels that is a decision which the Legislature should make unless they feel they have made that decision, but the Legislators she has talked to have raised a lot of questions as to how we are being propelled into this. Has the Legislature gone on record saying that we should have light rail, or have they said the Counties look at it.

Commissioner Schaber said to this point in our deliberations we do not feel that it is what we should be doing. What is concerning him is the other side of the same issue, he does not think the Legislators understand that property taxes cannot be used to build and operate this particular type of transportation system, and they have to share that responsibility in starting to look at a possible means of funding it. We cannot be looking at putting out bonding for \$165 million to build, much less to run, this type of system. It is not feasible, it is not practical, and there has to be some other means of funding. If that message does not get out to everyone, he does not think that light rail is going to move ahead at all. Certainly we are not in a position Hennepin County is to raise those kinds of dollars. We are going to need a significant amount of help, and this has to come directly from the Legislature.

Commissioner Hunt added, it follows then that if Ramsey County's decision is to go with light rail, we have to be assured that there is a way of financing it other than the property tax. It seems to her until the Legislature addresses that issue, she thinks whether we proceed with light rail sort of has to stay on hold. We can do the planning, but certainly we should not do any steps toward implementing, until we have some way of understanding or knowing what the financing is going to be for the operation.

Commissioner McCarty feels we ought to request that the Legislature concentrate on the funding issue, and let us try and determine. We do not have it together yet, we do not know what the traffic patterns are as the information available is twenty years old.

Commissioner Schaber sat on the Citizens League Study Commission many years ago, looking at mass transportation in the metro area, and what came out of was that at that point we did not have a problem in the metro area as far as congestion situation. The traffic patterns were that everyone is not flowing downtown, it is all over, there was not a definite traffic flow pattern, nothing centralized, which to some degree negates the fixed rail system, as you have people in St. Paul going to the suburbs. There are

almost as many people going from the inner city to the suburbs of Minneapolis and St. Paul as there are as many people coming into the downtown area. The patterns are all over the place. That is part of this particular issue.

Chairman Finley wished to follow up on this, this is why he has been trying to stress to the Metropolitan Council and has sent letters arguing with the position that they are taking on the funding with the State, that it is very important to look at light rail transit comprehensively as it affects Ramsey County and the adjacent counties where our growth is, which is Anoka, Dakota and Washington Counties, as that is where the people are coming to and from. To only look at a six mile corridor from downtown St. Paul to downtown Minneapolis is not going to be a very successful light rail transit system. If that is all that there is going to be and the rest of it branching out into the other parts of Anoka County, he is going to show the Legislators tomorrow what the priorities are for the Met Council, and we have no secondary route to get our people to our end of that for twenty years according to the Met Council. When it stops, wherever, if we were to do exactly what the planning is to date, then that is the end of the line. That will be the end of the line in the year 2010. If that is the system, he thinks that St. Paul, Ramsey County and the metro area is going to be on the short end of the stick, especially under the present funding formulas that are in existence for light rail transit. Comprehensive means comprehensive, we cannot concentrate on the Midway Corridor. In Los Angeles 95% of the jobs are no longer in the downtown Los Angeles area because people are not going to drive two hours each way. You may find a job closer to where you live, and these are issues that a comprehensive plan can address. Jobs are being created where people are living as they do not want to spend the time in transportation. This becomes a long term effect, then the hassle of downtown St. Paul and downtown Minneapolis may just go away, as other opportunities may be addressing themselves outside these areas. We may not get the people into downtown St. Paul from Brooklyn Center, we may get them from Hastings and Stillwater. But, if we are not going to address those issues, and get pushed into only looking at the other ones, as that is where the powers that be are, we will be doing a disservice to our constituency.

Commissioner Schaber agrees with Chairman Finley 100%, the critical issue is the comprehensive plan, as we are not doing anyone a favor in St. Paul and Ramsey County by just looking at the University Avenue corridor. We absolutely have to have comprehensive plan which includes Washington and Dakota Counties in particular, and Anoka, so that we get a total view to make sure that we are not going to be isolated here. If we do not, it is a waste of time as we have to have those assurances that these things are going to happen as well.

At the Round Table Chairman Finley said if Ramsey County and the City of St. Paul are only going to be one spoke in the wheel of coming out of downtown Minneapolis, then let's just face that fact, and let Hennepin County make all the decisions, and turn it over to Hennepin County, as that is the way the hub in the spokes look under the Met Council guide, and if they

want to turn it over to the Metropolitan Council which the Legislators are talking about, which is their prerogative, they should understand that this is what it is going to be as this is what the plan is at the Met Council. Minneapolis is the hub, Ramsey County and the City of St. Paul is one spoke of the hub, the other five go in directions north, west, and south within Hennepin County, and that is the way it is going to be.

Commissioner McCarty thinks our position as the Regional Railroad Authority, we ought to forward that as an option for another elective to the matrix which Chairman Finley just described, putting it in the form of a letter, putting some salient points from this Authority with a mass mailing to the Legislature, as if that is their idea of what light rail transit should be in the area, is exactly just what Chairman Finley described. All of the things which we have discussed this morning is the best defense of that perhaps wrong direction, or at least until we get the facts to support one or the other.

Commissioner Hunt feels the time to talk about that after the meeting with the Met Council and the meeting with some of the Ramsey County Delegation, these things might be related verbally, and then determine we should put something in writing.

Chairman Finley said one of the problems is that every time we get started about light rail transit, with the Legislators and other officials, we start talking about University Avenue. Their thoughts should be much more basic and fundamental to the total philosophy, the total location of light rail transit, rather than the alignment on University Avenue or BN line.

Commissioner McCarty believes with the legislative process, this subject is going to be a state-wide issue at the Capitol, and it will be decided in respective caucus, and how it is presented by the party leaders is what you are going to get, so we ought to make certain that these people understand where we are coming from before those meetings take place, or we may not get the vote we are expecting.

Chairman Finley discussed one of the biggest problems that we have, that is not being able to convey to our Legislators the fact that most of them read the St. Paul paper, and we have little or no coverage. There is no one here today at this meeting from St. Paul. Paul Gustafson is here representing the Minneapolis paper. This is the most basic problem that we are facing from the day we set up this light rail board, and he told one of the editors that that we have no one covering these issues, they did assign someone. This person interviewed Chairman Finley ago, but has never been to a meeting.

Commissioner Hunt suggested that we issue news releases to help the paper do their job. Chairman Finley said that we do, we issue them all the time. We have a draft of an LRT Newsletter which Kathy DeSpiegelaere and the LRT staff put together, Marit Nowlin assisted in the editing of this. The

consultant, Strgar-Roscoe-Fausch also contributed to this.

Ms. DeSpiegelaere informed the Board that on the mailing list for the LRT News letter we have the Ramsey County Delegation, and suggested that maybe the Board would like to have all Legislators on this mailing list.

Chairman Finley agreed that these should be sent the newsletter also, and Commissioner Schaber said it was an excellent idea.

Chairman Finley wished to commend the LRT Staff, in regard to the Newsletter, the layout, it is very basic and informative, what is light rail, what are our goals, how are we looking at it, how are we proceeding. This newsletter may be helpful to us to start, and we did allocate funds, and if this is ready by Friday we could include a letter also.

Commissioner Hunt asked how often this will be coming out as some of these concepts we have been talking about could be put in the next newsletter, and Ms. DeSpiegelare said this will be coming out when this is decided, these could be incorporated in the next newsletter which they are already working on.

Commissioner Schaber thinks that it might be well to prepare a letter, stating our position, and mail it to the media, plus the Met Council, State Legislators, as we are in the problem of a negative position, and we have to start fighting the battle, and laying out concerns that we have, these have to be developed into a letter and sent to all the decision makers plus the City Councils, and make sure that everyone gets it. Whether they read it or not, we never know, whether they can understand it, we are going to have to start doing those kinds of things.

Chairman Finley recommends that as long as we are going to be sending the newsletter, maybe there could be a letter of enclosure, and in that state our positions, summarize our concerns.

Commissioner Hunt suggested that Ms. DeSpiegelaere could draft the letter, and then circulate it to each of the Board members, so they could add or subtract any comments we may have to incorporate the views of the entire Authority. She would like to see incorporated the issue of the operating costs, where it is going and where it is going to come from as that is one of the key points.

Chairman Finley said at this stage we only have levied for a property tax levy authority, that is our only source of revenue, we do not have to get into any amount.

However, Commissioner Hunt feels we want to assure Ramsey County taxpayers that we are not looking to Ramsey County tax base to pay for the light rail.

3. Committees for Comprehensive LRT Plan

This is really an informational item. No action is required.

4. Appoint acting convener for first two meetings of Burlington Northern Northeast Corridor Task Force.

Chairman Finley explained that this is the task force that was suggested to Commissioners Schaber, McCarty and Norgard, as this runs through their districts. He would suggest Mayor Greavu, as he is the highest ranking elected official on the task force.

Commissioner McCarty feels that Mayor Greavu is very well informed and articulate. Commissioner Schaber said this is an excellent choice.

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

WHEREAS, Ramsey County Regional Railroad Authority has appointed a Northeast Burlington Northern 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 Mayor John Greavu 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; and Be It Further

RESOLVED, That the task force shall consist of the following members. Suzanne Parisi, Richard Kramer, Dick Sand, Frank Sandberg, Helen Sever, John Greavu, Robert Weisenburger, Dean Anderson, Byron Olson, Charles Wold, Gerald Urban, George Rossbach, Robert Rossman, Paul Gilliland, Robert Van Hoef, Paul R. Emeott, and Karin DePaul (alternate).

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

5. Approve request to Board of Ramsey County Commissioners to add an administrative secretary position, approve budget adjustment \$36,000 to fund the position.

Chairman Finley explained that the primary reason for the staff need is not inhouse as much as all the committees that have been established, advisory and corridors.

Ms. DeSpiegelaere explained that the funds are calculated at an Administrative Secretary II five year level for March through December, 1989, including benefits.

Commissioner Schaber asked if this would be a promotional position, and Ms. DeSpiegelaere explained that this would be advertised, but would be open to anyone inhouse.

Chairman Finley said this person would be on the Executive Director's staff and would be contracted for by the Railroad Authority, as clerical staff for County Board is under the Executive Director's Office.

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

WHEREAS, Ramsey County Regional Railroad Authority has initiated work on a comprehensive light rail transit plan for Ramsey County and on preliminary engineering for the Midway Corridor, and this work requires services from clerical staff; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests the Board of Ramsey County Commissioners to add an administrative secretary position to the Executive Director's Department. The administrative secretary, a full time permanent position, would work for Ramsey County Regional Railroad Authority and Ramsey County Regional Railroad Authority would reimburse the Executive Director's Department for the costs incurred for this position; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority approves the following budget transfer to fund this position.

TRANSFER FROM APPROPRIATION

59191	020193	County Project Management Services	\$36,000.00
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TRANSFER TO APPROPRIATION

59101	020176	Executive Director Services	\$32,000.00
59101	020185	Data Processing - Maintenance	2,350.00
59101	020208	Telephone - Local Service	200.00
59101	040300	Equipment	1,450.00
			<u>\$36,000.00</u>

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

6. Access Options for Light Rail Transit Vehicles

Chairman Finley had hoped that we would be able to provide to the Technical Committee these options which were developed by staff and the consultant based on our goals and objectives that we have adopted, and what they know of the three different options. The Advisory Committee has already made a recommendation for high platform option. We are going to be asking the Technical Committee, the Intergovernmental Committee for their recommendations.

When the Commissioners return from the proposed trip and viewing these options, we hope to have the recommendations rather than pre-determine the option to be selected.

It is hoped that they will have the recommendations of the Board by February 14th. However, Ms. DeSpiegelaere pointed out that the trip is not going to begin until February 14th, but we will be having another Board meeting on February 28th.

Chairman Finley reminded the Board members that there is a Legislative Meeting at the State Capitol, 500 State Office Building at 4:30 P.M., this meeting was called by Representative Kelly.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

CHAIRMAN JOHN T. FINLEY <u>Originating Department</u> <u>J.T.Finley /s/</u> <u>2/9/89</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> CHAIRMAN'S COMMENTS
<u>Request Justification</u>	

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

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> February 14, 1989	<u>Signature</u> <i>JL Glendinning</i>	<u>Date</u> 2/9/89
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Budgeting & Accounting
Originating Department

J. Van Houdt

Authorized Signature

2/8/89

Date

Board Action Requested

Quarterly report of payments for
RCRRA

October to December, 1988

Action is requested **

Request Justification

- See attached: 1. Memorandum from J. Van Houdt dated February 7, 1989
2. Report of payments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

February 14, 1989

Board Date

Signature

Signature

Signature

Date

Date

Date



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN

Executive Director

JAMES H. VAN HOUDT

Director - Budgeting & Accounting

MARLEN D. JOHNSON

Accounting Manager

VERNON H. WEHLAGE

Budget Manager

MEMORANDUM

DATE: February 7, 1989

TO: Terry Schutten, Executive Director

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

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: October - December 1988

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority with a limit for any single invoice not to exceed \$2,000 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

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

JVH:EG:ja/gcl
Attachments

REPORT OF PAYMENTS-RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PERIOD OF REPORT:

October - December, 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
04-Nov-88	Ramsey County-Public Works	708.06	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	942.82	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	838.96	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	1,117.13	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	797.09	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	1,061.38	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	542.60	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	722.52	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	790.81	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	1,053.01	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	684.57	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	911.55	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	749.22	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	997.63	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	790.67	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	1,052.83	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	768.58	452569	County Project Management
04-Nov-88	Ramsey County-Public Works	1,023.55	452569	County Project Management
10-Nov-88	Ramsey County-Public Works	80.50	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	507.39	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	675.63	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	814.21	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	1,084.18	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	851.22	454101	County Project Management
10-Nov-88	Ramsey County-Public Works	1,133.46	454101	County Project Management
09-Dec-88	Ramsey County-Public Works	820.03	458885	County Project Management
09-Dec-88	Ramsey County-Public Works	1,091.92	458885	County Project Management
09-Dec-88	Ramsey County-Public Works	300.24	458885	County Project Management
09-Dec-88	Ramsey County-Public Works	399.79	458885	County Project Management
23-Dec-88	Ramsey County-Personnel	1,356.00	461748	County Project Management

Project Management: 24,667.55

14-Oct-88	Ramsey County - Attorney	1,693.38	448027	Attorney's Services
10-Nov-88	Ramsey County - Attorney	765.28	454101	Attorney's Services
16-Dec-88	Ramsey County - Attorney	553.61	460200	Attorney's Services

County Attorney: 3,012.27

14-Oct-88	Ramsey County-Executive Director	8,487.37	448027	Exec Director Services
14-Oct-88	Ramsey County-Budget & Acctg	1,501.49	448027	B & A Services
29-Nov-88	Ramsey County-Data Processing	623.35	456840	Office Automation
14-Oct-88	B & A - Petty Cash	8.75	448287	Postage - stamps
08-Nov-88	B & A - Petty Cash	8.75	453735	Postage - stamps
16-Dec-88	Postmaster c/o B&A	119.00	460363	Postage - stamps
09-Dec-88	Ramsey County-Human Services	222.26	458885	Postage - mailings

Postage: 358.76

REPORT OF PAYMENTS-RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PERIOD OF REPORT:

October - December, 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
28-Oct-88	AT&T Communications	3.36	451494	Long Distance Charges
09-Dec-88	AT&T Communications	13.55	459049	Long Distance Charges
	Long Distance charges:	16.91		
10-Nov-88	AT&T Information Systems	249.54	454249	Equipment Rental
29-Nov-88	U S West Communications	104.80	456904	Equipment Rental
23-Dec-88	U S West Communications	10.29	461750	Equipment Rental
	Local Service charges:	364.63		
15-Nov-88	American Public Transit Assn	115.20	455414	Publishing Notices
16-Dec-88	St. Paul, City of	480.21	460422	Publishing Notices
	Publishing notices:	595.41		
14-Oct-88	Ramsey County-Duplicating	1,038.27	448027	Duplicating services
01-Nov-88	Thoele Printing	200.20	452476	Business Cards: DeSpiegelaere & Tolaa
04-Nov-88	Thoele Printing	100.10	452963	Business Cards: Goski
08-Nov-88	Thoele Printing	467.84	453537	Letterheads & envelopes
10-Nov-88	Ramsey County-Duplicating	232.16	454101	Duplicating services
10-Nov-88	Ramsey County-Exec Director	259.20	454101	3M copies-Room 316
11-Nov-88	Ramsey County-Duplicating	64.31	455499	Duplicating services
29-Nov-88	Thoele Printing	169.20	456842	Mailing labels
16-Dec-88	Ramsey County-Duplicating	83.90	460200	Duplicating services
16-Dec-88	Ramsey County-Exec Director	162.10	460200	3M copies-Room 316
16-Dec-88	Thoele Printing	57.81	460364	Blank second sheets
23-Dec-88	Flash Foto	30.81	462287	Printing photos
	Printing & stationery:	2,865.90		
25-Oct-88	Victory Parking, Inc	170.00	450843	Parking
23-Dec-88	Victory Parking, Inc	85.00	461840	Parking
	Parking:	255.00		
16-Dec-88	Ramsey County-Taxation	377.96	460200	Interest on loan from County
28-Oct-88	Clarkson, Bob	20.00	451932	Committee Compensation
28-Oct-88	Faville, Hugh	20.00	451933	Committee Compensation
28-Oct-88	Gilliland, Paul	10.00	451934	Committee Compensation
28-Oct-88	Kren, Robert	20.00	451935	Committee Compensation
28-Oct-88	Manderscheid, Marc	5.00	451936	Committee Compensation
28-Oct-88	Sandbert, Frank	5.00	451937	Committee Compensation
28-Oct-88	Sever, Helen	15.00	451938	Committee Compensation
28-Oct-88	Tracy, Nancy	20.00	451939	Committee Compensation
01-Nov-88	Grochala, Steve	10.00	452477	Committee Compensation
08-Nov-88	Rossmann, Bob	5.00	454046	Committee Compensation
	Committee Compensation:	130.00		

REPORT OF PAYMENTS-RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PERIOD OF REPORT:

October - December, 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
11-Oct-88	Univ Of Minnesota Extension	110.00	447946	Training Seminar-Goski
16-Dec-88	Regional Transit Board	50.00	460798	Annual Conference
	Conference & Seminar:	160.00		
23-Nov-88	Norgard, Harold	134.40	456766	LRT Tour-Authority or Staff
02-Dec-88	Finley, John	64.20	458179	LRT Tour-Authority or Staff
02-Dec-88	Norgard, Harold	64.20	458180	LRT Tour-Authority or Staff
02-Dec-88	Hobbit Travel	694.00	458181	LRT Tour-Authority or Staff
09-Dec-88	DeSpiegelaere, Kathryn	500.00	459526	LRT Tour-Authority or Staff
09-Dec-88	Finley, John	370.00	459527	LRT Tour-Authority or Staff
09-Dec-88	Hunt, Ruby	500.00	459528	LRT Tour-Authority or Staff
09-Dec-88	McCarty, Duane	500.00	459529	LRT Tour-Authority or Staff
23-Dec-88	Ask Mr Foster Travel Service	1,374.00	461741	LRT Tour-Authority or Staff
23-Dec-88	Ask Mr Foster Travel Service	1,374.38	461741	LRT Tour-Authority or Staff
23-Dec-88	Ask Mr Foster Travel Service	1,086.78	461741	LRT Tour-Authority or Staff
23-Dec-88	Ask Mr Foster Travel Service	1,374.38	461741	LRT Tour-Authority or Staff
	Other Travel:	8,036.34		
11-Oct-88	St. Paul, City of	141.55	447622	Office supplies
01-Nov-88	St. Paul, City of	9.95	452219	Office supplies
18-Nov-88	St. Paul, City of	167.05	455643	Office supplies
16-Dec-88	St. Paul, City of	13.00	460422	Office supplies
	Office supplies:	331.55		
01-Nov-88	Midland Financial	152.00	452478	Merlin telephone
16-Dec-88	Ramsey County-Taxation	12,500.00	460200	Repay portion of loan
	Total Payments:	64,436.49		

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
PROFESSIONAL SERVICES								
020100	0.00	0.00	0.00	0.00	0.00	0.00	43,580.00	
--- CONSULTING SERVICE								
020102	4,280.00	3,000.00	12,000.00	1,280.00	10,720.00CR	4,580.00	300.00	70.09
--- ENGINEERING SERVICE								
020103	122,000.00	54,083.96	54,272.00	67,916.04	13,644.04	122,000.00	0.00	44.33
--- COUNTY ATTORNEY SERVICES								
020174	11,900.00	4,901.04	6,500.00	6,998.96	498.96	11,900.00	0.00	41.19
--- EXECUTIVE DIRECTOR SERVICES								
020176	38,300.00	8,487.34	25,000.00	29,812.66	4,812.66	38,300.00	0.00	22.16
--- BUDGETING AND ACCOUNTING SERVICES								
020179	6,045.00	2,929.12	2,130.00	3,115.88	985.88	6,500.00	455.00	48.46
--- DATA PROCESSING SERVICES - MTCE								
020185	1,100.00	623.35	200.00	476.65	276.65	1,100.00	0.00	56.67
--- POSTAGE								
020202	1,350.00	708.99	300.00	641.01	341.01	1,350.00	0.00	52.52
--- TELEPHONE LONG DISTANCE CHARGES								
020207	30.00	24.67	60.00	5.33	54.67CR	30.00	0.00	82.23
--- TELEPHONE - EQUIPMENT RENTAL								
020209	250.00	364.63	150.00	114.63CR	264.63CR	250.00	0.00	145.85
--- PUBLISHING MINUTES AND NOTICES								
020401	4,800.00	673.68	1,000.00	4,126.32	3,126.32	3,300.00	0.00	14.04
--- PRINTING & STATIONERY								
020501	5,500.00	6,243.86	1,000.00	743.86CR	1,743.86CR	3,000.00	0.00	113.52
--- PARKING SPACE								
020909	675.00	520.00	10.00	155.00	145.00	675.00	0.00	77.04
--- BOOKS, PERIODICALS, SUBSCRIPTIONS								
021101	100.00	0.00	100.00	100.00	0.00	100.00	0.00	
--- INTEREST								
021192	2,420.00	2,159.48	250.00	260.52	10.52	0.00	0.00	89.23
--- COMMITTEE COMPENSATION								
021226	4,000.00	1,080.00	250.00	2,920.00	2,670.00	4,000.00	0.00	27.00
--- CONFERENCE & SEMINAR EXPENSES								
021403	500.00	160.00	200.00	340.00	140.00	500.00	0.00	32.00
--- OTHER TRAVEL								
021407	10,000.00	15,497.25	8,805.00	5,497.25CR	14,302.25CR	10,000.00	0.00	154.97
--- VOLUNTEER/COMMITTEE MEETING EXPENSES								
021408	750.00	221.65	25.00	528.35	503.35	1,000.00	250.00	29.55

TOTL 02	214,000.00	101,679.02	112,252.00	112,320.98	68.98	208,585.00	44,585.00	47.51
OFFICE SUPPLIES								
030101	800.00	331.55	25.00	468.45	443.45	800.00	0.00	41.44

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	EQUIPMENT							
040300	200.00	152.00	48.00	48.00	0.00	200.00	0.00	76.00
	CONTINGENT APPROPRIATIONS							
061001	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	40,000.00	
	DUE TO COUNTY REVENUE							
070201	25,000.00	25,000.00	0.00	0.00	0.00	0.00	0.00	100.00
CURR ORG-TOT	250,000.00	127,162.57	112,325.00	122,837.43	10,512.43	209,585.00	84,585.00	50.87
R37 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
ORG-TOT	268,325.00	142,718.61	112,325.00	125,606.39	13,281.39	217,585.00	84,585.00	53.19
ACT-TOT	268,325.00	142,718.61	112,325.00	125,606.39	13,281.39	217,585.00	84,585.00	53.19
5 FCT-TOT	268,325.00	142,718.61	112,325.00	125,606.39	13,281.39	217,585.00	84,585.00	53.19
FUND CURR TOT	250,000.00	127,162.57	112,325.00	122,837.43	10,512.43	209,585.00	84,585.00	50.87
FUND R37 TOT	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
FUND TOTAL	268,325.00	142,718.61	112,325.00	125,606.39	13,281.39	217,585.00	84,585.00	53.19

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OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020103	IC	81912	847.35	00438619	847.35	081988	847.35	IC TRANSFER PMT 400 47101	300166 804584 01
020103	IC	81912A	1,128.30	00438619	1,128.30	081988	1,128.30	IC TRANSFER PMT 400 47102	300434 804584 01
020103	IC	81913	1,052.64	00438619	1,052.64	081988	1,052.64	IC TRANSFER PMT 400 47102	300434 804596 01
020103	IC	81913A	790.53	00438619	790.53	081988	790.53	IC TRANSFER PMT 400 47101	300166 804596 01
020103	IC	81914	1,018.18	00438619	1,018.18	081988	1,018.18	IC TRANSFER PMT 400 47102	300434 804597 01
020103	IC	81914A	764.65	00438619	764.65	081988	764.65	IC TRANSFER PMT 400 47101	300166 804597 01
020103	IC	81915	1,102.45	00438619	1,102.45	081988	1,102.45	IC TRANSFER PMT 400 47102	300434 804598 01
020103	IC	81915A	827.93	00438619	827.93	081988	827.93	IC TRANSFER PMT 400 47101	300166 804598 01
020103	IC	81916	382.15	00438619	382.15	081988	382.15	IC TRANSFER PMT 400 47101	300166 804583 01
020103	IC	81916A	286.99	00438619	286.99	081988	286.99	IC TRANSFER PMT 400 47102	300434 804583 01
020103	IC	81917	261.14	00438619	261.14	081988	261.14	IC TRANSFER PMT 400 47101	300166 804595 01
020103	IC	81917A	1,321.06	00438619	1,321.06	081988	1,321.06	IC TRANSFER PMT 400 47102	300434 804595 01
020103	IC	89588	708.06	00452569	708.06	110488	708.06	IC TRANSFER PMT 400 47101	300166 800057 01
020103	IC	89588A	942.82	00452569	942.82	110488	942.82	IC TRANSFER PMT 400 47102	300434 800057 01
020103	IC	89589	838.96	00452569	838.96	110488	838.96	IC TRANSFER PMT 400 47101	300166 800063 01
020103	IC	89589A	1,117.13	00452569	1,117.13	110488	1,117.13	IC TRANSFER PMT 400 47102	300434 800063 01
020103	IC	89590	797.09	00452569	797.09	110488	797.09	IC TRANSFER PMT 400 47101	300166 800064 01
020103	IC	89590A	1,061.38	00452569	1,061.38	110488	1,061.38	IC TRANSFER PMT 400 47102	300434 800064 01
020103	IC	89591	542.60	00452569	542.60	110488	542.60	IC TRANSFER PMT 400 47101	300166 800065 01
020103	IC	89591A	722.52	00452569	722.52	110488	722.52	IC TRANSFER PMT 400 47102	300434 800065 01
020103	IC	89592	790.81	00452569	790.81	110488	790.81	IC TRANSFER PMT 400 47101	300166 800062 01
020103	IC	89592A	1,053.01	00452569	1,053.01	110488	1,053.01	IC TRANSFER PMT 400 47102	300434 800062 01
020103	IC	89593	684.57	00452569	684.57	110488	684.57	IC TRANSFER PMT 400 47101	300166 800061 01
020103	IC	89593A	911.55	00452569	911.55	110488	911.55	IC TRANSFER PMT 400 47102	300434 800061 01
020103	IC	89594	749.22	00452569	749.22	110488	749.22	IC TRANSFER PMT 400 47101	300166 800060 01
020103	IC	89594A	997.63	00452569	997.63	110488	997.63	IC TRANSFER PMT 400 47102	300434 800060 01
020103	IC	89595	790.67	00452569	790.67	110488	790.67	IC TRANSFER PMT 400 47101	300166 800058 01
020103	IC	89595A	1,052.83	00452569	1,052.83	110488	1,052.83	IC TRANSFER PMT 400 47102	300434 800058 01
020103	IC	89596	768.68	00452569	768.68	110488	768.68	IC TRANSFER PMT 400 47101	300166 800059 01
020103	IC	89596A	1,023.55	00452569	1,023.55	110488	1,023.55	IC TRANSFER PMT 400 47102	300434 800059 01
020103	IC	90308	80.50	00454101	80.50	111088	80.50	IC TRANSFER PMT 400 47110	300149 800052 01
020103	IC	90309	507.39	00454101	507.39	111088	507.39	IC TRANSFER PMT 400 47101	300166 800068 01
020103	IC	90309A	675.63	00454101	675.63	111088	675.63	IC TRANSFER PMT 400 47102	300434 800068 01
020103	IC	90310	814.21	00454101	814.21	111088	814.21	IC TRANSFER PMT 400 47101	300166 800067 01
020103	IC	90310A	1,084.18	00454101	1,084.18	111088	1,084.18	IC TRANSFER PMT 400 47102	300434 800067 01
020103	IC	90311	851.22	00454101	851.22	111088	851.22	IC TRANSFER PMT 400 47101	300166 800066 01
020103	IC	90311A	1,133.46	00454101	1,133.46	111088	1,133.46	IC TRANSFER PMT 400 47102	300434 800066 01
020103	IC	93451	820.03	00458885	820.03	120988	820.03	IC TRANSFER PMT 400 47101	300166 800097 01
020103	IC	93451A	1,091.92	00458885	1,091.92	120988	1,091.92	IC TRANSFER PMT 400 47102	300434 800097 01
020103	IC	93452	300.24	00458885	300.24	120988	300.24	IC TRANSFER PMT 400 47101	300166 800098 01
020103	IC	93452A	399.79	00458885	399.79	120988	399.79	IC TRANSFER PMT 400 47102	300434 800098 01
020103	IC	95509	1,356.00	00461748	1,356.00	122388	1,356.00	IC TRANSFER PMT 400 40801	300908 A02528 01
OBJECT TOTAL			108,355.96		54,083.96		108,355.96		
020174	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890125

RAMSEY COUNTY
ACCOUNTING DEPT
12 30 88

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME				CK NO
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO	RFC	FUND 591	APPROP 59101020174	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO	RFC	FUND 591	APPROP 59101020179	
020100	AA	JE0694	4,580.00		0.00	041288	0.00	TO	RFC	FUND 591	APPROP 59101020102	
020100	AA	JE0694	30,000.00		0.00	041288	0.00	TO	RFC	FUND 591	APPROP 59101020103	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO	RFC	FUND 591	APPROP 59101020176	
OBJECT TOTAL			0.00		0.00		0.00					
020102	AA	JE0694	4,580.00		0.00	041288	0.00	FROM	RFC	FUND 591	APPROP 59101020100	
020102	AA	JE0898	300.00		0.00	051388	0.00	TO	RFC	FUND 591	APPROP 59101020202	
020102	CA	EST001	12,000.00		0.00		12,000.00	STRGAR-ROSCOE-FAUSCH				
020102	CA	PA583	0.00	00446024	3,000.00	093088	3,000.00	EDWARDS & KELSEY INC 22-1623519				01
020102	CA	PA583	0.00		0.00	X	0.00	EDWARDS & KELSEY INC				02
020102	CA	PA583	3,000.00		0.00	C	0.00	EDWARDS & KELSEY INC				03
OBJECT TOTAL			15,000.00		3,000.00		15,000.00					
020103	AA	JE0694	30,000.00		0.00	041288	0.00	FROM	RFC	FUND 591	APPROP 59101020100	
020103	AA	JE2101	92,000.00		0.00	101188	0.00	FROM	RFC 999	FUND 999	APPROP 38889999999	
020103	CA	EST002	54,272.00		0.00		54,272.00	ENGINEERING SERVICES-P/W				
020103	IC	G9624	56.00	00417352	56.00	042288	56.00	IC TRANSFER PMT 400 47110				350304 01
020103	IC	70608	1,424.96	00419464	1,424.96	050688	1,424.96	IC TRANSFER PMT 400 47102				300434 804490 01
020103	IC	70608A	281.00	00419464	281.00	050688	281.00	IC TRANSFER PMT 400 47101				300166 804490 01
020103	IC	70608B	115.00	00419464	115.00	050688	115.00	IC TRANSFER PMT 400 47102				370104 804490 01
020103	IC	70609	303.80	00419464	303.80	050688	303.80	IC TRANSFER PMT 400 47101				300166 804489 01
020103	IC	70609A	1,536.90	00419464	1,536.90	050688	1,536.90	IC TRANSFER PMT 400 47102				300434 804489 01
020103	IC	71441	323.71	00420730	323.71	051388	323.71	IC TRANSFER PMT 400 47101				300166 804491 01
020103	IC	71441A	1,637.57	00420730	1,637.57	051388	1,637.57	IC TRANSFER PMT 400 47102				300434 804491 01
020103	IC	72499	326.23	00422140	326.23	052088	326.23	IC TRANSFER PMT 400 47101				300166 804492 01
020103	IC	72499A	1,650.37	00422140	1,650.37	052088	1,650.37	IC TRANSFER PMT 400 47102				300434 804492 01
020103	IC	73495	1,543.67	00424568	1,543.67	060388	1,543.67	IC TRANSFER PMT 400 47102				300434 804497 01
020103	IC	73495A	305.14	00424568	305.14	060388	305.14	IC TRANSFER PMT 400 47101				300166 804497 01
020103	IC	73496	1,593.71	00424568	1,593.71	060388	1,593.71	IC TRANSFER PMT 400 47102				300434 804495 01
020103	IC	73496A	315.04	00424568	315.04	060388	315.04	IC TRANSFER PMT 400 47101				300166 804495 01
020103	IC	73497	1,499.96	00424568	1,499.96	060388	1,499.96	IC TRANSFER PMT 400 47102				300434 804496 01
020103	IC	73497A	296.50	00424568	296.50	060388	296.50	IC TRANSFER PMT 400 47101				300166 804496 01
020103	IC	73498	581.61	00424568	581.61	060388	581.61	IC TRANSFER PMT 400 47102				300434 804498 01
020103	IC	73498A	114.97	00424568	114.97	060388	114.97	IC TRANSFER PMT 400 47101				300166 804498 01
020103	IC	73499	1,490.44	00424568	1,490.44	060388	1,490.44	IC TRANSFER PMT 400 47102				300434 804494 01
020103	IC	73499A	294.62	00424568	294.62	060388	294.62	IC TRANSFER PMT 400 47101				300166 804494 01
020103	IC	73500	1,623.36	00424568	1,623.36	060388	1,623.36	IC TRANSFER PMT 400 47102				300434 804493 01
020103	IC	73500A	320.90	00424568	320.90	060388	320.90	IC TRANSFER PMT 400 47101				300166 804493 01
020103	IC	81911	1,140.77	00438619	1,140.77	081988	1,140.77	IC TRANSFER PMT 400 47101				300166 804582 01
020103	IC	81911A	856.71	00438619	856.71	081988	856.71	IC TRANSFER PMT 400 47102				300434 804582 01

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 000 890125

RAMSEY COUNTY
ACCOUNTING DEPT
12 30 88

3920

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020174	AA	JE2101	8,900.00		0.00	101188	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
020174	CA	EST003	6,500.00		0.00		6,500.00	COUNTY ATTORNEY SERVICES	
020174	IC	74202	1,139.77	00425580	1,139.77	061088	1,139.77	IC TRANSFER PMT 400 40601 300908 M06329 01	
020174	IC	81918	749.00	00438619	749.00	081988	749.00	IC TRANSFER PMT 400 40601 300908 M00002 01	
020174	IC	87448	1,693.38	00448027	1,693.38	101488	1,693.38	IC TRANSFER PMT 400 40601 300908 M00013 01	
020174	IC	90318	765.28	00454101	765.28	111088	765.28	IC TRANSFER PMT 400 40601 300908 M00022 01	
020174	IC	94548	553.61	00460200	553.61	121688	553.61	IC TRANSFER PMT 400 40601 300908 M00027 01	
OBJECT TOTAL			11,401.04		4,901.04		11,401.04		
020176	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020176	AA	JE2101	11,200.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020176	AA	JE2101	24,100.00		0.00	101188	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
020176	CA	EST004	25,000.00		0.00		25,000.00	EXECUTIVE DIRECTOR SERVICES	
020176	IC	87449	8,487.34	00448027	8,487.34	101488	8,487.34	IC TRANSFER PMT 400 40301 300908 A02457 01	
OBJECT TOTAL			33,487.34		8,487.34		33,487.34		
020179	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020179	AA	JE1295	30.00		0.00	071288	0.00	TO KFC FUND 591 APPROP 59101020207	
020179	AA	JE1590	425.00		0.00	081588	0.00	TO RFC FUND 591 APPROP 59101020909	
020179	AA	JE2101	3,500.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020179	CA	EST005	2,130.00		0.00		2,130.00	B & A SERVICES	
020179	IC	68538	475.88	00415856	475.88	041588	475.88	IC TRANSFER PMT 400 40303 300908 A02435 01	
020179	IC	80364	951.75	00436123	951.75	080588	951.75	IC TRANSFER PMT 400 40303 300908 A00020 01	
020179	IC	87450	1,501.49	00448027	1,501.49	101488	1,501.49	IC TRANSFER PMT 400 40303 300908 A00023 01	
OBJECT TOTAL			5,059.12		2,929.12		5,059.12		
020185	AA	JE2101	1,100.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020185	CA	EST006	200.00		0.00		200.00	DATA PROCESSING	
020185	IC	91745	623.35	00456840	623.35	112988	623.35	IC TRANSFER PMT 574 57401 301385 C00273 01	
OBJECT TOTAL			823.35		623.35		823.35		
020202	AA	JE0898	300.00		0.00	051388	0.00	FROM RFC FUND 591 APPROP 59101020102	
020202	AA	JE2101	1,050.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020202	CA	EST007	300.00		0.00		300.00	CHS-POSTAGE	
020202	CA	71082	116.00	00421250	116.00	051388	116.00	POSTMASTER C/O BUDGET & MARLEN 01	
020202	CA	87452E	8.75	00448287	8.75	101488	8.75	JOHNSON/PETTY CASH MARLEN 01	
020202	CA	90057C	8.75	00453735	8.75	110888	8.75	JOHNSON/PETTY CASH MARLEN 01	
020202	CA	94405D	119.00	00460363	119.00	121688	119.00	POSTMASTER C/O BUDGETING & 01	
020202	IC	71442	92.14	00422140	92.14	052088	92.14	IC TRANSFER PMT 521 52104 350323 M06191 01	
020202	IC	80065	142.09	00436123	142.09	050588	142.09	IC TRANSFER PMT 521 52104 350323 M06222 01	

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OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020202	IC	93453	222.26	00458885	222.26	120988	222.26	IC TRANSFER PMT 521 52104	350323 W00029 01
		OBJECT TOTAL	1,008.99		708.99		1,008.99		
020207	AA	JE1295	30.00		0.00	071288	0.00	FROM RFC FUND 591 APPROP 59101020179	
020207	CA	EST008	60.00		0.00		60.00	AT&T COMMUNICATIONS	
020207	CA	88811	3.36	00451494	3.36	102888	3.36	AT&T COMMUNICATIONS 22-2473242	01
020207	CA	936038	13.55	00459049	13.55	120988	13.55	AT&T COMMUNICATIONS 22-2473242	01
020207	IC	78027	7.76	00432257	7.76	071588	7.76	IC TRANSFER PMT 400 40301	370104 A02464 01
		OBJECT TOTAL	84.67		24.67		84.67		
020209	AA	JE2369	250.00		0.00	111088	0.00	FROM RFC FUND 591 APPROP 59101021408	
020209	CA	EST009	150.00		0.00		150.00	U S WEST	
020209	CA	88964	249.54	00454249	249.54	111088	249.54	AT&T INFORMATION SYSTEMS 22-2406210	01
020209	CA	91877	104.80	00456904	104.80	112988	104.80	U S WEST COMMUNICATIONS 47-0255560	01
020209	CA	95654	10.29	00461750	10.29	122388	10.29	U S WEST COMMUNICATIONS 47-0255560	01
		OBJECT TOTAL	514.63		364.63		514.63		
020401	AA	JE2101	3,300.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020401	CA	EST010	1,000.00		0.00		1,000.00	LEGAL LEDGER	
020401	CA	90775	115.20	00455414	115.20	111588	115.20	AMERICAN PUBLIC TRANSIT ASSOCI	01
020401	CA	94301	480.21	00460422	480.21	121688	480.21	ST PAUL CITY OF 41-6005521	01
020401	PV	121707	78.27	00446025	78.27	093088	78.27	LILLIE SUBURBAN NEWSPAPERS INC 41-0833194	01
		OBJECT TOTAL	1,673.68		673.68		1,673.68		
020501	AA	JE2101	3,000.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020501	CA	EST011	1,000.00		0.00		1,000.00	CENTRAL SERVICES-DUPLICATING	
020501	CA	75286	8.20	00427696	8.20	061788	8.20	NATIONAL CAMERA EXCHANGE	01
020501	CA	95655	30.81	00462287	30.81	122388	30.81	FLASH FOTO	01
020501	IC	61751	50.71	00403910	50.71	021288	50.71	IC TRANSFER PMT 400 41202	300404 H09680 01
020501	IC	66131	269.60	00410540	269.60	031888	269.60	IC TRANSFER PMT 400 41202	300404 H09807 01
020501	IC	68539	1,277.35	00415856	1,277.35	041588	1,277.35	IC TRANSFER PMT 400 41202	300404 H09865 01
020501	IC	70625	39.46	00419464	39.46	050688	39.46	IC TRANSFER PMT 400 41202	300404 H09920 01
020501	IC	78028	215.82	00432257	215.82	071588	215.82	IC TRANSFER PMT 400 41202	300404 H10106 01
020501	IC	81919	785.75	00438619	785.75	081988	785.75	IC TRANSFER PMT 400 41202	300404 H00034 01

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OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020501	IC	84385	405.15	00442965	405.15	091688	405.15	IC TRANSFER PMT 400 41202	300404 H00106 01
020501	IC	87451	1,038.27	00448027	1,038.27	101488	1,038.27	IC TRANSFER PMT 400 41202	300404 H00162 01
020501	IC	90312	259.20	00454101	259.20	111088	259.20	IC TRANSFER PMT 400 40301	300130 A02490 01
020501	IC	90313	232.16	00454101	232.16	111088	232.16	IC TRANSFER PMT 400 41202	300404 H00201 01
020501	IC	91350	64.31	00455499	64.31	111888	64.31	IC TRANSFER PMT 400 41202	300404 H00187 01
020501	IC	94549	152.10	00460200	152.10	121688	152.10	IC TRANSFER PMT 400 40301	300130 A02494 01
020501	IC	94550	83.90	00460200	83.90	121688	83.90	IC TRANSFER PMT 400 41202	300404 H00264 01
020501	PV	111356	325.92	00417343	325.92	042288	325.92	THOELE PRINTING 41-1233099	01
020501	PV	124924	467.84	00453537	467.84	110888	467.84	THOELE PRINTING 41-1233099	01
020501	PV	124940	200.20	00452476	200.20	110188	200.20	THOELE PRINTING 41-1233099	01
020501	PV	124941	169.20	00456842	169.20	112988	169.20	THOELE PRINTING 41-1233099	01
020501	PV	124960	100.10	00452963	100.10	110488	100.10	THOELE PRINTING 41-1233099	01
020501	PV	126377	57.81	00460364	57.81	121688	57.81	THOELE PRINTING 41-1233099	01
OBJECT TOTAL			7,243.86		6,243.86		7,243.86		
020909	AA	JE1590	425.00		0.00	081588	0.00	FROM RFC FUND 591 APPROP 59101020179	
020909	AA	JE2101	250.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
020909	CA	EST012	10.00		0.00		10.00	MISC PARKING	
020909	CA	81734	170.00	00438752	170.00	081988	170.00	VICTORY PARKING INC 80519 41-143	01
020909	CA	83261	10.00	00441282	10.00	090288	10.00	DESPIEGELAERE	KATHRYN M 01
020909	CA	85987	85.00	00445303	85.00	093088	85.00	VICTORY PARKING INC 41-1436789	01
020909	CA	88403	170.00	00450843	170.00	102588	170.00	VICTORY PARKING INC 41-1436789	01
020909	CA	95656	85.00	00461840	85.00	122388	85.00	VICTORY PARKING INC 41-1436789	01
OBJECT TOTAL			530.00		520.00		530.00		
021101	AA	JE2101	100.00		0.00	101188	0.00	FROM RFC FUND 591 APPROP 59101061001	
021101	CA	EST013	100.00		0.00		100.00	JILL GOSKI-REIMBURSEMENT	
OBJECT TOTAL			100.00		0.00		100.00		
021192	CA	EST014	250.00		0.00		250.00	RAMSEY COUNTY	
021192	IC	78936	1,781.52	00433816	1,781.52	072288	1,781.52	IC TRANSFER PMT 400 40001	360104 01
021192	IC	94551A	377.96	00460200	377.96	121688	377.96	IC TRANSFER PMT 400 40001	360104 01
OBJECT TOTAL			2,409.48		2,159.48		2,409.48		

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OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
021226	AA	JE0961	4,000.00		0.00	052488	0.00	FROM RFC FUND 591 APPROP 59101061001	
021226	CA	EST015	250.00		0.00		250.00	VARIOUS MEMBERS	
021226	CA	72949	25.00	00423810	25.00	052788	25.00	ARMSTEAD 476-24-1903	CLARK 01
021226	CA	72950	50.00	00423811	50.00	052788	50.00	GILLILAND 477-30-1320	PAUL 01
021226	CA	72951	30.00	00423812	30.00	052788	30.00	HOLDEMAN 509-46-8833	KEN 01
021226	CA	72952	25.00	00423813	25.00	052788	25.00	KREN 332-36-2777	ROBERT J 01
021226	CA	72953	50.00	00423813	50.00	052788	50.00	KREN 332-36-2777	ROBERT J 01
021226	CA	72954	40.00	00423814	40.00	052788	40.00	MANDERSCHIED 504-68-2187	MARC J 01
021226	CA	72955	10.00	00423814	10.00	052788	10.00	MANDERSCHIED 504-68-2187	MARC J 01
021226	CA	72956	20.00	00423815	20.00	052788	20.00	ROCKNE 472-56-8333	LAURIE 01
021226	CA	72957	40.00	00423816	40.00	052788	40.00	SANDBERG JR 469-46-8508	FRANK E 01
021226	CA	72958	20.00	00423817	20.00	052788	20.00	SCHWICHTENBERG 474-60-9310	MAGGIE 01
021226	CA	72959	40.00	00423818	40.00	052788	40.00	SEVER 472-24-3786	HELEN 01
021226	CA	72960	10.00	00423819	10.00	052788	10.00	SHEEHAN 472-38-7146	JOHN M 01
021226	CA	72961	10.00	00423820	10.00	052788	10.00	THEISEN 476-38-0288	IGNATIUS J 01
021226	CA	72962	55.00	00423821	55.00	052788	55.00	VAN HOEF 376-18-3599	ROBERT 01
021226	CA	72963	35.00	00423822	35.00	052788	35.00	WOLD 471-26-3297	CHARLES 01
021226	CA	73155	20.00	00423823	20.00	052788	20.00	BROWN 380-62-0872	TRIESTA 01
021226	CA	73665	45.00	00424740	45.00	060388	45.00	CLARKSON 224-56-2903	ROBERT E 01
021226	CA	73666	55.00	00424741	55.00	060388	55.00	FAVILLE 397-12-9497	HUGH 01
021226	CA	73667	25.00	00424742	25.00	060388	25.00	TRACY 492-46-4176	NANCY ANN 01
021226	CA	73668	45.00	00424742	45.00	060388	45.00	TRACY 492-46-4176	NANCY ANN 01
021226	CA	75287	5.00	00427697	5.00	061788	5.00	RECKINGER 349-38-9058	KIM 01

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CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
78174	25.00	00432928	25.00	071588	25.00	FAVILLE	01
78358	25.00	00433733	25.00	071988	25.00	CLARKSON	01
78359	10.00	00433734	10.00	071988	10.00	224-56-2903 GROCHALA	01
78360	25.00	00433735	25.00	071988	25.00	478-68-7233 KREN	01
78361	25.00	00433736	25.00	071988	25.00	332-36-2777 MANDERSCHIED	01
78362	25.00	00433737	25.00	071988	25.00	504-68-2187 ROSSMAN	01
78363	20.00	00433738	20.00	071988	20.00	469-48-8719 VAN HOEF	01
78364	25.00	00433739	25.00	071988	25.00	376-18-3599 WJLD	01
78478	45.00	00433740	45.00	071988	45.00	471-26-3297 ROSSMAN	01
78778	15.00	00434369	15.00	072288	15.00	469-48-8719 SANDBERG	01
79106	10.00	00434865	10.00	072688	10.00	469-46-8508 SEVER	01
79631	20.00	00435393	20.00	072988	20.00	472-24-3786 TRACY	01
80737	25.00	00437872	25.00	081288	25.00	492-46-4176 GILLILAND	01
88908	20.00	00451932	20.00	102888	20.00	477-80-1820 CLARKSON	01
88909	20.00	00451933	20.00	102888	20.00	224-56-2903 FAVILLE	01
88910	10.00	00451934	10.00	102888	10.00	397-12-9497 GILLILAND	01
88911	20.00	00451935	20.00	102888	20.00	477-80-1820 KREN	01
88912	5.00	00451936	5.00	102888	5.00	332-36-2777 MANDERSCHIED	01
88913	5.00	00451937	5.00	102888	5.00	504-68-2187 SANDBERG	01
88914	15.00	00451938	15.00	102888	15.00	469-46-8508 SEVER	01
88915	20.00	00451939	20.00	102888	20.00	472-24-3786 TRACY	01
89067	10.00	00452477	10.00	110188	10.00	492-46-4176 GROCHALA	01
89925	5.00	00454046	5.00	110888	5.00	478-68-7233 ROSSMAN	01
TOTAL	1,330.00		1,080.00		1,330.00	469-48-8719	

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OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
021403	AA	JE2101	500.00		0.00	101138	0.00	FROM RFC FUND 591 APPROP 59101061001	
021403	CA	EST016	200.00		0.00		200.00	OCT-DEC CONFERENCES	
021403	CA	86898	110.00	00447946	110.00	101138	110.00	UNIVERSITY OF MINNESOTA EXTENS	01
021403	CA	94337	50.00	00460798	50.00	121688	50.00	REGIONAL TRANSIT BOARD	01
OBJECT TOTAL			360.00		160.00		360.00		
021407	AA	JE0274	10,000.00		0.00	021788	0.00	FROM RFC FUND 591 APPROP 59101061001	
021407	CA	EST017	2,100.00		0.00		2,100.00	WASHINGTON DC	
021407	CA	EST018	6,705.00		0.00		6,705.00	CALGARY, PORTLAND, SACRAMENTO	
021407	CA	64141	1,091.91	00407935	1,091.91	030488	1,091.91	FINLEY JOHN T	01
021407	CA	64165	195.00	00407936	195.00	030438	195.00	AMER UNDERGROUND SPACE ASSN	01
021407	CA	69685	630.00	00418130	630.00	042289	630.00	TRANSPORTATION RESEARCH BOARD T356	01
021407	CA	70249	900.00	00418745	900.00	042988	900.00	DESPIEGELAERE KATHRYN	01
021407	CA	70250	255.00	00418746	255.00	042988	255.00	FAIRMONT HOTEL-SAN JOSE	01
021407	CA	70251	900.00	00418419	900.00	042988	900.00	O'MALLEY PATRICK	01
021407	CA	70429	565.00	00419394	565.00	050388	565.00	BJWER JAMES	01
021407	CA	73466	1,124.00	00424414	1,124.00	060188	1,124.00	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	82876	1,800.00	00440562	1,800.00	082388	1,800.00	HAL NORGARD T367	01
021407	CA	91583	134.40	00456766	134.40	112388	134.40	NORGARD HAROLD A	01
021407	CA	92869	64.20	00458179	64.20	120288	64.20	FINLEY JOHN T	01
021407	CA	92870	64.20	00458180	64.20	120288	64.20	NORGARD HAROLD A	01
021407	CA	92887	694.00	00458181	694.00	120288	694.00	HOBBSIT TRAVEL	01
021407	CA	93661	500.00	00459526	500.00	120988	500.00	DESPIEGELAERE KATHRYN	01
021407	CA	93662	370.00	00459527	370.00	120988	370.00	FINLEY JOHN	01
021407	CA	93663	500.00	00459528	500.00	120988	500.00	HUNT RUBY	01
021407	CA	93664	500.00	00459529	500.00	120988	500.00	MCCARTY DUANE	01
021407	CA	95657	1,374.00	00461741	1,374.00	122388	1,374.00	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	95658	1,374.38	00461741	1,374.38	122388	1,374.38	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	95659	1,086.78	00461741	1,086.78	122388	1,086.73	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	95660	1,374.38	00461741	1,374.38	122388	1,374.38	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
OBJECT TOTAL			24,302.25		15,497.25		24,302.25		
021408	AA	JE0572	1,000.00		0.00	032588	0.00	FROM RFC FUND 591 APPROP 59101061001	
021408	AA	JE2369	250.00		0.00	111088	0.00	TO RFC FUND 591 APPROP 59101020209	
021408	CA	EST019	25.00		0.00		25.00	REFRESHMENTS EXPENSE	
021408	CA	67030	16.86	00412503	16.86	032988	15.86	MIDWAY HOSPITAL	01
021408	CA	69033	169.60	00416342	169.60	041588	169.60	QUALITY CATERING 99-9999999	01

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT	CLAIM CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
021408	CA	70430		25.29	00419395	25.29	050388	25.29	MIDWAY HOSPITAL	01
021408	CA	77192		4.45	00431138	4.45	070888	4.45	MIDWAY HOSPITAL	01
021408	CA	82651		5.45	00440181	5.45	082688	5.45	MIDWAY HOSPITAL	01
OBJECT TOTAL				246.65		221.65		246.65		
MAJ OBJ TOTAL				213,931.02		101,679.02		213,931.02		
030101	AA	JE2101		800.00		0.00	101138	0.00	FROM RFC FUND 591 APPROP 59101061001	
030101	CA	EST020		25.00		0.00		25.00	ST PAUL, CITY OF	
030101	CA	87101		141.55	00447622	141.55	101188	141.55	ST PAUL CITY 41-6005521	01
030101	CA	88970		9.95	00452219	9.95	110138	9.95	ST PAUL CITY OF 41-6005521	01
030101	CA	91071		167.05	00455643	167.05	111888	167.05	ST PAUL CITY OF 41-6005521	01
030101	CA	94302		13.00	00460422	13.00	121688	13.00	ST PAUL CITY OF 41-6005521	01
OBJECT TOTAL				356.55		331.55		356.55		
MAJ OBJ TOTAL				356.55		331.55		356.55		
040300	AA	JE2101		200.00		0.00	101138	0.00	FROM RFC FUND 591 APPROP 59101061001	
040300	CA	EST021		48.00		0.00		48.00	DATA PROCESSING-RAMSEY CO	
040300	CA	89184		152.00	00452478	152.00	110188	152.00	MIDLAND FINANCIAL	01
OBJECT TOTAL				200.00		152.00		200.00		
MAJ OBJ TOTAL				200.00		152.00		200.00		
061001	AA	JE0274		10,000.00		0.00	021788	0.00	TO RFC FUND 591 APPROP 59101021407	
061001	AA	JE0572		1,000.00		0.00	032588	0.00	TO RFC FUND 591 APPROP 59101021408	
061001	AA	JE0961		4,000.00		0.00	052488	0.00	TO RFC FUND 591 APPROP 59101021226	
061001	AA	JE2101		11,200.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020176	
061001	AA	JE2101		800.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101030101	
061001	AA	JE2101		1,100.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020185	
061001	AA	JE2101		250.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020909	
061001	AA	JE2101		100.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101021101	
061001	AA	JE2101		1,050.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020202	
061001	AA	JE2101		3,300.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020401	
061001	AA	JE2101		200.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101040300	
061001	AA	JE2101		3,500.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101020179	
061001	AA	JE2101		500.00		0.00	101188	0.00	TO RFC FUND 591 APPROP 59101021403	
061001	AA	JE2101		3,000.00		0.00	101138	0.00	TO RFC FUND 591 APPROP 59101020501	
OBJECT TOTAL				0.00		0.00		0.00		
MAJ OBJ TOTAL				0.00		0.00		0.00		

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890125

RAMSEY COUNTY
ACCOUNTING DEPT
12 30 88

PAGE 3927

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
070201	IC	78936A	12,500.00	00433816	12,500.00	072288	12,500.00	IC TRANSFER PMT 400 48677	380103 01
070201	IC	94551	12,500.00	00460200	12,500.00	121688	12,500.00	IC TRANSFER PMT 400 48677	380103 01
OBJECT TOTAL			25,000.00		25,000.00		25,000.00		
MAJ OBJ TOTAL			25,000.00		25,000.00		25,000.00		
ORG.UNIT TOTAL			239,487.57		127,162.57		239,487.57	REG TRANSACTIONS = 223 PAYROLL TRANSACTIONS =	TRANSFERS = 49

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA	Board Action Requested
Originating Department	Approve adjustments to the 1989 Ramsey County Regional Railroad Authority budget in the amount of \$2,878,500 in accordance with the attached documentation.
<u>F. DeSpiegelaere</u> Authorized Signature	
<u>2/8/89</u> Date	
	ACTION IS REQUESTED **

Request Justification

- See attached:
- 1) Memorandum from Kathryn DeSpiegelaere dated February 7, 1989;
 - 2) Request form for budget adjustments and attachments; and
 - 3) Proposed resolution approving adjustments.
 - 4) Resolution accepting grant award from Mn/DOT

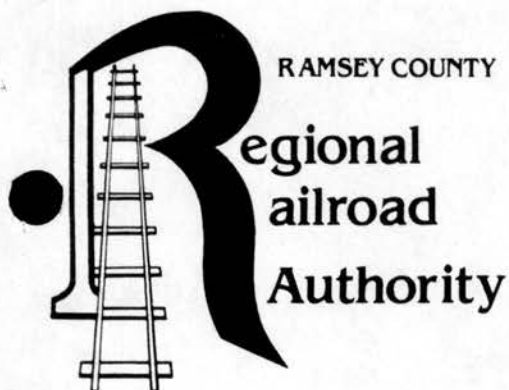
This will establish different accounts for different phases of projects to be undertaken by RCRRA in 1989.

<u>Subject to approval of budget adjustment</u>	
Budgeting and Accounting <u>Ed Blumley</u>	<u>2/9/89</u>
County Attorney <u>renewal in the DeSpiegelaere</u>	<u>2-8-89</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
February 14, 1989	<u>F. L. Glendinning</u>	<u>2/9/89</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 *KS*

Subject: Budget Adjustments - Fiscal Year 1989

Date: February 7, 1989

At the time of 1989 Budget adoption, Minnesota Department of Transportation (Mn/DOT) directives governing distribution of grant funds for LRT planning and engineering precluded initiation of "Preliminary Engineering/EIS" work prior to completion of a "Comprehensive Plan." The budget was prepared with those assumptions, and preliminary engineering/EIS costs were included only to the extent that initiation and coordination activities for that work could begin in late 1989.

The LRT grant application included preliminary engineering and EIS costs. Sensitive to the RCRRA's efforts to expedite planning and engineering studies, Mn/DOT authorized proceeding with a comprehensive LRT plan, preliminary engineering and an environmental impact statement for the Midway Corridor, and awarded Ramsey County \$1,181,000 for that work.

The Ramsey County Regional Railroad Authority accepted the light rail transit grant award in the amount of \$1,181,000 on November 22, 1988, resolving to fund the local match for that amount from the 1989 budget or the 1990 tax levy (see attached resolution).

The 1989 budget has been reviewed with Budgeting and Accounting staff. Through transfer of reserve 1988 funds, redistribution of funds from the general cost center accounts, and use of \$300,000 from the 1989 Contingency account, we have established separate cost centers for each area of LRT work - General (59101), RCRRA Comprehensive Plan (59102), RCRRA Preliminary Engineering (59103), and RCRRA Environmental Impact Statement (59104). Separate cost centers are required to meet Minnesota Department of Transportation accounting requirements. A summary of requested budget adjustments is as follows:

February 7, 1989
Page Two

SUMMARY OF REQUESTED BUDGET ADJUSTMENT:		INCREASE REVENUE INCREASE TAX LEVY DECREASE APPROP	DECREASE REVENUE DECREASE TAX LEVY INCREASE APPROP
REDUCTION IN ESTIMATED REVENUE:			
59101	RC REGIONAL RAILROAD AUTHORITY		516,500
DECREASE TAX LEVY:			
59101	RC REGIONAL RAILROAD AUTHORITY		1,181,000
REDUCTION IN APPROPRIATIONS:			
R88 59101	RC REGIONAL RAILROAD AUTHORITY	41,474	
1989 59101	RC REGIONAL RAILROAD AUTHORITY	1,656,026	
TOTAL GENERAL REGIONAL RAILROAD AUTHORITY:		1,697,500	1,697,500
SUMMARY OF GRANT COST CENTERS:			
INCREASE IN ESTIMATED REVENUE:			
59102	COMPREHENSIVE PLAN:	302,000	
59103	PRELIMINARY ENGINEERING:	653,000	
59104	ENVIRONMENTAL ENGINEERING:	226,000	
		1,181,000	
INCREASE OF TAX LEVY:			
59102	COMPREHENSIVE PLAN:	302,000	
59103	PRELIMINARY ENGINEERING:	653,000	
59104	ENVIRONMENTAL ENGINEERING:	226,000	
		1,181,000	
INCREASE IN APPROPRIATIONS:			
59102	COMPREHENSIVE PLAN:		604,000
59103	PRELIMINARY ENGINEERING:		1,306,000
59104	ENVIRONMENTAL ENGINEERING:		452,000
TOTAL GRANT COST CENTERS:		2,362,000	2,362,000

The attached "Request Form for Budget Adjustments," and attachments, detail the adjustments in revenue and appropriations, and accounts distribution for each of the four cost centers. These appropriations are consistent with grant application figures for Planning, and Phase I Preliminary Engineering and EIS work. The transfers also satisfy fund match requirements.

Recommendation:

Approve adjustments to the 1989 Ramsey County Regional Railroad Authority budget in accordance with attached documentation.

KD/clm
Attachment

White & Yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

FUND: 591
See attached

ORG.# _____

DEPARTMENT: NAME: RAMSEY COUNTY REGIONAL RAILROAD FUND

The Budget Adjustment requested will require the following:

1. ☒ Transfer From Appropriation } Check Applicable
☒ Increase Estimated Revenue } Box(es)
Org. # Account No. Account Title Amount

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment

See attached

TOTAL 2,878,500

X Decrease Revenue

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)
Org. # Account No. Account Title Amount

See attached

TOTAL 2,878,500

4. Reasons for Adjustment Request:

This budget adjustment is to transfer estimated revenue and appropriations from the Ramsey County Regional Railroad Authority Operational cost center - 59101 - to the three Grant Cost Centers:

- 59102 - Comprehensive Plan
- 59103 - Preliminary Engineering
- 59104 - Environmental Engineering

The terms of the Grant agreement with Minnesota Department of Transportation require the grant and related match be accounted for by project. This adjustment will establish that accounting.

(Attach sheet if more space is needed)

Approval requested by: K. H. Spingelaere
Authorized Signature

Date: 2/7/89

Approved by Budget Analyst: Ed Blauvelt

MXH Date: 2/8/89

Approved by Budget Director: James Van Houtt

Date: 2/8/89

Approved by Board of Co. Commissioners: _____

Date: _____

BUDGET ADJUSTMENT DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

INC REVENUE
DEC APPROPDEC REVENUE
INC APPROP*Est Revenue
Budget Condit
2/7/89*

TRANSFER TO MINNESOTA GRANT ACCOUNTS:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
REDUCE ESTIMATED REVENUE:

59101 321067 Minnesota DOT LRT Grant

516,500

516,500

TRANSFER FROM APPROPRIATION:

R88	59101	020102	Consulting Services	12,000
R88	59101	020103	Engineering Service - Public Works	29,474
	59101	020102	Consulting Services	931,000
	59101	020174	County Attorney	44,498
	59101	020176	Executive Director	60,000
	59101	020179	Budgeting & Accounting	18,800
	59101	020185	Data Processing	3,968
	59101	020193	Project Management	240,724
	59101	020202	Postage	4,504
	59101	020401	Publishing Minutes & Notices	6,650
	59101	020501	Printing & Stationery	22,882
	59101	021226	Committee Compensation	4,000
	59101	021407	Travel	16,000
	59101	021408	Volunteer Expense	3,000
	59101	061001	Contingency Appropriations	300,000

				1,697,500

*Reserve
UNSPENT*

75,578.95

~~941,000.00~~
 55,623.00
 74,988.00
 25,500.00
 4,960.00
 362,920.00
 5,621.25
 8,156.00
 28,535.31
 4,000.00
 17,000.00
 3,000.00
 500,000.00

RCRRA COMPREHENSIVE PLAN:
INCREASE ESTIMATED REVENUE:

59102 321067 Minnesota DOT LRT Grant

302,000

p - New

INCREASE APPROPRIATIONS:

59102	020102	Consulting Services	460,000
59102	020174	County Attorney	10,680
59102	020176	Executive Director	14,398
59102	020179	Budgeting & Accounting	4,512
59102	020185	Data Processing	952
59102	020193	Project Management	87,127
59102	020202	Postage	1,081
59102	020401	Publishing Minutes & Notices	2,000
59102	020501	Printing & Stationery	8,000
59102	021226	Committee Compensation	3,000
59102	021401	Membership Dues	10,000
59102	021403	Conference/Seminars	2,250

			604,000

o - New

↓

BUDGET ADJUSTMENT DETAIL

RCRRA PRELIMINARY ENGINEERING:

59103 321067 Minnesota DOT LRT Grant 653,000

φ - New

INCREASE APPROPRIATIONS:

59103	020102	Consulting Services	1,110,000
59103	020174	County Attorney	25,364
59103	020176	Executive Director	34,194
59103	020179	Budgeting & Accounting	10,716
59103	020185	Data Processing	2,262
59103	020193	Project Management	99,227
59103	020202	Postage	2,567
59103	020401	Publishing Minutes & Notices	3,386
59103	020501	Printing & Stationery	10,534
59103	021226	Committee Compensation	1,000
59103	021407	Other Travel	6,000
59103	021408	Volunteer Expense	750

			1,306,000

φ - New

RCRRA ENVIRONMENTAL IMPACT STATEMENT

59104 321067 Minnesota DOT LRT Grant 226,000

φ - New

INCREASE APPROPRIATIONS:

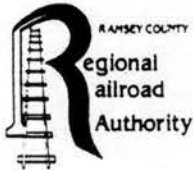
59104	020102	Consulting Services	366,000
59104	020174	County Attorney	8,454
59104	020176	Executive Director	11,398
59104	020179	Budgeting & Accounting	3,572
59104	020185	Data Processing	754
59104	020193	Project Management	55,354
59104	020202	Postage	856
59104	020401	Publishing Minutes & Notices	1,264
59104	020501	Printing & Stationery	4,348

			452,000

φ - New

TOTAL

2,878,500 2,878,500



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has accepted a grant from the Minnesota Department of Transportation for the purpose of completing a Comprehensive Light Rail Transit Plan for the entire County, Phase I Preliminary Engineering and Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, the 1989 Budget did not provide funding for Phase I Preliminary Engineering and Environmental Impact Statement studies; and

WHEREAS, Minnesota Department of Transportation grant provisions require separate accounting of each area of work; and

WHEREAS, Regional Railroad Authority staff has prepared budget adjustment recommendations which transfer original budget appropriations, including revenues and tax levy, to separate cost centers for four areas of LRT work - RCRRA General(59101), RCRRA Comprehensive Plan(59102), RCRRA Preliminary Engineering(59103), and RCRRA Environmental Impact Statement(59104); and

WHEREAS, The recommended budget adjustments include appropriation distribution to accounts within each cost center; and

WHEREAS, The appropriations resulting from the recommended budget adjustments are consistent with the light rail transit grant application and meet the matching fund obligations of the grant agreement; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments, in the amount of \$2,878,500, in accordance with the documentation attached in incorporated herein as Exhibit A.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: November 22, 1988

No. R-88

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 and affirmed its commitment to fund 50 percent of the cost of that work; and

WHEREAS, The Minnesota Department of Transportation has indicated that Ramsey County Regional Railroad Authority has been awarded \$1,181,000 for light rail transit work which requires matching funds of \$1,181,000; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority accepts the light rail transit grant award of \$1,181,000; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority agrees to fund the local match for the entire \$1,181,000 grant from the 1989 budget or the 1990 tax levy, and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the Chairman of the Regional Railroad Authority to sign a contract accepting the grant award.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary

SUMMARY OF 1989 RC REGIONAL RAILROAD BUDGET
RESULTS OF BUDGET ADJUSTMENT

	ORIGINAL	1989 BUDGET ----- ADJUSTMENT	REVISED
59101 RC REGIONAL RAILROAD AUTHORITY	2,175,008	(1,656,026)	518,982
Tax Levy: 518,982			
59102 COMPREHENSIVE PLAN	0	604,000	604,000
Tax Levy: 302,000			
Grant: 302,000			

604,000			
59103 PRELIMINARY ENGINEERING	0	1,306,000	1,306,000
Tax Levy: 611,526			
Prior Year Tax Levy: 41,474			
Grant: 653,000			

1,306,000			
59104 ENVIRONMENTAL ENGINEERING	0	452,000	452,000
Tax Levy: 226,000			
Grant: 226,000			

452,000			
	----- 2,175,008 =====	----- 705,974 =====	----- 2,880,982 =====
Recap of Source of Additional Budget:			
Additional Grant Revenue:		664,500	
Prior Year Appropriation:		41,474	

		705,974	
		=====	
Recap of Revised 1989 Budget:			
1989 Tax Levy:			1,658,508
Prior Year Appropriation:			41,474
Minnesota DOT Railroad Grant:			1,181,000

			2,880,982
			=====

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA		Board Action Requested
Originating Department		Approve agreement with Strgar-Roscoe-Fausch, Inc., No. RCRRA-88-002, in the amount of \$437,700 and authorize the Chairman of RCRRA to sign the agreement on behalf of RCRRA for Comprehensive LRT Plan.
Authorized Signature	Date	
<i>K. DeSpiegelaere</i>	<i>2/8/89</i>	ACTION IS REQUESTED **

Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere dated February 7, 1989;
 - 2) Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-002; and
 - 3) Proposed resolution approving agreement and authorizing signature.
 - 4) Certificate of Insurance

Subject to approval of budget adjustment

Budgeting and Accounting *Ed. Blumley 2/9/89*

County Attorney *Ken. Blumley 2-9-89*

Risk Manager *Ken. Blumley 2-8-89*

Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date
February 14, 1989

Board Date

Signature

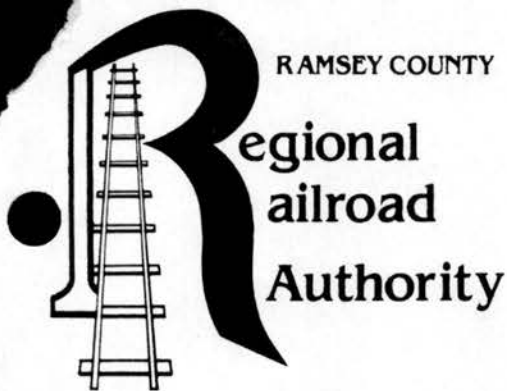
J. L. Glendon Signature

Signature

Date

Date
2/9/89

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: Phase II Contract for Comprehensive Light Rail Transit Plan

Date: February 7, 1989

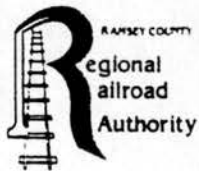
On December 13, 1988, the Ramsey County Regional Railroad Authority awarded a contract for professional services to Stargar-Roscoe-Fausch, Inc. (Agreement No. RCRRA-88-001) in the amount of \$23,000. This contract provided for the completion of Task 1 of the Work Plan developed for the Comprehensive Light Rail Transit Plan. Among other services, the contract provided for the refinement and expansion of Tasks 2-8 of the Work Plan. The resulting documentation defines, in detail, major subtasks, procedures and methodologies required to complete the Comprehensive LRT Plan.

The work identified in Agreement No. RCRRA-88-001 is now complete and documented in the technical report "Phase I Report: Work Program and Background." Attached Agreement No. RCRRA-88-002, in the amount of \$437,700, has been negotiated for the purpose of completing Tasks 2-8 as detailed in the technical report. Relevant sections of the report by Stargar-Roscoe-Fausch, Inc. are incorporated in the agreement as Exhibit A. Completion of all contractual obligations identified in this agreement is anticipated by December, 1989.

Recommendation:

Approve Agreement No. RCRRA-88-002 in the amount of \$437,700 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the agreement on its behalf.

A



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Strgar-Roscoe-Fausch, Inc. has completed all work identified in Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-001, including refinement and expansion of Tasks 2-8 of the Work Plan developed for the Comprehensive Light Rail Transit Plan; and

WHEREAS, The "Phase I Report: Work Program and Background" defines in detail major subtasks, procedures, and methodologies required to complete the Comprehensive Light Rail Transit Plan; and

WHEREAS, Regional Railroad Authority staff has prepared Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-002, in the amount of \$437,700 for the purpose of completing Tasks 2-8 as detailed in the technical report; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-002 in the amount of \$437,700; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chairman of the Regional Rail Authority to sign the agreement on behalf of the Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

B

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SECTION II - ADDITIONAL SERVICES OF THE CONSULTANT	3
SECTION III - THE RCRRA'S RESPONSIBILITY	3
SECTION IV - PERIOD OF SERVICES	4
SECTION V - PAYMENTS TO THE CONSULTANT	5
SECTION VI - GENERAL CONSIDERATIONS	7

AGREEMENT FOR CONSULTANT SERVICES BETWEEN
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

AND

STRGAR-ROSCOE-FAUSCH, INC.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AGREEMENT NO. RCRRA-88-002

THIS AGREEMENT, made as of the 13th day of December in the year Nineteen Hundred and Eighty-eight by and between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a body politic and corporate under the laws of the State of Minnesota, hereinafter referred to as the RCRRA, and Strgar-Roscoe-Fausch, Incorporated, having its place of business at Suite 150, One Carlson Parkway North, Minneapolis, Minnesota 55447, hereinafter referred to as the "Consultant."

WITNESSETH:

WHEREAS, the RCRRA desires professional CONSULTANT services for the preparation of a Comprehensive Light Rail Transit Plan, the planning tasks and services, and scope and detail thereof, being set forth in Tasks 1 through 8 of the Request for Proposal; and

WHEREAS, the CONSULTANT, under contract to the RCRRA, has completed the technical report and findings and recommendations as identified in Task 1 of the Request for Proposal and in accordance with Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-001; and

WHEREAS, the professional services agreement set forth herein provides for the completion of the work plan set forth in the technical reports completed under Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-001, hereinafter referred to as the Work Program Tasks 2-8, Phase I: Procedures, and Project Budget and Schedule Report, all three attached and incorporated herein as Exhibit A.

NOW, THEREFORE, the RCRRA and the CONSULTANT, for the consideration hereinafter set forth, agree as follows:

~~SECTION~~ SECTION I - BASIC SERVICES OF THE CONSULTANT

A. GENERAL

1. The CONSULTANT agrees to perform professional services in connection with Project as hereinafter stated.
2. The CONSULTANT shall serve as the RCRRA's professional representative in the Consulting phase(s) of the Project to which this Agreement applies, and shall give consultation and professional advice to the RCRRA during the performance of his services.

RCRRA-88-002

B. PROJECT TASK

The CONSULTANT shall furnish services to complete the requirements as set forth in attached Exhibit A - Work Program Tasks 2-8, Phase I: Procedures, and Project Budget and Schedule Report, and hereinafter stated.

1. Applicable Laws, Regulations and Guidelines:

- a. In performance of services specified in this agreement, the CONSULTANT shall give recognition to the requirements of applicable laws, regulations, and guidelines with respect to LRT location, design, environmental impact, funding, and other planning considerations. Applicable laws, regulations, and guidelines shall include but not be limited to:
 1. United States Department of Transportation, Urban Mass Transportation Administration Manuals, guidelines, and standards.
 2. National Environmental Policy Act of 11969 - Public Law 91-190.
 3. Section 4(f) of Public Law 89-670.
 4. Section 6(f) of Public Law 88-578.
 5. Minnesota Statutes, Section 116D.01 et.seq. (Environmental Policy Act of 1973).
 6. Presidential Executive Order No. 11988(Flood Plain Management).
 7. Presidential Executive Order No. 11990(Wetlands).
 8. Minnesota Statutes, Section 116G.04(Critical Areas Act of 1973).
 9. Section 106 of Public Law 89-185(National Historic Preservation Act).

The goals and objectives for the work completed under this agreement include completion of all elements and subtasks of Exhibit A, with the final product being completion of a Comprehensive Light Rail Transit Plan for Ramsey County.

SECTION II - ADDITIONAL SERVICES OF THE CONSULTANT

A. GENERAL

If authorized in writing by the RCRRA, the CONSULTANT shall furnish additional services of the following type:

1. Preparation of applications and supporting documents for government grants, loans or advances in connection with the project. Review and evaluation of the effect on the planning requirements of the project of any statements or documents prepared by others.
2. Additional services due to significant changes in general scope of the Comprehensive Light Rail Transit Plan, as identified in Tasks 2 through 8 of attached Exhibit A, including, but not limited to, change of size, and complexity of character.
3. Preparing supporting data and other services in connection with change orders if the change is due to causes beyond the control of the CONSULTANT and is inconsistent with the original planning intent.
4. Providing services after issuance to the RCRRA of the final certificate of payment, except for clarification of information, findings, or recommendations provided in the technical report resulting from execution of this agreement.
5. Providing services of professional consultants for other than the normal consulting services for the project, not otherwise provided for in this agreement.
6. Serving as an expert witness for the RCRRA in any litigation or other proceedings involved in the project.
7. Additional services in connection with the project not otherwise provided for in this agreement.

Any payment for these additional services shall be made in accordance with Section V-B.

SECTION III - THE RCRRA'S RESPONSIBILITY

A. THE RCRRA SHALL:

1. Provide information in a timely manner as to its requirements for the project.
2. Assist the CONSULTANT by placing at his disposal available information pertinent to the project. This information shall include but not be limited to technical reports, existing transit/traffic/planning studies and reports, aerial photographs, base maps, layouts, and profiles which RCRRA may

have in their possession or immediate access to. All data and documentation thereof shall remain the property of RCRRA and shall be returned to RCRRA when so requested.

3. Make best efforts to provide access to and make all provisions for the CONSULTANT to enter upon public and private lands as required for the CONSULTANT to perform his work under this agreement.
4. Give prompt written notice to the CONSULTANT whenever the RCRRA observes or otherwise becomes aware of any defect in the project.
5. Bear all costs incidental to compliance with the requirements of this Section III.
6. Arrange for publication in local newspapers for all required public notices and hearings, and be responsible for all publication fees.
7. Coordinate Community Participation as identified in Task 8 of attached Exhibit A, and bear the costs and responsibilities thereof.
8. Pay the cost of public agency review fees, if applicable.

SECTION IV - PERIOD OF SERVICES

A. PROJECT TASKS

Upon written authorization to proceed from the RCRRA, the CONSULTANT shall proceed with the performance of the services called for in the in this agreement.

The CONSULTANT shall deliver the completed technical reports, supporting documentation, and related materials and all authorized work on the project within the time schedule set forth in Exhibit A, or as revised or extended in accordance with agreement provisions.

B. GENERAL

Unless sooner terminated as provided in Section VI, this agreement shall remain in force:

1. For a period which may reasonably be required for the completion of all requirements set forth in this agreement, including extra work and any required extension thereto. Unless specifically provided for by supplemental agreement, the contract shall remain in force for a period of 18 months from the date of contract award.

SECTION V - PAYMENTS TO THE CONSULTANT

A. PAYMENTS FOR THE BASIC SERVICES OF THE CONSULTANT UNDER SECTION I.

The CONSULTANT shall be compensated for completion of studies, evaluations, technical and graphics information, and the final technical and planning reports as described in Section I on the basis of established hourly billing rates set forth in Exhibit B, subject to an estimated not to exceed cost of \$334,900.

Reimbursable (direct) costs incurred in the support of or performance of services described in Section I shall be paid in accordance with provisions of Section V-C, subject to an estimated not to exceed cost of \$102,800.

The CONSULTANT shall be paid monthly, upon receipt of invoice and supporting documentation (Section V-D) by the RCRRA. The CONSULTANT shall prepare an estimate of work completed through the date of invoice. Payment shall not exceed the value of demonstrably accomplished work through the date of invoice.

Total payments to the CONSULTANT for professional services and reimbursable (direct) costs under Section I shall not exceed \$437,700, except as provided for by supplemental agreement to the contract.

B. PAYMENTS FOR SERVICES OF THE CONSULTANT UNDER SECTION II

Compensation for performances of professional services identified in Section II shall be made in accordance with established hourly billing rates set forth in Exhibit B and direct costs, subject to written approval of such services or expenditures by the RCRRA, prior to the performance of them. Total payments to the CONSULTANT for work described in Section II shall not exceed figures authorized by the RCRRA through the date of invoice.

C. REIMBURSABLE EXPENSES

The following reimbursable (direct) expenses representing actual expenditures made by the CONSULTANT, his employees, or his professional consultants specifically for the project are not included in Basic Services and shall be paid for as direct expenses subject to the provisions of this agreement and approval of the RCRRA:

1. The actual costs incurred by the CONSULTANT in retaining the services of subconsultants for disciplines which are not available within the CONSULTANT'S firm and are necessary to accomplish the work required by the agreement.

2. Transportation expense, including mileage at the rate of \$0.26 per mile, equal in amount to employee reimbursement up to the current rate allowable under the Minnesota Travel Regulations (1988), for services provided in connection with Sections I and II.
3. Fees paid, in the name of the RCRRA, for seeking approval of authorities having jurisdiction over the project.
4. Graphics, printing, special mailings, aerial photographs, presentation, and reproduction expenses when requested by the RCRRA.
5. Other special travel and expenses connected therewith required in connection with the project and authorized by the RCRRA.

D. INVOICE DOCUMENTATION

1. Professional services fees shall be documented with a payroll cost breakdown including the name of employee, his classification, current hourly billing rate, hours worked, and total cost for each period.
2. Claimed expenses shall be supported with necessary documentation to show that such costs are allocable to the project and reasonable in amount. All major expenses, those in excess of \$1,000 per occurrence, shall be approved by the RCRRA prior to their being incurred.
3. Overtime premium pay for work or services performed by the CONSULTANT or his subconsultants will not be authorized. Hours worked in excess of regularly scheduled work days or on holidays will be reimbursed at the regular hourly rates.

E. GENERAL

1. The hourly rate for personnel, as the basis for payment under this section shall mean the cost of salaries and wages paid to principals and employees engaged directly on the project including, but not limited to, planners engineers, surveyors, technicians, drafters, specifications writers, estimators, stenographers and clerks, including the cost of fringe benefits including, but not limited to, Social Security contributions, unemployment, excise and payroll taxes; Worker's Compensation, health and retirement benefits, incentive compensation, sick leave, vacation and holiday pay applicable thereto, and professional fee.
2. All payments to the CONSULTANT shall be subject to a 10% retainage pending final acceptance of technical reports, supporting documentation, and Draft and Final versions of the Comprehensive Light Rail Transit Plan for Ramsey County, as identified in Section I-B, by the RCRRA.

3. If this agreement is terminated upon completion of any element of the CONSULTANT'S services, the monthly progress payments shall be made in accordance with this section. If the CONSULTANT'S services are terminated during an element of the work, the CONSULTANT shall be paid for services performed through the date of termination. Payment for partial completion shall be based on hourly rates as set forth in exhibit B, plus reimbursable expenses as described in Section V-C.

SECTION VI - GENERAL CONSIDERATIONS

A. SERVICES

Services performed by the CONSULTANT under this contract shall be performed in a diligent and competent manner and their performance shall be subject to review and inspection by the RCRRA and the Minnesota Department of Transportation through their designated agents at all reasonable times.

B. REUSE OF DOCUMENTS

All documents, including original drawings and specifications, prepared by CONSULTANT pursuant to this agreement are instruments of service in respect to the project. They are not intended or represented to be suitable for reuse by RCRRA or others on extensions of the project or on any other project. Any reuse without written verification or adaptation by CONSULTANT for the specific purpose intended will be at RCRRA'S sole risk and without liability or legal exposure to CONSULTANT. The RCRRA shall indemnify and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

C. ASSIGNMENT

The CONSULTANT shall not, without the written consent of the RCRRA assign any interest or obligation in this agreement.

D. CONTRACT INSURANCE REQUIREMENTS

The CONSULTANT shall purchase and maintain such insurance as will protect ~~the~~ CONSULTANT from claims set forth below which may arise out of, or result from, the CONSULTANT'S operations under the contract, whether such operations be by the CONSULTANT or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.

The CONSULTANT shall obtain the following policies and attach certificates of insurance to signed contract.

Workers' Compensation and Employer's Liability Insurance:

1. In accordance with the provisions of Minnesota Statutes Section 176.182 (1986), the CONSULTANT agrees to provide acceptable evidence of compliance with the Workers' Compensation insurance coverage requirement of Minnesota Statutes Section 176.181, subdivision 2 (1986). Insurance shall include an all states or universal endorsement.

This section shall not be construed to create any liability on the part of the State, the RCRRA, or any governmental subdivision to pay Workers' Compensation benefits or to indemnify the special compensation funds, an employer, or insurer who pays Workers' Compensation benefits.

2. Employer's Liability insurance shall be written for minimum limits of \$1,000,000.

Comprehensive General Liability Insurance:

1. Bodily injury and property damage (CSC)

Minimum limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate.

2. The following coverages must be specifically insured and certified with no internal limits:
 - a) The RCRRA, its officials and employees, and the contracting department are to be named insureds on the policy.
 - b) Products/Completed operations liability.
 - c) Personal injury liability including claims related to employment including coverages a, b and c.
 - ~~d)~~ Broad form property damage liability, or deletion of the "Care, Custody, and Control Exclusion."
 - e) Contractual liability, either specifically naming this contract or on a blanket basis.
 - f) Cross Liability Endorsement.

3. Professional Liability Insurance

Minimum limits:

\$500,000 per occurrence
\$500,000 aggregate.

4. Automobile liability insurance:

a) Minimum limits:

\$600,000 combined single limit.

b) Owned, non-owned and hired auto

5. City or state license as required.

Best's rating for the insurers shall be noted on the certificate of insurance, and shall not be less than a B+.

All certificates of insurance shall provide that the insurance company shall give the RCRRA 30 days prior written notice of cancellation, non-renewal, or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

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

The CONSULTANT shall not commence work until the CONSULTANT has obtained required insurance and filed an acceptable certificate of insurance with the RCRRA. All insurance policies shall be submitted to the RCRRA upon written request.

Nothing in this contract shall constitute a waiver by the RCRRA of any statutory limits or exceptions on liability.

E. INDEPENDENT CONTRACTOR CLAUSE

For the purpose of this agreement, the CONSULTANT shall be deemed to be an independent contractor and not an employee of the RCRRA. Any and all agents, servants or employees of the CONSULTANT or other persons, while engaged in the performance of any work or services required or provided for under this agreement, shall not be considered employees of the RCRRA, and any and all claims, including those under the Workers' Compensation Act of the State of Minnesota, that may or might arise on behalf of the CONSULTANT, its agents, servants or employees as a consequence of any act or omission on the part of the CONSULTANT, his agents, servants, employees or other persons shall in no way be the obligation or responsibility of the

RCRRA. The CONSULTANT, his agents, servants or employees shall be entitled to none of the rights, privileges or benefits of RCRRA employees/agents except as otherwise may be stated herein.

F. CONFLICT OF INTEREST

CONSULTANT agrees that it is currently unaware of any conflict of interest with any party affected under this Agreement. CONSULTANT agrees that, if any conflict of interest or potential conflict of interest should arise in the future, the CONSULTANT shall immediately inform the RCRRA of the conflict.

G. HOLD HARMLESS CLAUSE

The CONSULTANT agrees to indemnify and hold harmless RCRRA from and against all claims or demands of every nature on account of injury to or death of persons or damage to or loss of property, including attorney's fees, or causes of action, caused by or resulting in any manner from any acts or omissions of the CONSULTANT, its subcontractors or its agents or employees, in performing or failing to perform any of the services, duties, or operations to be performed by the CONSULTANT and its subcontractor(s) under this contract.

H. ALTERATION CLAUSE

Any alteration, variation, modification or waiver of the provisions of this agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

I. NON-CONFORMING SERVICES

The acceptance by the RCRRA of any non-conforming services under the terms, conditions, and covenants of this agreement, or the foregoing by the RCRRA of any of its rights or remedies arising under the terms of this agreement shall not constitute a waiver of the RCRRA's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms, conditions and covenants of this agreement. The rights and remedies of the RCRRA provided for under the terms of this agreement are cumulative and not mutually exclusive.

J. SET-OFF CLAUSE

Notwithstanding any provisions of this agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA for damages sustained by the RCRRA by virtue of any breach of this agreement by the CONSULTANT, and RCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA from the CONSULTANT is determined.

K. LIMITATIONS

The CONSULTANT shall not be required to furnish the service required under this contract or any portion thereof in the event of its inability to do so by virtue of a concerted refusal of its employees to work or any strike of any kind or character of its or other employees, including a so-called wild-cat strike or slowdown or stoppage, any riot, civil strife or disturbance, closing of streets, roads or bridges, inclement weather, destruction by any means or methods of any of its property necessary for the performance thereof, flood, fire, act of God or any other cause beyond its control.

L. COMPLIANCE WITH MINNESOTA STATUTES, SECTION 363.073, AND MINNESOTA RULES PARTS 5000.3400 TO 5000.3600

AFFIRMATIVE ACTION

The CONSULTANT hereby agrees that it will comply with Minnesota Statutes, Section 373.073, as amended by Act of April 16, 1988, ch. 660, 1988 Minnesota Laws 917 and Minnesota Rules parts 5000.3400 to 5000.3600. The purpose of this legislation is to increase employment opportunities for women, minorities, and disabled individuals by requiring contractors to adopt and implement affirmative action programs approved by the Commissioner of Human Rights.

MINNESOTA STATUTES SECTION 363.073 SUBDIVISION 1 (1988)

"No department or agency of the state shall receive, enter into, or accept any bid or proposal for a contract nor execute any contract for goods, services, or the performance of any function, or any agreement to transfer funds for any reason in excess of \$50,000 with any person having more than 10 full-time employees in Minnesota at any time during the previous 12 months, unless the person has an affirmative action plan for the employment of minority persons, women and the disabled that has been approved by the Commissioner of Human Rights. Receipt of a certificate of compliance issued by the commissioner shall signify that a person has an affirmative action plan that has been approved by the commissioner. A certificate shall be valid for a period of two years."

RCRRA intends to carry out its responsibilities under this statute. If a certificate of compliance is required, RCRRA may terminate or abridge this agreement because of the suspension or revocation of the certificate based upon a contractor's failure to implement or make a good faith effort to implement an affirmative action plan approved by the Commissioner of Human Rights.

M. EQUAL EMPLOYMENT OPPORTUNITY

In connection with the execution of this contract, the CONSULTANT agrees that it shall not discriminate against any employee or applicant for employment because of race, color, sex, or national

origin. CONSULTANT will take affirmative actions to insure that applicants are employed, and that employees are treated during employment, without regard to race, color, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selections for training, including apprenticeship.

N. COMPLIANCE WITH APPLICABLE LAW

The CONSULTANT further agrees to comply with all federal, state and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this agreement.

O. ACCESS TO RECORDS/AUDIT

1. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this agreement.
2. The CONSULTANT agrees to maintain records relating to all services provided by it under the terms of this agreement and shall retain all such documentation for six (6) years following the termination of this agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representatives.

P. INTERPRETATION ACCORDING TO MINNESOTA LAW

This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this agreement shall be venued in the State of Minnesota.

Q. ENTIRE AGREEMENT CLAUSE

This agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

origin. CONSULTANT will take affirmative actions to insure that applicants are employed, and that employees are treated during employment, without regard to race, color, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selections for training, including apprenticeship.

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The CONSULTANT further agrees to comply with all federal, state and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this agreement.

O. ACCESS TO RECORDS/AUDIT

1. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this agreement.
2. The CONSULTANT agrees to maintain records relating to all services provided by it under the terms of this agreement and shall retain all such documentation for six (6) years following the termination of this agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representatives.

P. INTERPRETATION ACCORDING TO MINNESOTA LAW

This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this agreement shall be venued in the State of Minnesota.

Q. ENTIRE AGREEMENT CLAUSE

This agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

R. TERMINATION

This agreement may be terminated by either party upon thirty days written notice should the other party fail substantially to perform in accordance with its terms through no fault of the party initiating the termination. In addition, the RCRRA reserves the right to terminate this agreement for any reason upon thirty days written notice to the CONSULTANT. In the event of termination, the CONSULTANT shall be paid his compensation for services performed to termination date, including reimbursable expenses then due and all terminal expenses.

RAMSEY COUNTY, MINNESOTA

STRGAR-ROSCOE-FAUSCH, INC.

BY _____
Chairman, Ramsey County
Regional Railroad Authority

BY Peter A. Fausch
Title SENIOR VICE PRESIDENT

Approved as to Form:

DATE _____

Kristi S. Leary 2-8-89
County Attorney

Recommended for Approval:

BY Forthum Welpinglaere 2/9/89
Project Director, Ramsey County
Regional Railroad Authority

BY Denise H. Kasper 2-8-89
County Risk Manager

Funds Available from Account 591
59102-020102

Subject to approval of budget adjustment
BY Ed Slankity 2/9/89
Budget and Accounting

CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)
12-5-88

PRODUCER

Cobb-Strecker-Dunphy & Zimmermann, Inc.
100 South Fifth St., Suite 1250
Minneapolis, MN 55402

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

COMPANIES AFFORDING COVERAGE

COMPANY LETTER	A	Reliance Insurance Company of Illinois (Best - A)
COMPANY LETTER	B	
COMPANY LETTER	C	
COMPANY LETTER	D	
COMPANY LETTER	E	

INSURED

Strgar-Roscoe-Fausch, Inc.
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

COVERAGES

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

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	MAX LIMITS WITHIN POLICY	
	GENERAL LIABILITY ☐ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☐ OCCURRENCE ☐ OWNER'S & CONTRACTORS PROTECTIVE ☐ ☐				GENERAL AGGREGATE	\$
					PRODUCTS/COMP/OPS AGGREGATE	\$
					PERSONAL & ADVERTISING INJURY	\$
					EACH OCCURRENCE	\$
					FIRE DAMAGE (ANY ONE FIRE)	\$
					MEDICAL EXPENSE (ANY ONE PERSON)	\$
	AUTOMOBILE LIABILITY ☐ ALL AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NOT OWNED AUTOS ☐ GARAGE LIABILITY ☐				CSL	\$
					BODILY INJURY (PER PERSON)	\$
					BODILY INJURY (PER ACCIDENT)	\$
					PROPERTY DAMAGE	\$
	EXCESS LIABILITY ☐ ☐ OTHER THAN UMBRELLA FORM				EACH OCCURRENCE	\$
					AGGREGATE	\$
	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				STATUTORY	
					\$	EACH ACCIDENT
					\$	DISSEASE POLICY LIMIT
					\$	DISSEASE EACH EMPLOYEE
A	OTHER Arch./Engineers Professional Liab. (Claims Made Basis)	NN 1364093	10-16-88 Retro Date: 10-16-63	10-16-89	\$500,000. Any one claim & in the annual aggregate \$100,000. Ded. Each Claim	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS Project: Report on Comprehensive Light Rail Transit Plan

This policy covers the "professional services" of the Named Insured for all projects and the limit of liability shown shall not be construed to be applied to this project only.

CERTIFICATE HOLDER

Ramsey County Regional Railroad Authority
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT. ~~NON-RENEWED OR MATERIALLY CHANGED~~
AUTHORIZED REPRESENTATIVE

CERTIFICATE OF INSURANCE - WORKERS COMPENSATION & LIABILITY ONLY

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policies listed below.

Project Description & Location: Comprehensive Light Rail Transit Plan - Report

Certificate Holder: Ramsey County Regional Railroad Authority

Address: Room 316 Courthouse, 15 W. Kellogg Blvd., St. Paul, MN 55102

Architect:

Insured: STRGAR-ROSCOE-FAUSCH, INC.

Agent: Cobb-Strecker-Dunphy & Zimmermann, Inc.

Address One Carlson Pkwy No., Suite 150, Mpls., MN 5544

Address 100 So. 5th St., Suite 1250,

Minneapolis, MN 55402

WORKERS' COMPENSATION

Policy No.

Effective Date

Expiration Date

Insurance Company

Address

COVERAGE - Workers' Compensation, Statutory. Employers' Liability Limit

\$ Each Accident

\$

Disease Policy Limit

\$

Disease Employee Limit

GENERAL LIABILITY

Policy No. 30 135 26 89

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company TRANSCONTINENTAL INSURANCE CO.

Address CHICAGO, ILLINOIS (Best A+)

() Claims Made (X) Occurrence () Owner's & Contractors Protective () Other:

LIMITS:

General Aggregate Limit (Other Than Products - Completed Operations) \$ 2,000,000.

Products - Completed Operations Aggregate Limit \$ 1,000,000.

Personal & Advertising Injury Limit \$ 1,000,000.

Each Occurrence Limit \$ 1,000,000.

COVERAGE PROVIDED:

YES/NO

YES/NO

Operations Of Contractor

YES

Governmental Immunity Is Waived

NO

Operations Of Sub-Contractor(Contingent)

YES

Property Damage Liability Includes:

Does Personal Injury Include

YES

Damage Due To Blasting

YES

Claims Related To Employment?

YES

Damage Due To Collapse

YES

Completed Operations/Products

YES

Damage To Underground Facilities

YES

Contractual Liability (Broad Form)

YES

Broad Form Property Damage

YES

Exceptions: ADDITIONAL INSURED: Ramsey County Regional Railroad Authority, its officials and employees & the contracting dept. (Includes Cross Liability Endorsement)

AUTOMOBILE LIABILITY

Policy No. 30 135 26 92

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company AMERICAN CASUALTY COMPANY

Address CHICAGO, ILLINOIS (Best A+)

(X) Any Auto () All Owned Autos () Scheduled Autos (X) Hired Autos (X) Non-Owned Autos

LIMITS:

Bodily Injury \$ Each Person

\$ Each Occurrence

-OR-

Property Damage \$

Each Occurrence

Combined Single Limit \$1,000,000 Each Occurrence

UMBRELLA EXCESS LIABILITY

Policy No. 70 135 26 90

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company TRANSCONTINENTAL INSURANCE CO.

Address CHICAGO, ILLINOIS (Best A+)

LIMITS:

Single Limit Bodily Injury \$1,000,000. Each Occurrence

And Property Damage \$1,000,000. Aggregate

COVERAGE PROVIDED:

Applies in excess of the coverages listed above for Employers' Liability, General Liability, and Automobile Liability. YES

Are any deductibles applicable to bodily injury or property damage on any of the above coverages? NO
If so, list. Amount \$

AGENT CARRIES ERRORS AND OMISSIONS INSURANCE? YES
Should any of the above described policies be cancelled before the expiration date thereof, the issuing company will mail 30 days written notice to the parties to whom this certificate is issued.

Dated at Minneapolis, MN

On 12-5-88

By

Authorized Insurance Representative

EXHIBIT B

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers
Suite 150, One Carlson Parkway North
Minneapolis, Minnesota 55447
(612) 475-0010

RANGE OF HOURLY RATES FOR 1988

<u>CLASSIFICATION</u>	<u>RANGE OF HOURLY RATES</u>
Principal - Associate	\$75.00 - \$85.00
Senior Professional	\$50.00 - \$65.00
Professional	\$35.00 - \$50.00
Technician Supervisor	\$40.00 - \$55.00
Senior Technician	\$30.00 - \$45.00
Technician	\$20.00 - \$35.00
Clerical	\$20.00 - \$35.00

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
COMPREHENSIVE LRT PLAN**

**WORK PROGRAM
TASKS 2-8**

**Prepared for
Ramsey County Regional Railroad Authority**

**Prepared by
Strgar-Roscoe-Fausch, Inc.**

January 31, 1989

TASK 2--DEVELOPMENT/DISCUSSION OF GENERALIZED STANDARDS AND POLICIES FOR LRT

This task will address standards and policies that are essential for system design and operation. The process will involve identifying the alternative standards, addressing the issues and the advantages and disadvantages, evaluating compatibility of the Hennepin County Regional Rail Authority (HCRRA) standards or policies for each system element, and making recommendations to the RCRRA.

Of specific importance are standards that influence system location, system operation, and regional compatibility. Such impacts will be addressed through evaluation of alternative standards. Operating policies and regulatory requirements for shared use of track or commercial rail rights-of-way will be addressed.

The development and discussion of standards and policies will focus on the following subtasks:

A. Review HCRRA System Characteristics and Standards

- . Indicate areas of agreement and disagreement
- . Differentiate between standards that cannot be easily modified and those that are more flexible.

B. Develop standards and policies in the following areas:

SYSTEM PARAMETERS

- . Corridor termini
- . Station spacing
- . Station location

SYSTEM OPERATING STANDARDS

- . Hours of service
- . Service frequency
- . Maximum train length
- . Design capacity--seated and standing passengers
- . Operating speeds and dwell time

- . Recovery and layover allowances
- . Track configuration
- . Train control
- . Signal preemption
- . Cross-traffic control
- . Feeder bus connections
- . Park-and-ride connections

SYSTEM POLICIES

- . Safety
- . Security
- . Shared use of tracks
- . Vehicle and platform heights and accessibility
- . LRT fare collection

CHARACTERISTICS OF LRT FACILITIES AND EQUIPMENT

- . Vehicles
 - Size
 - Maximum speed
 - Acceleration/braking rates
 - Passenger capacity
 - Heating/air conditioning
 - Noise level
- . Track and Roadbed
 - Subgrade
 - Ballast
 - Rail
 - Ties
 - Turnouts
- . Traction Power
 - Voltage
 - Substation spacing and size
 - Overhead distribution

- . Signals
- . Communications
- . Security
- . Fare collection
- . Stations
 - Type and design
 - Platform size
 - Shelters
 - Transfer facilities (bus and auto)
- . Shop and yard
- . Support equipment

ACCESSIBILITY

- . Platform types
- . Lifts
- . Vehicle access
- . Spaces in vehicles for disabled
- . Wheelchair tie downs

OPERATIONS AND MAINTENANCE STAFFING

- . Required skills and numbers
- . Train crew size

This task will include ongoing coordination with other counties to ensure LRT system compatibility.

The Consultant will produce a Technical Report for this task by March 15, 1989.

TASK 3--CORRIDOR IDENTIFICATION AND EVALUATION

The purpose of this task is to identify and evaluate potential corridors for LRT implementation, and to develop a recommended LRT System Plan for Ramsey County.

Corridor evaluation is to be preceded by defining what is to be evaluated in each corridor. Task 2 Standards and Policies and the RCRRA goals for LRT will be used as a basis for these definitions. In evaluating alignments, the relationship between Ramsey County's system and that of other counties' systems will be examined from a regional as well as an intra-county perspective. Understanding of how the entire regional LRT corridor network might look 20+ years from now is essential to evaluating the viability and staging of individual corridors.

The following subtasks describe the main steps to achieve the objectives of this task:

- A. Identify potential LRT corridors in Ramsey County. (Refer to Phase I report for a detailed description of the corridor identification process.)
- B. Develop alignment-specific, minimum threshold, ridership levels for use in the first-level screening analysis. (Refer to Phase I report for a detailed description of minimum ridership thresholds.)
- C. Eliminate corridors of marginal LRT potential on the basis of first-level screening criteria and the corridor evaluation process described in the Phase I report.
- D. Conduct a detailed analysis of all factors to be used in the second-level screening of corridors, fully documenting each parameter. (Refer to the Phase I report for a detailed list of evaluation criteria and measures.)
- E. Develop ridership forecasts for each corridor alignment following the procedure outlined in the Phase I report.
- F. Analyze potential development impacts for each alignment alternative following the guidelines outlined in the Phase I report.
- G. Undertake a detailed assessment of LRT corridors judged to have the greatest potential for successful implementation. (Refer to the Phase I report for description of the second-level evaluation process.) Assess the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties for potentially viable LRT corridors.

- H. Assess corridors which may extend beyond the boundaries of Ramsey County and into the adjacent four counties, as well as corridors which connect to downtown St. Paul indirectly.
- I. The previously designated "Midway Corridor" has been extensively analyzed in previous studies. Therefore, the focus of this study is the remainder of Ramsey County. However, connections to downtown St. Paul from the three Midway Corridor alignments still under consideration will be investigated in this task.

Prepare a Technical Report summarizing the evaluation of potentially viable LRT corridors, thoroughly documenting the evaluation process and findings, by May 15, 1989.

TASK 4--DEVELOPMENT OF DOWNTOWN ST. PAUL ALIGNMENTS

The purpose of this task is to identify and evaluate potential LRT alignments in downtown St. Paul on the basis of factors and processes described in the Phase I Report. The analysis will assess at-grade, tunnel and aerial alternatives where relevant, as well as their compatibility with non-downtown alignment alternatives.

The Consultant will produce a technical report discussing the alignment alternatives in downtown St. Paul and their relationship to non-downtown corridors and alignments by May 15, 1989.

TASK 5--DEVELOPMENT OF LRT STAGING PLAN FOR RAMSEY COUNTY

The purpose of this task is to develop a preliminary LRT implementation schedule and cost estimates for preliminary engineering, final design, construction, and system operation and maintenance.

Based upon the corridor definition, evaluation and screening, the proposed Ramsey County Comprehensive LRT system will be defined. The following work will be completed in this task:

- . A staging plan that prioritizes the implementation of a County LRT system.
- . A definition of schedule and cost for implementing each stage of the system.
- . A conceptual outline cash flow requirement by fiscal year for the program.
- . A discussion of the impacts that the Comprehensive LRT Plan will have on Ramsey County's Transportation Plan, city plans, Metropolitan Council Transportation Development Guide Policy Plan, and Mn/DOT's Twenty year Plan.

The preliminary staging plan will assume the existence of an HCRRA LRT system including the University of Minnesota segment. At RCRRA's discretion, an alternate staging plan could also be developed that assumes no HCRRA LRT system.

The staging plan will evaluate the benefits and costs of implementing LRT on a corridor by corridor basis versus implementing parts of several corridors to form a system. In the latter case, extensions of each corridor would become subsequent phases of the system. System viability, in terms of service and cost-effectiveness, will be a key factor in establishing the limits of any stage.

The Consultant will produce a technical report of this task by May 30, 1989.

TASK 6--DEVELOPMENT OF OPERATING AND FINANCIAL PLAN

The purpose of this task is to prepare an operating and financial plan for corridors selected for inclusion in Ramsey County's LRT system plan. The following subtasks will be performed:

- A. Prepare an operating plan for LRT corridors selected for detailed evaluation. The operating plan should contain information regarding the following factors:
 - . fares and revenues in relation to ridership levels
 - . vehicle fleet requirement
 - . relationship to proposed HCRRA's maintenance facility
 - . traffic signal preemption needs
 - . staffing requirements
 - . integration with LRT systems in other counties
- B. Prepare a financial plan that identifies and evaluates potential sources of capital and operating funds, sufficient to meet estimated system costs.
- C. Interact with other groups or agencies, as directed by the RCRRA, in the development of the operating and financial plan.

The Consultant will prepare a Technical Report containing the LRT system operating and financial plan by May 30, 1989.

TASK 7--PREPARATION OF DRAFT AND FINAL COMPREHENSIVE LRT PLANS

The purpose of the draft and final reports is to summarize the information contained in Tasks 2 through 6, including its relationship to RCRRA goals for LRT, and to identify subsequent steps in the implementation process.

At a minimum, the reports should include the following information:

- A. Summary of the information collected, the procedures, techniques and methodologies used, findings and conclusions reached, and recommendations proposed.
- B. Discussion of assembled documentation, findings and conclusions in relation to RCRRA goals for LRT.
- C. Identification of subsequent steps in the implementation process, including a discussion of benefits, costs and estimated preliminary engineering costs.
- D. Identification of the need for preserving future options for LRT implementation in coordination with other agencies.
- E. Preparation of an Executive Summary and presentation graphics for public and agency meetings.

The Draft Plan will be completed by June 15, 1989 and the Final Plan by November 15, 1989.

TASK 8--COMMUNITY AND AGENCY PARTICIPATION

The purpose of this task is to ensure a strong public and agency participation in the development of the comprehensive plan. (RCRRA will have primary responsibility for this task.)

Following are the key elements of this task:

- A. Assist the RCRRA in an ongoing public and agency participation program for the entire planning period. The elements of this program are as follows:
 - . Review of work by a 14-member Citizen Advisory Committee.
 - . Forums for the public in corridors under consideration for LRT. These will include general information on light rail transit in the initial stages of the plan and more detailed information on specific corridors as the plan progresses.
 - . A technical committee of engineers, planners and city managers to make recommendations on aspects of the study.
 - . An intergovernmental committee consisting of elected or appointed officials of municipalities, adjacent counties, and agencies to make recommendations on aspects of the study.
 - . Special committees, appointed by the RCRRA, to address specific aspects such as LRT finances. A special committee may also be appointed to assist during evaluation of downtown St. Paul alignment alternatives.
 - . Newsletters at periodic intervals through the course of the study.
 - . A Northeast Burlington Northern Corridor Task Force, comprised of citizen and business representatives in that area, to review work pertaining to that corridor.
- B. Assist the RCRRA in the preparation of presentation graphics and written and verbal presentations for meetings and forums.
- C. Attend meetings as directed by RCRRA.
- D. Assist RCRRA in developing newsletters.

PHASE I WORK PROGRAM

- A. Prepare a detailed work program for Tasks 2 through 8. Identify milestones.
- B. Update project schedule based on refined work program.
- C. Update project budget by task.
- D. Review reports listed in Exhibit A (Task 1) and prepare a summary report (for each) that answers the following questions:
 - . What is the objective of the report or section of report?
 - . Does RCRRA agree with the assumptions, conclusions and recommendations in the report as they relate to current conditions and to RCRRA's goals for LRT?
 - . Are there any information gaps?
- E. Develop procedures and identify techniques to be used in completing Tasks 2 through 8. The following procedures and techniques should be addressed:
 - 1. Progress Reports
 - 2. Corridor Identification Procedure
 - 3. Corridor Evaluation Process: First-Level Screening
 - 4. Corridor Evaluation Process: Second-Level Screening
 - 5. Ridership Estimation Procedures
 - 6. Procedure for Identifying and Evaluating Downtown St. Paul Alignments

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
COMPREHENSIVE LRT PLAN**

PHASE I: PROCEDURES

**Prepared for
Ramsey County Regional Railroad Authority**

**Prepared by
Strgar-Roscoe-Fausch, Inc.**

January 31, 1989

A. PROGRESS REPORTS

Progress reports will be submitted with each monthly billing and will contain the following information:

- . Work completed during the previous month, by task
- . Work completed to date, by task
- . Percent budget used to date, by task
- . Estimated percent completion, by task

In addition to the eight project tasks, three additional tasks will be identified to help keep an accurate account of work completed. These additional tasks are:

1. meetings and preparation time
2. work related to newsletters, graphic materials and presentation graphics
3. specific work authorized by the RCRRA's project manager which is outside of the scope of work agreed upon.

B. CORRIDOR IDENTIFICATION PROCEDURE

Four sources will be used to identify potential LRT corridors and alignments:

- . Previous Studies: Metropolitan Council Long Range Transit Study, Hennepin County Regional Railroad Authority Comprehensive LRT Plan, Anoka County Regional Rail Authority Comprehensive LRT Plan, LRT Planning Analysis for the Midway Corridor, and the University Avenue AA/DEIS.
- . Community Participation: this process will incorporate input from public forums, agencies and organizations.
- . Advisory Committees: Intergovernmental Committee, Technical Committee, Citizens Advisory Committee, and the Northeast Burlington Northern Corridor Task Force.
- . Travel Desire in Ramsey County: during the corridor identification process, no screening criteria will be applied and all suggested corridors will be considered.

The following definitions apply:

Corridor: A sector of the metropolitan region, generally oriented to the downtown area, representing an area that contains a common direction of travel. Corridors are often separated by physical barriers (such as rivers) or by man-made barriers (such as railroad corridors or freeways).

The boundaries of a corridor vary in length and width. The length of potential LRT lines, and the extent of feeder bus and park-and-ride facilities associated with the LRT lines influence the corridor size.

Alignment: An alignment is a specific facility within the corridor that has the potential for accommodating an LRT line. An alignment may be a specific railroad, freeway, arterial or street rights-of-way, or combinations of these rights-of-way. There may be one or several alignments within a corridor.

C. CORRIDOR EVALUATION PROCESS: FIRST-LEVEL SCREENING

All corridors identified will undergo a first-level evaluation to screen out corridors that do not meet minimum requirements. These minimum requirements will be based on the following evaluation criteria:

- . Coverage: The corridor must connect significant residential trip generators with employment, retail and educational generators.
- . Minimum Ridership Threshold: In order to maintain acceptable levels of cost-effectiveness, corridors must be able to generate ridership in excess of a minimum threshold for the specific alignment under consideration. This ridership threshold is the minimum required to maintain total operating and capital cost under \$3.35 per passenger trip. The greater the number of passengers carried, the lower this cost per passenger trip will be. (Existing transit services that reach or exceed a cost level of \$3.35 per passenger trip are reviewed by the Regional Transit Board for potential reorganization, change in service provider, or discontinuation).

The minimum ridership thresholds to be considered for LRT alignments, developed by the Metropolitan Council in its "Study of Potential Transit Capital Investments in Twin Cities Corridors", are as follows:

- | | |
|---------------------------------|---------------------------|
| - LRT in railroad rights-of-way | 13,000 passengers per day |
| - LRT in arterial street median | 14,000 passengers per day |
| - LRT in freeway rights-of-way | 23,000 passengers per day |

It should be pointed out that the above alignment classification is generic. Should out-of-the-normal capital expenditures be necessary on a specific alignment (e.g., tunnels), the minimum ridership threshold for that alignment may increase.

- . Right-of-Way Width and Availability: Right-of-way for the alignment within the corridor must be adequate and available, or after consultation with the appropriate authorities (railroad, Minnesota Department of Transportation, county, city), it has been determined that it is valid to assume that the right-of-way could be acquired during the timeframe of the plan.

D. CORRIDOR EVALUATION PROCESS: SECOND-LEVEL SCREENING

The purpose of the second-level screening process is to reduce the number of corridors and alignments to only those having significant potential. In order to achieve this, the alternatives remaining after the first screening will be evaluated on the basis of the following criteria:

- Projected Ridership: Corridor or alignment ridership estimates will be based on existing bus ridership, impact of future employment and population growth within the corridor, impact of improved level of transit service resulting from LRT implementation, and growth in downtown-oriented travel. (See Section (E) for a more detailed description of the ridership estimation procedure).

The advantage of this ridership estimation procedure is that, since it is based on incremental ridership over present ridership levels, it is unlikely to overestimate future ridership to any significant degree. Therefore, this procedure is in agreement with the Request for Proposal statement that a conservative approach to ridership estimation be used.

Ridership estimates will not be made for a specific year, rather, estimates will represent scenarios that assume a specific level of development in terms of population and employment. However, the initial ridership estimate will be based on current Metropolitan Council forecasts of employment and population for the year 2010.

The method of arrival at the LRT stations--walking, feeder bus or park-and-ride--will be considered in the ridership estimation process.

. Development Potential: The impact of LRT on potential development within the corridor will be based on the following broad principles:

- LRT will not in and of itself foster development.
- LRT can be a valuable tool in supporting development if other conditions exist, including local policies that encourage development and redevelopment, favorable regional development trends, and availability of developable land or redevelopment land uses.
- Short- to mid-term (up to ten years) development impacts of LRT are relatively minor. Measurable development impacts are more likely to be long-term.
- The most likely types of development, assuming developable land is available, are: medium- to high-density residential, low and medium rise office buildings, and retail stores. These developments occur primarily within one or two blocks of stations.
- Development impacts of LRT facilities within freeway rights-of-way are negligible. Freeways already provide maximum access; the added access advantage afforded by LRT is relatively small.
- Railroad corridors generally have the most land available for development.
- Arterial corridors generally have the least land available for development, but offer the greatest potential for redevelopment.

- . Present and Future Rights-of-Way Suitability and Availability
- . Level of Service: This criterion will be applied in terms of travel time.
- . Overall Corridor Congestion: Corridor congestion will be established by determining present and future level of service on major roadways within each corridor. The greater the congestion level, the greater the potential will be for the successful implementation of LRT.
- . Accessibility: This criterion will be applied based on the following measures:
 - population and employment served
 - transit dependent population served
 - proximity to employment, retail and educational markets
- . Traffic Impacts: Traffic impacts will be measured using the following factors:
 - Impact on street/highway capacity
 - Impact on cross street capacity (delay)
 - Impact on traffic circulation and access
 - Impact on curb use (loading zones, taxi stands, on-street parking, etc.)
- . Capital Costs: Based on generalized unit costs.
- . Operating Costs: Based on generalized unit costs.

- . Auto Drivers Diverted to LRT: The level of detail of the ridership estimation procedure will not allow a direct estimation of auto users who are likely to become transit users. However, based on the travel time advantages of one LRT alignment over another, it will be possible to evaluate, in a relative way, the likelihood of achieving a greater or lesser degree of auto diversion among the alternative alignments. The more competitive the LRT travel time is with respect to auto travel time, the greater the potential for auto diversion is likely to be.
- . Potential for Transfers: In order to achieve its ridership potential, LRT requires coordination with feeder buses and provision of park-and-ride facilities. Therefore, the availability of land to accommodate parking spaces and transit transfer stations will be assessed.
- . Environmental Impacts: Four areas of environmental impacts are of relevance in the evaluation of alignments:
 - Noise, which needs special consideration in residential areas.
 - Air quality, which can be negatively affected in alignment alternatives that increase congestion along the route or increase automobile delay at cross-streets.
 - Aesthetics, which is of particular importance in residential areas, near historic sites, and in downtown business areas.
 - Vibration, which can affect nearby residences, businesses and historical sites.

It is recommended that the above evaluation criteria be divided into two groups. One group would contain criteria whose estimation is measurable. The second group would include criteria which are less quantifiable. The following grouping is proposed:

Group One

Ridership
Right-of-Way Availability
Level of Service
Traffic Impacts
Capital Costs
Operating Costs

Group Two

Development Potential
Accessibility
Auto Diversion
Overall Corridor Congestion
Potential for Transfers
Environmental Impacts

E. RIDERSHIP ESTIMATION PROCEDURE

The ridership estimation procedure proposed for the Ramsey County Comprehensive LRT Plan is a refinement of the methodology developed by the Metropolitan Council in connection with their "Study of Potential Transit Capital Investments in Twin Cities Corridors".

A major refinement will be made to the process used in previous studies. The Regional Transit Board is currently conducting a metrowide transit trip origin-destination survey. The results of this survey, which represents a 24 percent sample, together with current Metropolitan Transit Commission route ridership profiles, will provide a clear picture of current bus travel. The origin-destination survey not only will provide the magnitude of the distribution of current transit trips in the metropolitan area, but it also will provide the basis for understanding the travel behavior of current non-transit users.

The outline of the proposed methodology is as follows:

Step I

1. Obtain current bus ridership in each corridor by accumulating ridership on all routes within the corridor.
2. There are corridors that currently have little or no transit service but, because of their anticipated growth, can be expected to obtain or increase their level of bus service. Develop trip rates using data from similar geographic areas that do have adequate bus service. Apply this trip rate to the corridor population in question to obtain a bus ridership estimate.

3. For each LRT alignment option within the corridor, develop a measure of service level based on travel time and accessibility improvement.
4. Using the alignment-specific level of service improvement factors (Step 2), estimate the increase in ridership that would occur today as a result of the service level improvement.

Step II

5. Using the year 2010 employment forecast in downtown St. Paul, calculate the 2010 employment growth factor with respect to today's employment.
6. Using the year 2010 population forecast in each corridor, calculate the 2010 population growth rate with respect to today's population.
7. Calculate transit trip rates by sector within each corridor and estimate an overall trip rate by applying these rates to the sector population.
8. Allocate the growth in downtown employment (Step 4) among the corridors in proportion to their population growth (Step 5), modified by the transit trip rate differences among sectors within corridors (Step 6).

Step III

9. Using the year 2010 employment forecast in the corridor, calculate the employment growth in the corridor with respect to today's employment.

10. Using the transit trip rates from Step 6, estimate an overall corridor trip rate based on the employment distribution by sector within the corridor.
11. Allocate the corridor growth in employment (Step 8) among the corridors in proportion to their population growth (Step 5) modified by the transit trip rate differences among sectors within corridors (Step 9).

Step IV

12. The final step consists of factoring the bus ridership, as an adjustment for level of service improvements (Step 3), to account for growth in corridor trips to downtown St. Paul and to other sectors within the corridor.

In order to ensure the widest acceptance of the ridership estimates, the forecasting process and the ridership estimates may be submitted to a panel of peers for review and discussion. Two meetings of the panel, which will be made up of two to three experts on the subject, would be convened. The first meeting would be held once the forecasting process has been laid out in detail, and should take place in mid-February, 1989. The second meeting would be held once the ridership estimates for the various alignments have been completed. This meeting should take place at the beginning of April, 1989.

F. PROCEDURE FOR IDENTIFYING AND EVALUATING DOWNTOWN ST. PAUL ALIGNMENTS

The following evaluation criteria will be used to select preferred downtown alignments:

1. Route continuity and logic with respect to non-downtown alignments.
2. Total travel time within downtown.
3. Impacts on curb use:
 - . loading zones
 - . taxi stands
 - . parking ramp access
 - . on-street parking
 - . bus stops
4. Traffic impacts.
5. Degree of downtown service coverage.
6. Pedestrian impacts.
7. Street width and ability to accommodate LRT.
8. Cost
9. Ridership

10. Aesthetics

The process will consist of matching feasible geometric/operational route alignments connecting corridors with major traffic generators in downtown St. Paul, then developing conceptual cross sections for selected locations to assess physical and urban design feasibility. Travel time simulations will be made to determine the average speeds for each route/station alternative configuration. Utilities and geotechnical data will be evaluated to determine potential subsurface alignments and construction methods.

All of the above will be done in concert with the planning activities to ensure that stations are located at or near significant ridership generators, and that stations and transit structures are integrated with their surroundings.

One of the tools proposed for use in presenting the potential alignment/station locations for RCRRA and public review is a computer imaging system which enables the designer to draw the proposed transit facility onto a picture of the existing environment.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
COMPREHENSIVE LRT PLAN
PROJECT BUDGET AND SCHEDULE**

**Prepared for
Ramsey County Regional Railroad Authority**

**Prepared by
Strgar-Roscoe-Fausch, Inc.**

January 31, 1989

BUDGET AND TIMELINE

An estimate of project cost is detailed in Table 1. We have arrived at a total project cost of \$459,910. We would anticipate that during the course of the study some shifting in emphasis among the tasks could occur, based on input from RCRRA.

The project schedule, shown in Figure 1, anticipates completion of the project by November 15, 1989, based on the project initiation date of December 13, 1988.

WORK TASKS	STRGAR-ROSCOE-FAUSCH, INC.						KAISER ENGINEERS INC.	GRAND TOTAL
	Principal	Associate Sr. Prof.	Prof.	Tech.	Cler.	TOTAL	TOTAL	
1. PROJECT INITIATION	20	80	120	20	10	250	30	280
2. DEVELOPMENT/DISCUSSION OF GENERALIZED STANDARDS & POLICIES	20	80	80	20	10	210	100	310
3. CORRIDOR IDENTIFICATION AND EVALUATION	50	480	980	540	30	2,080	200	2,280
4. DEVELOPMENT OF DOWNTOWN ST. PAUL ALIGNMENTS	50	420	660	370	20	1,520	300	1,820
5. DEVELOPMENT OF LRT STAGING PLAN	60	260	270	30	10	630	120	750
6. DEVELOPMENT OF OPERATING AND FINANCIAL PLAN	90	460	270	20	10	850	120	970
7. PREPARATION OF DRAFT AND FINAL LRT PLANS	40	190	90	40	20	380	40	420
8. COMMUNITY AND AGENCY PARTICIPATION	80	120	80	60	10	350	30	380
TOTAL HOURS	410	2,090	2,550	1,100	120	6,270	940	7,210
AVERAGE PAYROLL RATES	\$ 80	\$ 60	\$ 55	\$ 40	\$ 35	-	\$ 79	-
ESTIMATED DIRECT LABOR COSTS	\$ 32,800	\$ 135,850	\$ 140,250	\$ 44,000	\$ 4,200	\$ 357,100	\$ 74,260	\$ 431,360
DIRECT COSTS						\$ 5,250	\$ 13,300	\$ 18,550
OTHER SUBCONSULTANT COSTS (EMJ/ELECTRACK, CHARLES NELSON)								\$ 10,000
TOTAL PROJECT COST								\$ 459,910

TABLE 1

SRF STRGAR-ROSCOE-FAUSCH, INC.
and KAISER ENGINEERS, INC.

COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY
PERSON HOURS AND BUDGET ESTIMATE

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA Originating Department <i>K. DeSpiegelaere</i> Authorized Signature	Board Action Requested Approve and authorize payments to Strgar-Roscoe-Fausch, Inc. in the total amount of \$12,467.98. ACTION IS REQUESTED **
---	--

Request Justification

The Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc., for the purpose of completion of a Comprehensive Light Rail Transit Plan. Contract Agreement Numbers RCRRA-88-001 and RCRRA-88-002, in the amounts of \$23,000 and \$437,700 respectively, govern the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$12467.98 accounts for all services and costs accrued through December 31, 1988.

- Attachments:
- 1) Memo from Kathryn DeSpiegelaere dated February 7, 1989;
 - 2) Accounts Payable forms (2)
 - 3) SRF Invoice No. 1 and Attachments
 - 4) Proposed Resolution authorizing payment to Strgar-Roscoe-Fausch, Inc.

Subject to approval of budget adjustment

Budgeting and Accounting *Ed Blauvelt 2/9/89*

County Attorney *Reviewed by [Signature] 2-8-89*

Risk Manager _____

Data Processing _____

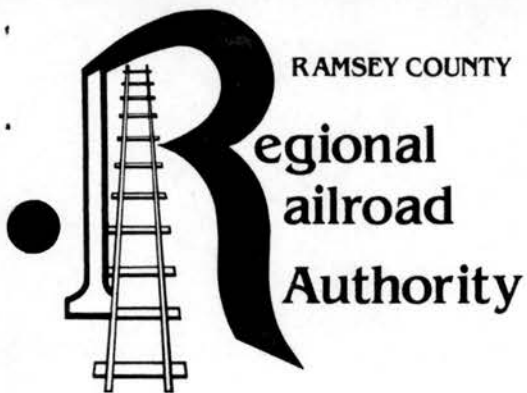
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date February 14, 1989	<i>J. L. Glendenning</i>	Date 2/9/89
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: Payments to Strgar-Roscoe-Fausch, Inc.

Date: February 7, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan. Contract Agreement Numbers RCRRA-88-001 AND RCRRA-88-002, in the amounts of \$23,000 and \$437,700 respectively, govern the performance of services and terms of payment.

The attached Accounts Payable forms (2) and Strgar-Roscoe-Fausch, Inc. Invoice No. 1, and attachments thereto, identify all services and costs accrued through December 31, 1988. The work and accounting documentation is in accordance with contract requirements.

Recommendation:

Authorize payment to Strgar-Roscoe-Fausch, Inc. in the total amount of \$12,467.98.

Comment:

Current staff sign-off authority over payments for ongoing LRT operations is limited to expenditures less than \$2000. Payments in excess of this dollar limit, for professional services, will be made monthly through the remainder of the year. For expediency, the Railroad Authority may want to consider raising that limit. This matter will be brought to you at a future meeting.

KD/clm
Attachment
000207



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

DRAFT RESOLUTION:

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Numbers RCRRA-88-001 and RCRRA-88-002 govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through December 31, 1988; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 1, and attachments thereto, provide the correct payment documentation of payments due Strgar-Roscoe-Fausch, Inc. through December 31, 1988; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the chairman of the Regional Railroad Authority to approve payment in the total amount of \$12,467.98 to Strgar-Roscoe-Fausch, Inc. for services rendered through December 31, 1988.

000206

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

2

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date February 7, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA		1	

1-2 3-7 8 9-14

(3) Code

WARRANT NO.				
RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$6,806.63

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

\$6,806.63

Total

(4) PAY TO: 2
 8 First Name & Initial STRGAR-ROSCOE-FAUSCH, INC. 9-22
 Last Name or Firm Name 23-52
53-76
3 One Carlson Parkway North, Suite 150
 8 Address Minneapolis MN 55447 9-32
 City State 33-54 Zip Code 55-59 Fed Tax ID 60-71

(5) On Check Stub Put: 4 RCRRA Comprehensive Plan--Agreement #RCRRA 88-002

5 Invoice #1, dated 12/31/88
 9-60
 9-60

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

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

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

Preparer's Signature: J. Blaisdell

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

Authorized Signature:

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

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY

Date February 7, 1989

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA		1	

1-2 3-7 8 9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$5,661.35

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

\$5,661.35

Total

(4) PAY TO: 2
 8 First Name & Initial 9-22
STRGAR-ROSCOE-FAUSCH, INC.
 Last Name or Firm Name 23-52

3 One Carlson Parkway North, Suite 150

8 Address 9-32
Minneapolis MN

City State 33-54 Zip Code 55-59 55447

Fed Tax ID 60-71

(5) On Check Stub Put: 4 RCRRA Comprehensive Plan -- Agreement #RCRRA 88-001

5 Invoice #1, dated 12/31/88
 9-60
 9-60

For Risk Management
 Use Only

6 8 9-24

Last Name First Name

(6) SEND TO:

Address

Use only if Payee and/or
 Address differs from
 Item 4

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

Preparer's Signature: W. Beisdel

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

Authorized Signature: _____

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

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers-Land Surveyors
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

Telephone: (612) 475-0010

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Refer to File: 0881127-1134
0891157-1158

Invoice Date: 12/31/88

Invoice No. 1

Period Ending: 12/31/88

re: COMPREHENSIVE LRT PLAN

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	5,489.96	0.00	5,489.96
Task 2 -Standards/Policies	1128	3,187.89	0.00	3,187.89
Task 3 -Corridor Ident./Evaluation	1129	377.06	0.00	377.06
Task 4 -Downtown St. Paul Alignment	1130	0.00	0.00	0.00
Task 5 -LRT Staging Plan	1131	0.00	0.00	0.00
Task 6 -Operating/Financial Plan	1132	0.00	0.00	0.00
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip.	1134	412.50	0.00	412.50
Task 9 -Newsletter/Pres. Materials	1157	1,261.18	0.00	1,261.18
Task 10 -Speical Meetings/Prep.	1158	1,568.00	0.00	1,568.00
Total Labor and Overhead		12,296.59	0.00	12,296.59
Direct Non-Salary Costs	1127	171.39	0.00	171.39
 TOTAL FEE EARNED		 12,467.98	 0.00	 12,467.98
 TOTAL AMOUNT DUE THIS INVOICE		 12,467.98		

COMMISSION # 881127
RCRRA LRT PLAN - PHASE I
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal Engineer	80.00	15.0	1200.00
F. Robinson	Associate	75.00	44.0	3300.00
F. Loetterle	Trans. Planner	35.91	10.5	377.06
J. Luberd	Word Processor	34.97	1.3	45.46
B. Bersie-Ashfeld	Word Processor	34.97	2.0	69.94
TOTALS			72.8	4,992.46

COMMISSION # 881127
RCRRA LRT PLAN - PHASE I
PERIOD ENDING NOVEMBER 30, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal Engineer	80.00	2.0	160.00
F. Robinson	Associate	75.00	4.5	337.50
TOTALS			6.5	497.50

COMMISSION # 881128
RCRRA LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Associate	75.00	13.0	975.00
J. Kern	Trans. Planner	65.00	32	2080.00
B. Bersie-Ashfeld	Word Processor	34.97	3.8	132.89
TOTALS			48.8	3,187.89

COMMISSION # 881129

RCRRA LRT PLAN - CORRIDOR IDENTIFICATION/EVALUATION
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Loetterle	Trans. Planner	35.91	10.5	377.06
	TOTALS		10.5	377.06

COMMISSION # 881134
RCRRA LRT PLAN - COMMUNITY & AGENCY PARTICIPATION
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Associate	75.00	5.5	412.50
	TOTALS		5.5	412.50

COMMISSION # 891157
RCRRA LRT PLAN - NEWSLETTER/PRESENTATION MATERIALS
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Associate	75.00	5.5	412.50
F. Loetterle	Trans. Planner	35.91	17.5	628.43
D. Paulu	Sr. Technician	33.24	2.0	66.48
V. Martinez	Technician	31.03	4.0	124.12
S. Hess	Technician	29.65	1.0	29.65
TOTALS			30.0	1,261.18

COMMISSION # 891158
RCRRA LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING DECEMBER 31, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal Engineer	80.00	3.0	240.00
F. Robinson	Associate	75.00	8.0	600.00
C. Zimmer	Associate	75.00	3.0	225.00
D. Madison	Technical Writer	38.25	0.5	19.13
M. Vukomanovich	Clerical	23.87	1.0	23.87
TOTALS			15.5	1,108.00

MEETINGS ATTENDED:

1. Citizens Advisory Committee

COMMISSION # 891158
RCRRA LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING NOVEMBER 30, 1988

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal Engineer	80.00	2.0	160.00
F. Robinson	Associate	75.00	2.0	150.00
C. Zimmer	Associate	75.00	2.0	150.00
TOTALS			6.0	460.00

MEETINGS ATTENDED:

1. RCRRA Board Meeting

881127

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING DECEMBER 31, 1988

LRT PLAN - PROJECT INITIATION

CAT #	CATEGORY	
1	MILEAGE	117.00
2	PARKING	40.02

	TOTAL DIRECT EXPENSES	157.02

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING DECEMBER 31, 1988

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	1	C Zimmer								45.0		11.70
1	30	F Robinson								144.0		37.44
1	30	C Zimmer								135.0		35.10
1	30	J Kern								42.0		10.92
1	30	V Martinez								42.0		10.92
1	30	V Martinez								42.0		10.92
2	30	F Robinson									18.79	18.79
2	30	C Zimmer									10.50	10.50
2	30	C Zimmer									3.00	3.00
2	30	J Kern									3.98	3.98
2	30	S Noerenberg									3.75	3.75

881127

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING NOVEMBER 30, 1988

COMP. LRT PLAN - PROJECT INITIATION

CAT #	CATEGORY	
-------	----------	--

1	MILEAGE	10.92
2	PARKING	3.45

TOTAL DIRECT EXPENSES

14.37

881127

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING NOVEMBER 30, 1988

PAGE 1

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	30	F Robinson								42.0		10.92
2	30	F Robinson									3.45	3.45

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

RCRRA Originating Department <u>K. DeSpiegelaere</u> <u>2/6/89</u> Authorized Signature Date	Board Action Requested LRT LAWS Information Only
--	---

Request Justification

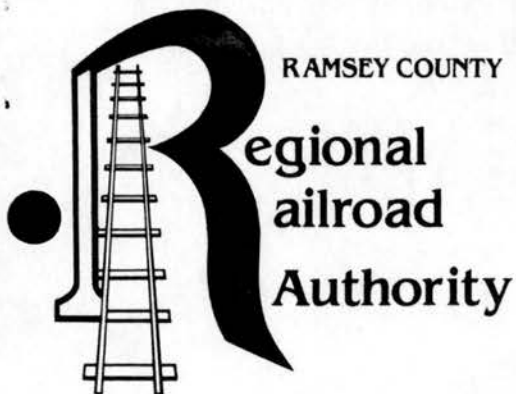
- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Metropolitan Light Rail Transit, A Summary of Current Law and Procedure

Budgeting and Accounting <u>Reviewed by Ed Blauwitz 2/9/89</u> County Attorney <u>Reviewed by Tom W. Long 2-8-89</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
February 14, 1989	<u>F. L. Blendenburg</u>	<u>2/9/89</u>
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, Director of LRT Planning *KD*

SUBJECT: LRT Laws

DATE: February 6, 1989

At a recent meeting with the St. Paul legislative delegation about light rail transit, an information brief, "Metropolitan Light Rail Transit, A Summary of Current Law and Procedure," was distributed. A copy is attached. LRT implementation is defined in the brief as four tasks: comprehensive plan, preliminary design, final design and construction.

Key points are:

- o Regional railroad authorities have the broadest power of any agencies in the state to perform LRT work.
- o Comprehensive LRT plans are to be reviewed by the Metropolitan Council and Regional Transit Board. Their comments are advisory.
- o LRT preliminary and final design plans must be reviewed by the cities in which LRT lines are to be located. If the city does not approve the plans, they are referred to the Metropolitan Council. The Metropolitan Council's review is advisory. Under its metropolitan significance authority, the Metropolitan Council can suspend LRT implementation for one year.
- o The Regional Transit Board may not construct, own or operate LRT.
- o The Metropolitan Transit Commission may operate LRT, but may not own it.
- o Regional railroad authorities may plan, construct, maintain and operate LRT.

Recommendation:

For your information.

KD/clm
Attachment
000187

Tom Todd, Legislative Analyst
296-5048

Metropolitan Light Rail Transit

A Summary of Current Law and Procedure

This information brief summarizes current state law on: (1) the planning and review procedures required for light rail transit (LRT) development in the metropolitan area, and (2) the LRT authority of governmental agencies.

For information on a related topic, see: **The Responsibilities of the Regional Transit Board: A Summary of Legislative Policy**, House Research, January, 1989.

Contents	Page
A Brief History of LRT Legislation	2
Review Procedures for LRT Plans	3
The LRT Authority of:	
• County Regional Rail Authorities (CRRAs)	6
• Metropolitan Transit Commission (MTC)	7
• Regional Transit Board (RTB)	8
• Metropolitan Council	10
• Minnesota Department of Transportation (MnDOT)	11

A Brief History of LRT Legislation

- In 1980 the Legislature authorized the formation of county regional rail authorities (CRRAs) having authority to plan, construct, and operate LRT systems.
- In 1984 the Legislature reorganized transit governance in the metropolitan area by consolidating in a new agency--the Regional Transit Board (RTB)--many activities then being performed by the state Department of Transportation (MnDOT), the Transportation Regulation Board (TRB), the Metropolitan Council, and the Metropolitan Transit Commission (MTC).
- In 1985 the Legislature forbade all governmental agencies in the metropolitan area to conduct any LRT activities "without express legislative authorization."
- In 1987 the Legislature released CRRAs from the 1985 prohibition, allowing them to go forward with LRT planning and development.
- In 1987 and 1988 the Legislature:
- partly released metropolitan agencies from the 1985 prohibition and defined a limited role for these agencies in reviewing and assisting LRT planning and development by CRRAs
 - established a procedure for local and metropolitan review of CRRAs plans
 - reduced the taxing authority of CRRAs from four mills to two mills
 - created a state program to subsidize LRT development by metropolitan CRRAs--the program to be administered by MnDOT using some of the proceeds of the motor vehicle excise tax

What Is the Review Procedure for LRT Plans?

The flow chart on pages 4 and 5 summarizes the procedures prescribed in state law for local and metropolitan review of the LRT plans of CRRAs (or other proposers of LRT systems).

In summary:

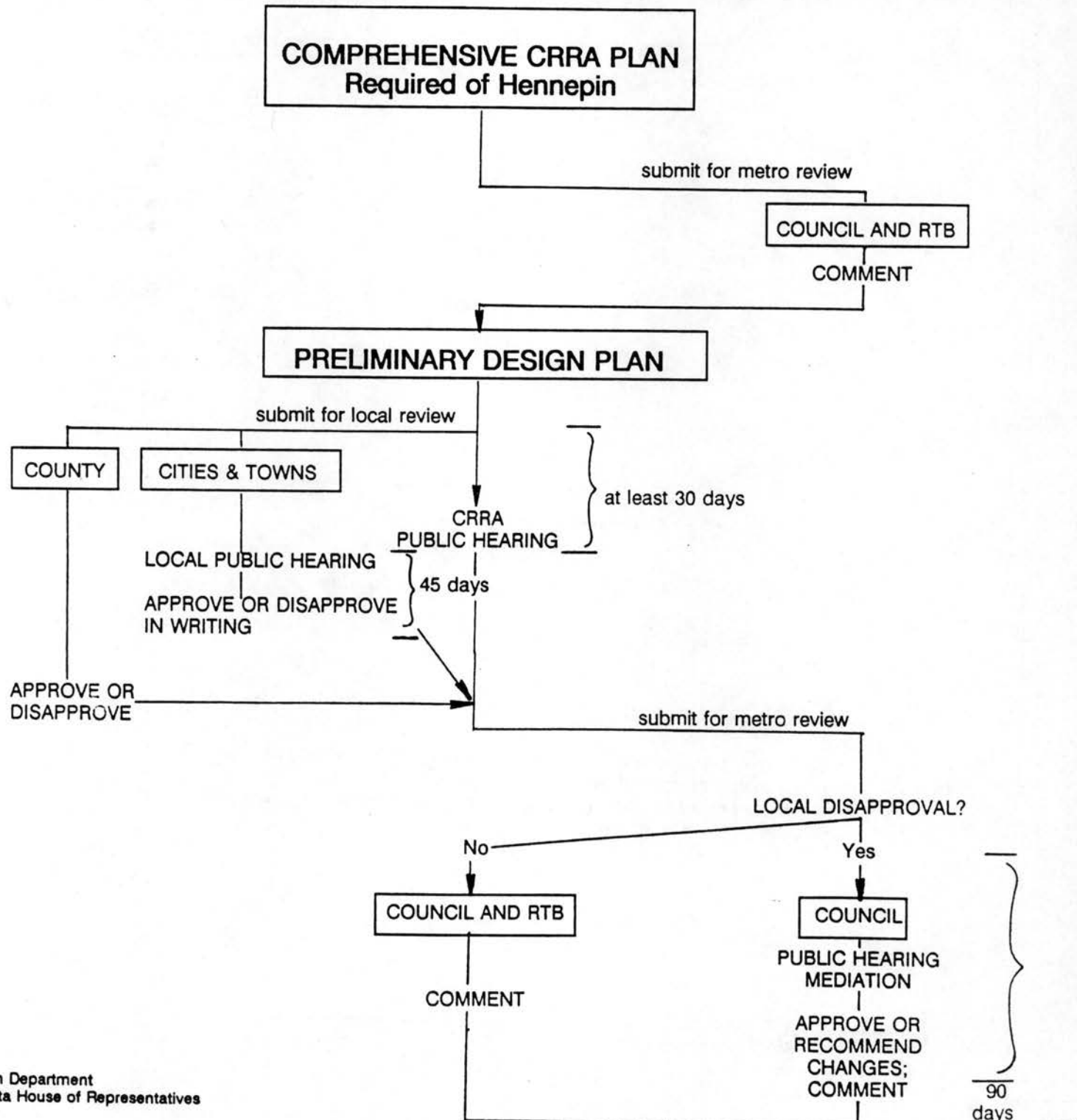
- Three levels of CRA plans are referred to in the statutes: comprehensive plans, preliminary design plans, and final design plans.
- Local governments (on the LRT line) review the preliminary and final design plans.
 - The proposer may not proceed with the project over county objections.
 - The proposer may proceed with the project over city and town objections, after submitting the project to review by the Metropolitan Council
- The Council's review of local objections to a project must include a hearing. The Council must report on whether it approves of the plan or recommends changes to accommodate local objections. The Council's report is advisory: the proposer may proceed with the project over Council objections.
- The Council and the RTB both review and comment on comprehensive plans (if any) and preliminary design plans. The Council alone reviews and comments on final design plans.
- Under a separate, "metropolitan significance" law, the Council may suspend--for one year--implementation of an LRT project of which it disapproves.
- Later sections of the paper (pages 8-11) describe these and other related review powers of the Council and the RTB that could affect LRT plans and projects.

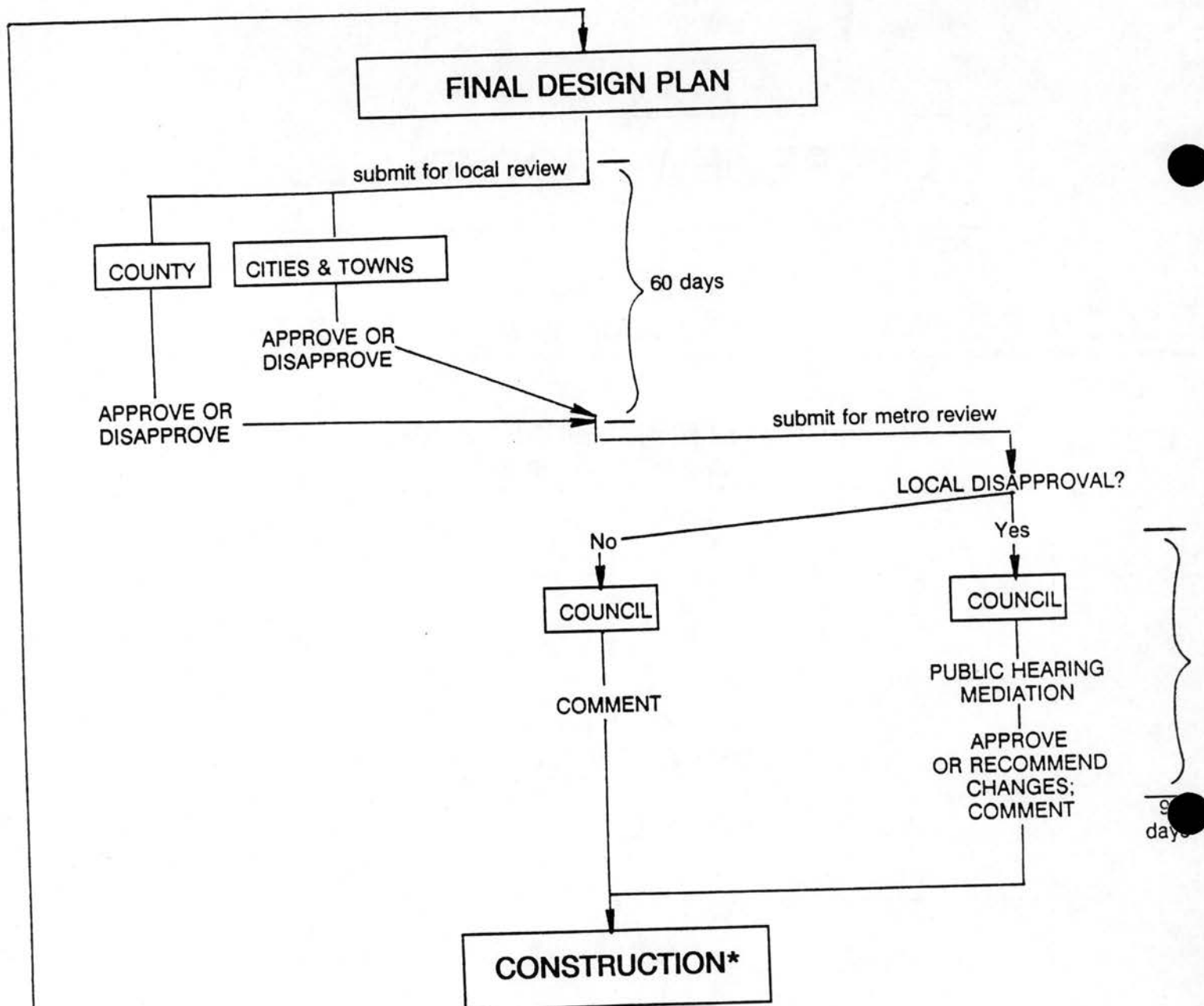
LRT REVIEW PROCEDURES

LOCAL REVIEW

PROPOSER (CRRA or other)

METRO REVIEW





- * . Proposer may proceed with construction despite city and town objections.
 . Proposer may not proceed over county objections.
 . Proposer may proceed despite Council objections; Council could suspend project for one year under "metropolitan significance" law.

What Is the Authority of County Regional Rail Authorities?

CRRAs have general authority to plan, acquire, construct, maintain, and operate LRT facilities.

No other governmental unit in the metropolitan area has the broad, explicit authority over LRT that CRRAs possess.

To finance their LRT projects and activities, CRRAs may issue bonds and levy property taxes (subject to reverse referendum) up to two mills.

(Each county in the metropolitan area has created a separate, independent CRRA.)

[Minn. Stat.. chap. 398A]

State law prescribes some standards for CRRA planning.

In 1987, the Legislature required the Hennepin CRRA to prepare a comprehensive, county-wide LRT plan. (Other CRRAs may choose to do so; comprehensive plans are not statutorily required, though they may be an administrative requirement for state and federal financing.) The law requires that the Hennepin comprehensive plan must not be governed by the possession of convenient right-of-way: the plan should, "to the extent practicable, ensure the acquisition, lease, or preservation of the right-of-way for planned light rail transit corridors, so that the planned corridors are ready for construction and development and so that corridor development and priorities are not determined by right-of-way ownership."

Before proceeding with construction of an LRT project, CRRAs (or any other proposer) must prepare preliminary and final design plans. State law does not define or describe the content of these plans, except to say that all CRRA plans must "provide for the staged development of the light rail transit system."

[Laws 1987, chap. 405, sec. 6; Minn. Stat. sec. 473.169; 473.1691]

The state has established a program to subsidize the LRT activities of metropolitan CRRAs. For further information, see the section on MnDOT, page 11.

What Is the Authority of the MTC?

The MTC does not have the authority to own LRT facilities and equipment. It may not construct or acquire LRT facilities of its own. It may not acquire LRT facilities from a CRRA.

Although the MTC has the general legal authority to acquire, construct, and own transit facilities, it is specifically forbidden by law from expending any public money for "any...purpose related to facilities for transporting passengers by cars operating on fixed rails, without express legislative authorization." [Minn. Stat. sec. 473.398] The legislature has expressly authorized the MTC only to perform in the role of contract operator to the counties.

The MTC is confined to the role of contract operator of CRRA systems.

The law *requires* the MTC to cooperate with counties in planning the operation and in operating CRRA systems: "[T]he metropolitan transit commission shall cooperate with regional rail authorities in the operational planning and operation of regional rail authority light rail transit systems." [Minn. Stat. sec. 473.17]

The law *allows* the MTC to operate a CRRA system under contract with the CRRA: "The transit commission may enter into an agreement to provide for the operation of a regional rail authority light rail transit system upon completion of construction of the system by the regional rail authority." [Minn. Stat. sec. 473.4051]

(If the MTC does enter into such an operating agreement, the MTC must transfer to its employ "all employees of the system except executive and administrative officers who are necessary for the operation" of the system and must honor all existing labor contracts and pension obligations applying to the transferred employees. No employee may be placed, as a result of the transfer, in a worse position with respect to employee compensation, seniority, and benefits. [Minn. Stat. sec. 473.4051; 473.415])

What Is the Authority of the RTB?

(For more information on the authority of the RTB, see **The Responsibilities of the Regional Transit Board: A Summary of Legislative Policy**, House Research, January 1989.

The RTB may not construct, own, or operate LRT facilities.

The RTB was created to be a planner, financier, coordinator, and "broker" of transit services.

The legislative statement of purpose for the RTB instructs the agency to "arrange with others for the delivery and provision of transit services and facilities. The board shall avoid, to the greatest extent possible, direct operational planning, administration, and management of specific transit services and facilities." [Minn. Stat. sec. 473.373, subd. 1a]

The law expressly forbids the RTB to own or operate transit services or to have any interest in real property or transit vehicles. [Minn. Stat. sec. 473.375, subd. 4, 18]

The RTB does not control the funds for LRT as it does other metropolitan transit.

One legislative purpose for the RTB is "to administer state and metropolitan transit subsidies." [Minn. Stat. sec. 473.373, subd. 1a]

In accordance with this purpose, the RTB administers all *state subsidies and property tax subsidies* for all metropolitan transit projects and services--except LRT. The RTB has an appropriation for LRT planning (\$400,000 for FY 1988-89), but MnDOT administers the state subsidy for CRRAs. The RTB may not use its bond or property tax money for LRT. CRRAs control the local bond and property tax support for LRT. [Laws 1987, ch. 358, sec. 3, subd. 5; Laws 1988, chap. 684, art. 2, sec. 2 (b), 4; Minn. Stat. sec. 398A.04, subd. 8]

State law also excludes the RTB from *federal LRT funding*. The RTB may not apply for or receive federal discretionary capital grants for LRT, either for itself or on behalf of others. (The RTB is also generally excluded by state law from access to federal formula and block grants for transit.) [Minn. Stat. sec. 473.375, subd. 8]

The RTB is entitled, under state law, to review and approve CRRA applications for federal funds for LRT, but the RTB does not have similar approval authority over the *state LRT grants* administered by MnDOT. MnDOT is required only to "request" and "consider" the comments of the RTB in evaluating applications and distributing funds. [Minn. Stat. sec. 174.32, subd. 2]

The RTB has no authority to disapprove LRT projects or to manage or regulate LRT development. The RTB may comment on CRRA plans and must cooperate with CRRAs in planning CRRA systems.

The RTB's general transit function is to plan, coordinate, and "broker" transit projects and services. [Minn. Stat. sec. 473.373-473.392] It is specifically forbidden by law, however, from expending any public money "for any...purpose related to facilities for transporting passengers by cars operating on fixed rails, without express legislative authorization." [Minn. Stat. sec. 473.398]

The Legislature has expressly authorized only the following activities:

- **Midway Corridor.** The RTB may plan the LRT link between the two downtowns, known as the Midway Corridor. This planning may consist of "preliminary engineering for general route configurations and alignments, station locations, modal interconnectors, and access...." [Minn. Stat. sec. 473.398]

However, because the LRT review procedure requires county approval of any LRT project, the RTB in reality functions essentially as an agent of the CRRA. [Minn. Stat. sec. 473.169, subd. 6]

- **Review of comprehensive plans and preliminary design plans.** The RTB must review and comment on the comprehensive plans and preliminary design plans of CRRAs, before the CRRA prepares final design plans. [Minn. Stat. sec. 473.1691]
- **Studies.** The RTB may conduct LRT studies necessary to its review and comment role. These studies must be conducted in accordance with a provision of the law that states that the RTB "shall cooperate with regional rail authorities in the study, planning, and design of regional rail authority light rail transit systems." [Minn. Stat. sec. 473.1691, 473.17] (This provision allows the RTB to provide some RTB funds to assist planning activities in corridors other than the Midway Corridor.)

If CRRAs were to contract with the MTC for the operation of LRT, the RTB would gain some indirect influence over the operation of CRRA systems through its control of MTC operations.

The RTB appoints all MTC commissioners, administers public subsidies to the MTC from state appropriations and the metropolitan property tax, and approves the capital expenditures of the MTC. [Minn. Stat. sec. 473.404; 473.373, subd. 1a; 473.39; 473.446]

Also, the following activities and decisions of the MTC are subject to approval by the RTB:

- operation and service plans [Minn. Stat. sec. 473.405, subd. 6]
- route planning and scheduling, including reconfigurations of routes to serve LRT [Minn. Stat. sec. 473.391]
- annual budgets [Minn. Stat. sec. 473.435]
- certificates of indebtedness [Minn. Stat. sec. 473.436]
- acquisitions of existing transit systems (although state law does not allow acquisition of LRT) [Minn. Stat. sec. 473.405, subd. 5]
- fares [Minn. Stat. sec. 473.408, subd. 2a]

What Is the Authority of the Metropolitan Council?

The Council may review, comment, and make recommendations on CRRAs for CRRAs systems. The Council must cooperate with CRRAs in planning CRRAs systems.

The Council is specifically forbidden by law from expending any public money "for any...purpose related to facilities for transporting passengers by cars operating on fixed rails, without express legislative authorization." [Minn. Stat. sec. 473.398]

The Legislature has expressly authorized only the following activities:

- **Review of funding requests.** The Council must review and comment on all applications by CRRAs, the RTB, or the MTC for federal or state funds. [Minn. Stat. sec. 473.171; 174.32, subd. 2]
- **Review of comprehensive plans and preliminary design plans.** The Council must review and comment on the comprehensive plans and preliminary design plans of CRRAs, before the CRRAs prepares final design plans. [Minn. Stat. sec. 473.1691]
- **Review of preliminary and final design plans.** The Council must review the preliminary and final design plans of a CRRAs. In the course of its review, the Council:
 - must hold a public hearing to consider local objections to the plans
 - may review, mediate, and make recommendations on local objections to the plans
 - must review and comment on the consistency of the plans with the Council's development guide.[Minn. Stat. sec. 473.169]
- **Studies.** The Council may conduct LRT studies necessary to its review role. These studies must be conducted in accordance with a provision of the law that states that the Council "shall cooperate with regional rail authorities in the study, planning, and design of regional rail authority light rail transit systems." [Minn. Stat. sec. 473.1691; 473.17]

Under its "metropolitan significance" authority, the Council could suspend implementation of an LRT project for one year.

The law expressly applies this general review authority of the Council to LRT projects. [Minn. Stat. sec. 473.169, subd. 8] The procedures to be used in this review are specified in state law and Council rule. [Minn. Stat. sec. 473.173]

The Council could have some indirect authority over LRT through its power to approve some general transit activities and decisions.

The major Council approvals of *metropolitan agency transit activities* concern:

- the RTB's transit implementation plan [Minn. Stat. sec. 473.161, subd. 2; 473.377]
- the biennial financial plan of the RTB [Minn. Stat. sec. 473.38, subd. 2]
- acquisitions by the MTC of existing transit systems [Minn. Stat. sec. 473.405, subd. 5]

In addition, the Council issues all metropolitan bonds for the metropolitan transit capital improvement program. [Minn. Stat. sec. 473.39]

The significance of these planning and investment controls over metropolitan agencies is limited, however, because the agencies affected--the MTC and the RTB--have limited powers with respect to LRT.

The Council has authority (under the Metropolitan Land Planning Act) to review and, under some circumstances, require modifications in *county and city* comprehensive plans. The Council cannot review CRRAs directly under the Act, but it might be able to use its authority to review county and city plans to indirectly affect CRRAs plans. [Minn. Stat. sec. 473.175]

What Is The Authority of MnDOT?

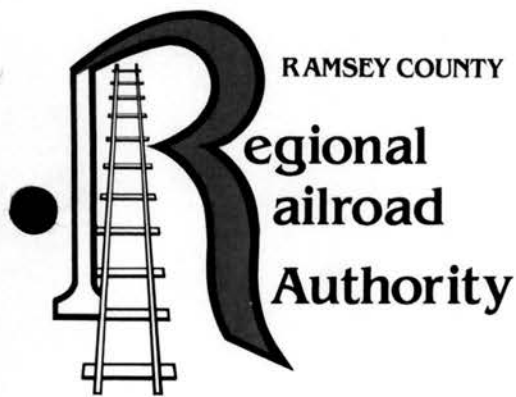
In 1988, the Legislature chose MnDOT as the administrator of state subsidies to metropolitan CRRAs for LRT.

The 1988 Legislature appropriated \$4,170,000 for this purpose from the transit assistance fund--which receives money from the motor vehicle excise tax.

The law establishing this subsidy program contains the following instructions to MnDOT:

- Only metropolitan CRRAs are eligible recipients.
- Grants must be matched on a dollar for dollar basis by the CRRAs.
- Not more than 60 percent of "the available funds" may go to a single recipient.
- In evaluating applications and distributing funds, MnDOT must "request" and "consider" the comments of the Council and the RTB.
- Before distributing any funds for construction, MnDOT must report to the legislature on the use and planned distribution of the funds.

[Laws 1988, ch. 684, art. 2, sec. 2(b), 4; Minn. Stat. sec. 174.32, subd. 2]



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, February 28, 1989

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

1. * Minutes of the February 14, 1989 Board Meeting
2. Chairman's Comments
3. Update on Hennepin County Regional Railroad Authority LRT Progress
4. Update on Metropolitan Council Public Hearing on Northeast Burlington Northern Railroad Corridor
5. Progress on Comprehensive LRT Plan and solicitation of suggestions for corridors to evaluate for LRT potential
6. * Approve resolution supporting level boarding for light rail transit vehicles
7. Preliminary engineering and environmental impact statement for the Midway Corridor

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 14, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, February 14, 1989, at 10:50 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 Ruby Hunt
Commissioner Duane McCarty
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Karen Tero, James Tolaas, Jill Goski, Don Ahern, Paul Gustafson, Donna Allan, Frances Glendenning, Kris Wendorff represented the County Attorney's Office

1. Minutes - of the January 24, 1989 Board Meeting.

Commissioner Norgard made the following motion, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Regional Railroad Authority Board held on February 14, 1989, as written.

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

2. Chairman's Comments

Chairman Finley discussed the two Forums which have been held, one at the North End, and one at Merriam Park, and there was one last night at White Bear Lake.

Commissioner McCarty discussed the meeting at White Bear Lake, this meeting went well, there were two residents who asked some questions, there were about twenty people there, staff included. He does not know what we can do to publicize this, the papers were to have reported it. However, it was in the St. Paul paper.

Kathy DeSpiegelaere said the question came up as to why we had not publicized it, and we had sent out approximately thirty press releases to all press in both cities, and to the St. Paul and Minneapolis papers who did publicize it. There were 15 at the first forum, 40 at the second, and 20 at the third. In terms of turnout that we may want to rethink of what we want to do at the next set of forums. They were asked by the community organizers in St. Paul to increase the number of forums, so there were five. It may be we should rather than having five the next time, we have three. At any rate, the fact that we are making this effort is well received by some whether or not there is a large turnout, at least we are making the attempt to communicate with them.

Commissioner Hunt asked if the staff at the last meeting - this could not have been all County staff, there may have been local government as well, and that is a good way of informing them. Commissioner McCarty said there were people from the MTC, RTB, local officials, city managers.

Chairman Finley informed the Board that we are going to have one "round robin" to be held downtown. He had a meeting with the Chamber of Commerce President and the Chairman of the Light Rail Task Force that has been set up, and also present was the President of one of the banks out in the Midway area, and we had a real fine meeting.

It was suggested that we have a Forum downtown, and set it for 7:30 A.M. which they felt would be better than a noon meeting.

Chairman Finley spoke to BOMA and there were about 100 people present for the building owners meeting, and it went very well, they were very attentive, they were concerned about costs and he assured them on the cost, told them where we were in preliminary engineering and comprehensive plan, how it was funded, and what the anticipated preliminary costs would be, who we thought would run it, and the way the legislation is as it presently sits both as to funding and as to where the responsibility lies. He gave them a cursory overview of each of those issues, and those who stopped to talk to him after the meeting as they had asked him to stay to talk one on one, this way everyone did not have to stay for the questions and answers. They are concerned and they like our approach as far as long term capital funding that it will not be on the property tax, of course. They had no problems with the speed in which we are proceeding, thought it was good that a governmental agency was proceeding cautiously and thoughtfully and was making decisions based on firm engineering and cost data.

Ms. DeSpiegelaere mentioned that there will be a Forum on Thursday, February 16th in New Brighton, which Commissioner Norgard will be present at as Commissioner Salverda will be on the LRT tour. Next week there is one in Commissioner Schaber's district, and he will be there.

Commissioner Schaber mentioned that we had good response in the local papers on notices, and it will be interesting to see what they draw because we have not only had notice in the St. Paul and Minneapolis papers but these local side papers have covered it very well.

Patrick O'Malley went to the BOMA meeting, they had a real good turnout, and felt that they were very receptive to light rail, and there was a concern to some degree as to how it was going to come into downtown. They were very pro light rail. He feels that Commissioner Finley gave an excellent presentation.

Chairman Finley pointed out at the BOMA meeting when we met with the Mn/DOT engineers, there are plans to do about just everyone of those bridges that cross 94, but none of the plans include light rail, so he does not know how they expect us to get downtown, this is a very integral part of total system connecting downtown St. Paul. The Highway Department has plans on the drawing board, and the first one goes down this June for rehab. He pointed this out to the BOMA people that things keep coming up, and if we can stay ahead of the game and that provision has to be looked at for light rail, regardless of what street it ends up on, we must make sure that bridges that cross University or on I-94, wherever it is, you are still going to have to get into downtown, either go over or off of I-94. He also pointed out that most of the plans end at the Capitol, but thought it would be more appropriate to get them into the work center.

Commissioner Ahrens asked if in the future we may be looking at a major stop like the Depot, or some other place to funnel into one central place.

Chairman Finley said that the Commissioners will find when they go on the tour, it is the park and rides and the bus systems that make or break all these systems. What the staff is looking at in the comprehensive plan is the spreading out, looking at park and rides for all of the potential corridors that we will be looking at, and as to where those corridors exit from Ramsey County into the additional counties, they are adjacent counties. In the plan will be a map showing the rail lines, how they go out into the other counties, this will include the highways - he used this yesterday at the BOMA meeting. This will show how they go outside of Ramsey County into Washington, Dakota and Anoka Counties, also looking at the bus lines as to where they will be coming into any potential lines in the future. This should also be pointed out when we are talking at the Forums.

Ms. DeSpiegelaere informed the Board at each of the three Forums that we have had, individuals have asked questions how we are working with Washington, Dakota, and Anoka Counties. We have indicated to them that we will be looking at extensions of lines that don't just stop at the Ramsey County border, and that each of these counties also is preparing a comprehensive light rail plan so it is important that we work together.

Mr. O'Malley mentioned another thing that was addressed at the BOMA Meeting was the access to the airport, and he felt that Commissioner Finley addressed this very well. Several people indicated that we need access to and from the airport.

Chairman Finley added, they did not like the idea as he pointed out in the Metropolitan Council Plan that there are six routes all emanating from downtown Minneapolis, one of these connects to St. Paul, one connects to the airport, one to Anoka, this is the Metropolitan Council Plan, and we are sitting here with one little spoke in that wheel, and they felt that it was very important that we move ahead to become part of the total hub instead of a spoke, they felt that a triangle as we had talked about to begin with would be very important and advantageous to the east metropolitan area to be a part of the triangle if there is going to be a route from Minneapolis to the airport that we have some type of connection from St. Paul. He pointed out that the Soo services the Ford Plant but that does not mean that we should not look in the area for a right of way going out Shepherd Road, even though the line is not available at the present time. We should be looking at it from the standpoint of redoing Shepherd Road. He has sent several letters to the City regarding this. The City is proceeding with plans, but he does not know if they are considering light rail potential.

Commissioner Schaber said at the MICA meeting he spoke to representatives from Washington and Dakota Counties, and he can't emphasize how important it is to get these people moving, as one of the real problems we have which the Chairman has alluded to is the fact that right now with Met Council having everything as the hub in Minneapolis, we are only a spoke from there. Until we develop particularly the Washington and Dakota County people getting them involved, there should be two hubs, we have to encourage these people to get moving, otherwise it is going to end up where Met Council is basically going to do their own plan.

Chairman Finley said this was pointed out at the first meeting of the East Metro Consortium was that Hennepin County is so large and they extend out so far that we have one unit of government in many things, not just public transportation, and in service delivery which we do not have the benefit of because we are three substantially smaller counties geographically, but it is even more important that we work together in the East Metro area. We have worked together before in the trash area, and he feels that we can continue to work together, but these counties have to realize that they will benefit from mistakes made in the past by other units of government in the urban areas. We need to move forward.

3. Quarterly Report of Payments, October - December 1988

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

Whereas, Payments have been made from Ramsey County Regional Railroad Budget for the period of October through December 31, 1988, and a record of these disbursements is attached, Now Therefore Be It

RESOLVED, That the report of payment is accepted by the Ramsey County Regional Railroad Authority.

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

4. Approve adjustments to the 1989 Ramsey County Regional Railroad Authority budget in the amount of \$2,878,500 - this will establish different accounts for different phases of projects to be undertaken by the RCRRA in 1989.

Chairman Finley said this will account for all the different phases of work they will be conducting through 1989.

Commissioner Schaber did not understand just what we are doing with it.

James Tolaas wished to summarize, we took in a lot more money in terms of grant, approximately \$665,000, took \$300,000 from the Contingency Account and have redistributed the allocation for different services that are provided by County personnel. There was some money left in Reserve in 1988 account. So, this does account for our master plan and still provides for the appropriations that were accounted for in the grant application.

Chairman Finley called on James Van Houdt, and Mr. Van Houdt did prepare a summary of the results of the budget adjustment so that he understood it. There is a lot of detail, he took the original budget which was \$2,175,000 which includes the grant and tax levy, this was approved. To that we have set up three new cost centers, the Comprehensive Plan, Preliminary Engineering, and Environmental Engineering. There was grant money for each one of those, and we had to put up the same dollars. The original \$2,175,000 (the original budget) they subtract \$1,656,026, that that leaves your Administration Budget at \$518,982.

Mr. Van Houdt distributed a copy of this summary to the Board members. What he has tried to do is reconcile to the tax levy and the new grant. This, hopefully, will do this for us as outlined on this sheet.

Chairman Finley explained what started this to begin with is that we did not know for sure what we were going to be receiving from the grant, and this is what caused a lot of this changing. Mr. Van Houdt allocated the \$1,656,026 throughout these other new cost centers, Comprehensive Plan we received a grant for \$302,000, we need \$302,000 in local match, that balances that out. Preliminary Engineering we put in \$611,526, there was \$41,474 of an estimated payable at the end of 1987 that is being rolled into this year, these two total \$653,000 and the grant is \$653,000, Environmental Engineering is the same. In the adjustments you will see they go up \$705,974, the new budget for the whole project is \$2,880,982, the \$705,000 is made up of additional grant money of \$664,500, the original budget estimated \$516,500 of grant money. We ended up receiving \$1,181,000. The difference is the \$664,500. We add in the \$41,474 from prior years, and the total is \$705,974, and your budget is \$2,880,982 which is financed by \$1,658,508 tax levy, \$41,474 prior year or fund balance, and the grant of \$1,181,000 which ties out to the grant agreement and it balances.

Mr. Van Houdt said there are many line items which he did not walk the Board through, but in a summary this is what we did as per the sheet he distributed at this meeting.

Chairman Finley said these contracts will be extending beyond this year's appropriation, it is not all going to be spent in 1989, so these will be rolled over, re-allocated in 1990.

Mr. Van Houdt said they would look at those and see how they would do it, maybe they will be encumbered and just aside, or they could be reappropriated. Normally on contracts we encumber the appropriation in that particular year and that is where it is charged. When we get closer to the end of the year, the size will determine as to just how it is handled.

Commissioner Schaber said this explanation and summary really helps, as before this meeting he was not tracking this process.

Chairman Finley asked about the budget adjustment detail that came with the documentation he wants to be sure the detail is still correct, and Mr. Van Houdt said that is still correct,

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

WHEREAS, The Ramsey County Regional Railroad Authority has accepted a grant from the Minnesota Department of Transportation for the purpose of completing a Comprehensive Light Rail Transit Plan for the entire County, Phase I Preliminary Engineering and Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, The 1989 Budget did not provide funding for Phase I Preliminary Engineering and Environmental Impact Statement studies; and

WHEREAS, Minnesota Department of Transportation grant provisions require separate accounting of each area of work; and

WHEREAS, Regional Railroad Authority staff has prepared budget adjustment recommendations which transfer original budget appropriations, including revenues and tax levy, to separate cost centers for four areas of LRT work - RCRRA General (59101), RCRRA Comprehensive Plan (59102), RCRRA Preliminary Engineering (59103), and RCRRA Environmental Impact Statement (59104; and

WHEREAS, The recommended budget adjustments include appropriation distribution to accounts within each cost center; and

WHEREAS, The appropriations resulting from the recommended budget adjustments are consistent with the light rail transit grant application and meet the matching fund obligations of the grant agreement; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments, in the amount of \$2,878,500, in accordance with the documentation attached and incorporated herein as Exhibit A.

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

5. Approve agreement with Strgar-Roscoe-Fausch, Inc. No. RCRRA 88-002, in the amount of \$437,700, and authorize the Chairman of the RCRRA to sign the agreement on behalf of RCRRA for Comprehensive LRT Plan.

Chairman Finley said this is the comprehensive plan and work program, and the contract.

Ms. DeSpiegelaere pointed out that there is a detailed work program that has been developed by the consultants and staff, one of the key parts of it is looking at specific corridors for light rail transit, a lot of work will be done on downtown alignments. There is a schedule that is attached showing that the plan will be done in June of this year (draft form) and three month comment period, then the final plan in November.

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

WHEREAS, Strgar-Roscoe-Fausch, Inc. has completed all work identified in Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-001, including refinement and expansion of Tasks 2-8 of the Work Plan developed for the Comprehensive Light Rail Transit Plan; and

WHEREAS, The "Phase I Report: Work Program and Background" defines in detail major subtasks, procedures, and methodologies required to complete the Comprehensive Light Rail Transit Plan; and

WHEREAS, Regional Railroad Authority Staff has prepared Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-002 in the amount of \$437,700 for the purpose of completing Tasks 2-8 as detailed in the technical report; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves Ramsey County Regional Railroad Authority Agreement No. RCRRA-88-02 in the amount of \$437,700; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chairman of the Regional Railroad Authority to sign the Agreement on behalf of the Authority.

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

6. Approve and authorize payments to Strgar-Roscoe-Fausch, Inc. in the total amount of \$12,467.98.

Ms. DeSpiegelaere explained that this is based upon the first agreement, and the one which was just approved. They have done substantial work developing the work program and that was part of the first contract.

Commissioner Schaber asked if there was a sign-off procedure on these invoices.

As it was originally set up, anything over \$2,000 comes to the Board for approval for payment.

Chairman Finley asked if in the future we could get information with these payments, and to see that the amount paid is within the projected amount of the contract, Ms. DeSpiegelaere said she would be doing that. In the future they can track that.

Chairman Finley suggested that a form be developed to show the amount paid, the balance, etc. Ms. DeSpiegelaere said this could be arranged for.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Numbers RCRRA-88-001 and RCRRA-88-002 govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, inc; and

WHEREAS, Strgar-Roscoe Fausch has satisfactorily completed portions of the work identified in the referenced agreements, and provided detail invoice documentation for services and costs accrued through December 31, 1988; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 1 and attachments thereto provide the correct payment documentation of payments due Strgar-Roscoe-Fausch, Inc. through December 31, 1988; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chairmen of the Regional Railroad Authority to approve payment in the total amount of \$12,467.98 to Strgar-Roscoe-Fausch, inc. for services rendered through December 31, 1988.

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

7. LRT Laws - Information Only

Chairman Finley said that this is information which Mr. Todd who is a legislative analyst, provided to the delegation two weeks ago when he and Commissioner Hunt were there for a meeting. They felt that it was very good once we got a chance to read it. Commissioner Hunt suggested we all get it. As you can see, it lays out some background as to what the State legislation is, and what it was, what it is in relationship to who does what in the State of Minnesota regarding light rail planning and engineering, etc. This took each of the units of government, the County, RTB, Met Council, and tracked it. It is done very, very well. The Board members should really familiarize themselves with it, as we sometimes get asked by the legislators as to how come the County is doing it, why is Hennepin County moving so fast. If you will look at the legislation, you will see that Hennepin County was required by State Law to do a comprehensive plan in 1987. It is not just the County that is pushing it, but the legislation that was approved that got the ball rolling.

We have tried to move ahead, and as you can see, we are not even required to do a comprehensive plan under the State Law, but Hennepin County was required to do that. However, we are in the process of doing a comprehensive plan, and we could sit back and say that the State Legislature only required that Hennepin County do anything, and we could do nothing, which is where it was going, and is probably one of the reasons why we are a spoke and they are a wheel. Chairman Finley does think that we should point out that we have the ultimate authority for the corridor selection, although we have to coordinate and some other units of government have review powers, we have that obligation and it is ours, and only ours for that selection which is another reason why we are moving slowly, very cautiously, thoughtfully, and make our decisions based upon all available data both technical engineering and cost wise.

Commissioner Hunt said there was comment she wished to make after one of her trips to the Legislature, and one of our local delegation indicated there is a lot of concern on the part of rural legislators about LRT and they are somewhat prone to slow down the process, as their concern that MVET funds will be drained off to use for LRT. That is the feeling among legislators as to what is going to happen to the MVET funds.

Chairman Finley thinks our position is somewhat like that, we are concerned that this should not be property taxes, so we do have something in common with our rural compatriots, that we do not feel it should be funded locally, it is too big of a ticket item. This is something that is going to benefit the entire State of Minnesota, and it should be funded from some source at that level.

Chairman Finley feels that in dealing with the public at the Forums, this information will be very valuable, and that we should all familiarize ourselves with this report.

Commissioner Salverda commented about the Forum at which he was present, there was one person present whose perception of light rail was that it was a "done deal". People there were more open on some issues, however.

Chairman Finley said that three Commissioners will be leaving today on the Light Rail Tour, to learn about light rail, platforms, etc. Jill Goski and James Tolaas will accompany the Commissioners, as well as Peter Fausch, the consultant.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman John Finley</u> Originating Department <u>J.T.Finley</u> <u>2/22/89</u> 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
February 28, 1989

Signature

Date

Board Date

Signature

Date

J L Glendenning

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>RCRRA</u> Originating Department <u>K. DeSpiegelaere</u> <u>2/2/89</u> Authorized Signature Date	Board Action Requested UPDATE ON HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY LRT PROGRESS
Request Justification	

A verbal report will be given by Ken Stevens, Director of Light Rail Transit, Hennepin County Regional Railroad Authority.

Budgeting and Accounting _____ 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
February 28, 1989	<i>JL Glendenning</i>	2/22/89
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA Originating Department <i>K. DeSpiegelaere</i> Authorized Signature _____ Date _____		Board Action Requested Metropolitan Council Public Hearing on Northeast Burlington Northern Railroad Corridor INFORMATION ONLY
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Request Justification

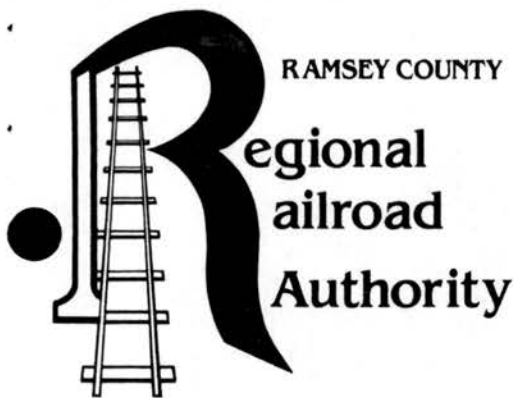
See attached: 1) Memorandum from K. DeSpiegelaere
 2) Memorandum from Arne Stefferud

Budgeting and Accounting _____ N/A County Attorney <i>reviewed by Kim Weddoff 2-22-89</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
February 28, 1989	<i>J. L. Glendinning</i>	2/22/89
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*

SUBJECT: Metropolitan Council Public Hearing on Northeast Burlington Northern Railroad Corridor

DATE: February 16, 1989

A public hearing was held at the Metropolitan Council on January 24 on the trail designation of the Northeast Burlington Northern Railroad corridor. Ramsey County Regional Railroad Authority (RCRRA) submitted a resolution on the subject and Chairman John Finley spoke at the hearing.

The hearing testimony has been summarized in the attachment from Arne Stefferud, Metropolitan Council. Recommendations relevant to RCRRA concerns are:

1. The Burlington Northern Railroad corridor from Kellogg Avenue to Beam Avenue should be designated a regional trail.
2. St. Paul and Ramsey County should prepare a trail acquisition and development concept master plan for the corridor, including the portion north of Beam Avenue to the north Ramsey County border. This plan should be coordinated with RCRRA's comprehensive light rail transit plan. RCRRA's comprehensive light rail transit plan should include a date and/or criteria for construction of light rail transit in the corridor.
3. The restrictive covenant should be modified when regional parks funds are granted for acquisition of the corridor to permit shared light rail transit and trail use. Compensation for light rail transit right-of-way acquisition and relocation of the trail within the right of way when shared use with LRT is to occur will be required.

Recommendation:

The Metropolitan Council staff recommendations are consistent with RCRRA's resolution. The recommendations will be considered at a Metropolitan Council Systems Committee meeting on February 21.

KD/clm
Attachment

M E T R O P O L I T A N C O U N C I L
Mears Park Centre, 230 E. 5th St., St. Paul, Minnesota 55101
612-291-6359

DATE: February 3, 1989
TO: Metropolitan Parks and Open Space Commission
FROM: Arne Stefferud, Parks and Open Space Program *A.S.*
SUBJECT: Public Hearing Response: Burlington Northern Railroad Regional Trail Designation

INTRODUCTION

This memorandum summarizes the testimony received from a Metropolitan Council public hearing (Jan. 24, 1989) regarding the proposed regional trail designation of the Northeast Burlington Northern railroad corridor from Kellogg Av. in St. Paul to Beam Av. in Maplewood. An analysis of the testimony, leading to findings and staff recommendations are also presented.

To summarize the report, the testimony supports, and staff recommends that:

- 1) The Metropolitan Council designate the Northeast Burlington Northern railroad corridor (Kellogg Av. to Beam Av.) a regional trail.
- 2) The Metropolitan Council direct the city of St. Paul and Ramsey County to prepare a joint trail acquisition and development concept master plan for the Northeast Burlington Northern railroad corridor and coordinate the trail master plan with the Ramsey County comprehensive light rail transit (LRT) plan as well as city of Maplewood plans for street crossings, storm water easements and an interchange at Hwy. 36.

The trail master plan should include the rest of the Burlington Northern railroad line (north of Beam Av. to the Ramsey/Washington County line) to provide information for designating the rest of the corridor a regional trail, if it is abandoned.

The Ramsey County comprehensive LRT plan should include a time frame and/or criteria for determining when LRT should be constructed in the corridor. The city of Maplewood plan for the proposed interchange at Hwy. 36 should include a time frame and/or criteria for determining when the interchange should be constructed.

- 3) When regional park funds are granted to acquire the Northeast Burlington Northern corridor, the Metropolitan Council should modify its restrictive covenant on the land to permit shared use of the corridor for trail and LRT purposes and to accommodate street crossings over the trail, storm water easements and a future interchange at Hwy. 36. The modified covenant shall require compensation for light rail right-of-way acquisition, Hwy. 36 interchange acquisition and relocating the trail treadway, including extra land to accommodate the other uses with the trail.

4) The Metropolitan Council should request that MnDOT construct 76-foot bridge extensions for I-94 over the trail to provide a safe underpass, and that MnDOT absorb the cost of the extensions consistent with Recreation Open Space Policy 6 and Transportation Policy 16.

SUMMARY AND ANALYSIS OF HEARING TESTIMONY

To simplify and structure the analysis from the testimony, this report will reference oral and written testimony. A transcript of the oral testimony will be available at the Metropolitan Council by Feb. 20. An audio tape is available for inspection now by calling Arne Stefferud at 291-6360. Written testimony has been attached to this memorandum for reference purposes.

This analysis will cluster questions/issues related to the four recommendations in the Introduction.

1. Designating the Northeast Burlington Northern railroad corridor (Kellogg Av. to Beam Av.) a regional trail.

Is the Northeast Burlington Northern railroad corridor the best alignment for a regional trail in this area? Yes, based on oral testimony from John Wirka (city of St. Paul Park and Recreation Division), with supporting statements from John Finley (Ramsey County Board of Commissioners and chair, Ramsey County Regional Railroad Authority), Truman Porter (Friends of St. Paul and Ramsey County Parks), Paul Gilliland and Karen Swenson (District 2 Community Council), Karen DuPaul and Richard DuPaul (Daytons Bluff District 4 Community Council), Carol Carrey, Romi Slowiak, Holly Urbanski and Ron Pajari (neighborhood residents) and Mike Miller (Minn. Coalition of Bicyclists). Written testimony on this matter, including letters received after Jan. 24 are found in Attachments 2, 3, 4, 6, 7, 8, 9, 11, 12, 13 and 14.

Wirka presented a large scale map illustrating three alternative trail alignments with the following acquisition/development cost estimates:

Alternative 1: Burlington Northern right-of-way with connection to Mississippi River.

	\$2 million	acquisition
	<u>1.8</u> million	development, including I-94 bridge extensions
Total	\$3.8 million	

This alignment was preferred because it had the fewest at-grade intersections with streets and physically separated trail users from street traffic.

Alternative 2. East Central Business District (CBD) By-pass from the Mississippi River, then streets east of I-35E to Gateway Segment of Willard Munger Trail.

	\$1.2 million	acquisition
	<u>.4 to .6</u> million	development
Total	\$1.6 to 1.8 million	

This alignment was not preferred because it would place the trail on streets east of I-35E, increasing traffic danger to the trail user. Furthermore, the Gateway Segment of the Willard Munger Trail had not been developed yet, which made the alignment useless for bicycle travel.

Richard DuPaul added that this alignment would not be usable in winter, since the trail treadway would probably be filled with plowed snow from the adjacent street.

Alternative 3: Pathway through Indian Mounds Park from the Mississippi River and then along Johnson Parkway to Lake Phalen Regional Park, and using BN right-of-way north of the park.

\$1.4 million	acquisition (portion of BN right-of-way)
<u>.6 million</u>	development

Total \$2.0 million

This alignment was not preferred because Johnson Parkway was a heavily traveled street with many at-grade intersections. Wirka stated the traffic counts for Johnson Parkway:

18,000 Average Daily Trips (ADT), from E. 7th St. to Phalen Regional Park
 17,000 ADT from Third St. to E. 7th St.
 11,000 ADT from Indian Mounds Park to E. 7th St.

Wirka concluded his remarks supporting the BN alignment as the best alternative by stating that it was the safest alternative. Using fencing to separate the trail from active railroad lines between Arcade and Earl Sts., plus the fact that the trail right-of-way is between 60 to 100 ft. wide, provides physical separation from other uses and space for vegetative screening. Furthermore, the connection to the Mississippi River would be on a separate treadway from the East CBD Bypass and would utilize signalized crossings to cross the East CBD Bypass and Warner Rd.

With regard to the timing and connections to a trail along the Mississippi River, Wirka stated that funds have been budgeted (from the Federal Great River Rd. program) and construction would begin in 1990 to relocate Warner Rd. away from the river and to construct pedestrian and bicycle trails along the river. The river trail would go upstream from Battle Creek Regional Park along Warner Rd. and past downtown St. Paul along a relocated Shepard Rd. to Crosby Farm-Hidden Falls Regional Park. The Shepard Rd. construction is budgeted and scheduled to be completed by 1993. Funding for constructing the East CBD Bypass has not been secured. Best guesses for the construction is the mid-1990s. It would be the final link connecting the river trail to the BN trail.

Wirka referenced the Council staff analysis preceding the public hearing (Council Publication No. 580-88-1241) which found that the I-94 bridge extensions were needed. He repeated the city's position that the extensions made the trail safe and truly usable.

RESPONSE: Council staff concurs with the arguments presented by Wirka and others. Although the BN alignment is the most expensive to acquire and develop, it provides a much safer and more enjoyable recreational experience than the alternatives. Much of the support for the trail by adjacent land-owners and neighborhoods is based on this alignment's safety, aesthetic and historical features that the other alternatives do not possess. (See attachments 2, 3, 6, 8, 9, 11, 13 and 14.)

RECOMMENDATION:

That the Metropolitan Council designate the Northeast Burlington Northern railroad corridor (Kellogg Av. to Beam Av.) a regional trail.

2. Joint master planning for the trail including coordination with light rail transit planning, street crossings and storm water easements, plus Hwy. 36 interchange planning.

Testimony from John Finley (Ramsey County Board of Commissioners and chair, Ramsey County Regional Railroad Authority) stated that although the city of St. Paul had taken the lead in trying to acquire the BN right-of-way, Ramsey County would be jointly requesting regional park funds to acquire the right-of-way.

Finley also stated in a resolution from the Ramsey County Regional Railroad Authority that..."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 Av. north to the north county line." (Attachment 1, page 2.)

Finley's resolution as well as oral testimony from Wirka, Gilliland, and Carrey indicated the need to coordinate trail master planning with LRT comprehensive planning, especially since the BN corridor had been identified as a potential, but low priority, LRT line in "Long-Range Transit Analysis: A Study of Potential Transit Capitol Investments in Twin Cities Corridors," (Metropolitan Council, December 1986).

Geoff Olson, (Maplewood Director of Community Development) submitted written testimony favoring public acquisition of the rail corridor "in such a way that as many options (for other public uses) as possible are kept open." Examples included providing for street crossings over the trail and an interchange at Hwy 36. (See Attachment 15.)

Finley also recommended that the regional trail designation should include the rest of the BN line in Ramsey County, which is currently in operation. He felt that the trail designation would help protect the whole corridor for trail and potential LRT use if it was abandoned in the future and would provide a link to Washington County (Forest Lake). The Washington County segment of the line is abandoned.

RESPONSE: Staff concurs with the arguments presented and adds that Policy 10 of the Council's Recreation Open Space Development Guide/Policy Plan requires that:

"When more than one implementing agency is responsible for the same regional recreation open space unit, these agencies are to prepare a coordinated master plan. This plan shall be approved by each agency and shall identify each agency's responsibilities for carrying out compatible development and operation of the unit..."

There is no justification or data at this time that clearly states what land in the corridor should be specifically set aside for light rail transit use. If that was known, regional transit funds--not regional park funds, should be used to pay for it. LRT decisions, including completion of the Ramsey County comprehensive LRT plan, have to be made to determine if, and when, LRT would be constructed. Preliminary engineering plus final design and construction plans would be needed before determining what land should be converted to light rail use and how a trail should be relocated and redeveloped in the corridor. (See Attachment 10.)

Similarly, the proposed interchange at Hwy. 36 will require additional planning. Geoff Olson's phone conversations with Council parks staff indicate that the interchange would probably not be constructed until 20 years from now. MnDOT would decide if and when the interchange would be built.

Since the Ramsey County Regional Railroad Authority is assessing the BN line as a potential LRT corridor, and the city of Maplewood is planning for street crossings and an interchange with Hwy. 36, it is imperative that the Rail Authority's comprehensive LRT planning process and decision-making plus the city of Maplewood's plans be coordinated with the trail master planning process. Such action is required under Policy 17 of the Recreation Open Space Development Guide/Policy Plan which states:

"Plans for development of transportation and utility rights-of-way and other public uses that would encroach upon or be adjacent to regional recreation open space areas shall be in accordance with the Metropolitan Development Guide, this policy plan and the master plans for the regional open space units."

Staff cannot recommend regional trail designation of the rest of the BN line in Ramsey County. The public hearing notice and pre-hearing analysis (Council Publication No. 580-88-124) did not include this segment of rail line for designation. However, master planning can still be done on that segment and is encouraged. Such planning will provide the necessary information for Council designation as a regional trail via another public hearing, if this segment is abandoned. This segment would link Phalen-Keller Regional Park with Bald Eagle-Otter Lake Regional Park.

RECOMMENDATION:

That the Metropolitan Council direct the city of St. Paul and Ramsey County to prepare a joint trail acquisition and development concept master plan for the northeast Burlington Northern Railroad Corridor and coordinate the trail master plan with the Ramsey County comprehensive LRT plan as well as the city of Maplewood plans for street crossings, storm water easements and an interchange with Hwy. 36.

The trail master plan should include the rest of the BN line (north of Beam Av. to the Ramsey/Washington County line) to provide information for designating the rest of the corridor a regional trail, if it is abandoned.

The Ramsey County comprehensive LRT plan should include a time frame and/or criteria for determining when LRT should be constructed in the corridor. The city of Maplewood plan for the proposed interchange at Hwy. 36 should include a time frame and/or criteria for determining when the interchange should be constructed.

3. Modifying the Restrictive Covenant Protecting the Regional Trail to Permit Shared Light Rail Transit Use and Other Public Uses.

There were four aspects to this issue presented and discussed:

A. Mr. Finley, chair, Ramsey County Regional Railroad Authority, specifically requested that a restrictive covenant to protect regional recreation open space acquired with regional park funds would be unacceptable if it precluded either conversion of the corridor to LRT use or shared LRT/trail use. He was especially concerned that modifying the restrictive covenant in the future to permit LRT use would not be possible if another LRT alternative corridor existed. (See Attachment 1.)

B. Neighborhood organizations and residents (Paul Gilliland, Karen Swenson, Bill Freeman, Romi Slowiak, Holly Urbanski and Ron Pajori) plus Charles Lowery (Dakota County Parks and Recreation Director) and Metropolitan Parks and Open Space Commissioner Phyllis Stenerson stated that:

1. Trail usage of the corridor was preferred and should be protected since it would enhance adjacent property values.
2. Light rail transit use was not justified nor desirable at this point in time. It would reduce adjacent property values.
3. Although the corridor could physically accommodate both trail and light rail use in most areas, it may require additional land acquisition outside of the BN right-of-way since some areas contained only the rail bed on top of a steep slope.
4. Since LRT may be appropriate and less damaging to adjacent areas in the future with new technology, landowners should be given an assurance that construction of any LRT not occur for a period of time. Suggestions ranged from 20 to 25 years or to the year 2010.
5. Any conversion of recreation open space to another use should be very carefully considered.

C. The city of Maplewood's testimony (Attachment 15) also supports LRT and "acquisition of the rail corridor in such a way that as many options (for other public uses) as possible are kept open."

D. Council members Carol Flynn, Liz Anderson, Dottie Rietow and Mary Hauser discussed the interpretation of Recreation Open Space Policy 18:

"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..."

and Policy 21,

"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 jointly by the implementing agency and the Metropolitan Council."

The Council members wanted to provide reasonable options to provide and protect recreation open space and allow LRT use and other public uses, which are recognized at the inception of the trail master planning process to be appropriate at some time in the future. If regional park funds were used to buy the corridor, the restrictive covenant should specifically permit sharing the corridor with LRT and, if warranted, converting part of the corridor to LRT use plus accommodate street crossings over the trail, storm water easements and a future interchange at Hwy. 36.

RESPONSE: The arguments presented suggest that:

a. When regional park funds are used to acquire the BN corridor, the Council's restrictive covenant should specifically permit shared light rail transit use and accommodate street crossings over the trail, storm water easements and a future interchange with Hwy. 36

b. Regional park funds are authorized and intended to be used for recreation open space purposes--not other public uses. Consequently, some form of compensation is needed to replace any land and facilities taken from the trail corridor and converted to LRT and/or highway interchange use in the future. Page 19 of the Recreation Open Space Development Guide/Policy Plan states:

"Conversion of some regional open space to conflicting uses may be unavoidable and in the public interest. In such cases, the replacement in terms of equivalent land location and facilities must be paid by the taking agency. Cost savings alone are not an adequate reason for conversion of recreation open space land to another public use. Much of the open space land in the system is irreplaceable and more will become so."

c. Trail master planning, coordinated with LRT comprehensive planning and planning for the Hwy. 36 interchange should indicate to neighborhood organizations and residents when LRT and the Hwy. 36 interchange would be constructed. Those plans, not the restrictive covenant, would provide assurance to homeowners on when LRT and Hwy. 36 interchange uses would occur.

RECOMMENDATION:

When regional park funds are granted to acquire the Northeast Burlington Northern Railroad Corridor, the Metropolitan Council should modify its restrictive covenant on the land to permit shared use of the corridor for trail and LRT purposes, and to accommodate street crossings over the trail, storm water easements and a future interchange with Hwy. 36. The modified covenant shall require compensation for light rail right-of-way acquisition, highway interchange acquisition and relocating the trail treadway, including extra land to accommodate the other uses with the trail.

4. Need for I-94 Bridge Extensions over the Trail and Request that MnDOT Pay for Extensions.

The pre-hearing staff analysis (Council Publication No. 580-88-124) plus testimony from John Wirka and written testimony from Truman Porter (Attachment 2) and Buzz Wilson (Attachment 9) indicate the need to construct bridge extensions of I-94 over the trail to make the trail safe.

Porter and Wilson also recommended that MnDOT absorb the estimated \$1 million cost for the extensions. Porter argued that,

"Section 124 of the 1973 Federal-Aid Highway Act first allowed the use of federal aid highway funds to construct bicycle and pedestrian facilities and reinforce Congress' intent that such projects are to be encouraged. These funds are highway funds which may be used for highways, bikeways and walkways at the option of State Transportation Agencies."

The prehearing staff analysis (Council Publication No. 580-88-124) indicated that the Metropolitan Council and Metropolitan Park and Open Space Commission preferred that non-regional park funds be used for the bridge extensions.

RESPONSE: The planned reconstruction of I-94 in this area initially called for five bridges spanning the BN right-of-way. When BN abandoned the right-of-way, MnDOT modified its plans and backfilled under the bridges in 1988. The reason for backfilling was to save the cost of rebuilding three of the five bridges and shortening the two remaining bridges, since a train would no longer pass under the highway.

Upon seeing the backfilling, the city of St. Paul requested that some backfill be removed and the two remaining bridges be extended 76 ft. to safely accommodate a trail. MnDOT agreed to do this if the city paid the estimated \$1 million for the extensions. Although no formal agreement has been presented from MnDOT to the city on this matter, the city feels that regional park funds should be requested from the legislature in 1989, and if authorized, used to reimburse MnDOT for the bridge extensions.

Council parks staff and Council transportation staff recommend that MnDOT should pay for the extensions because:

- a. Policy 6 of the Recreation Open Space Development Guide/Policy requires that,

"In the planning, design and construction of public facilities, there shall be consideration of recreation open space potential to the extent possible, including, but not limited to:

-- Highways and bridges that cross existing or proposed regional trail corridors or offer potential right-of-way crossing for trails..."

Furthermore, Policy 16 of the Transportation Development Guide/Policy Plan states,

"existing linear rights-of-way in the region should be preserved for public use."

Although these policies do not give the Council the authority to require MnDOT to pay for the extensions, they clearly state the Council's position that the extensions be constructed. MnDOT is prudently saving public funds by backfilling areas that are no longer needed for a train underpass. However, it should construct and pay for bridge extensions that are needed for a safe trail underpass of the highway--an underpass that serves a bicycle commuting, as well as recreational trail function. Such expenditure is appropriately a transportation responsibility.

RECOMMENDATION:

The Metropolitan Council should request that the Minnesota Dept. of Transportation construct 76-ft. bridge extensions for I-94 over the Northeast Burlington Northern railroad corridor to provide a safe under-pass and that the Dept. of Transportation absorb the cost of the extensions consistent with Council Recreation Open Space Policy 6 and Transportation Policy 16.

RECOMMENDATIONS:

That the Metropolitan Council:

1. Designate the Northeast Burlington Northern railroad corridor (Kellogg Av. to Beam Av.) a regional trail.
2. Direct the city of St. Paul and Ramsey County to prepare a joint trail acquisition and development concept master plan for the northeast Burlington Northern railroad corridor and coordinate the trail master plan with the Ramsey County comprehensive LRT plan as well as the city of Maplewood plans for street crossings, storm water easements and an interchange at Hwy. 36.

The trail master plan should include the rest of the Burlington Northern railroad line (north of Beam Av. to the Ramsey/Washington County line) to provide information for designating the rest of the corridor a regional trail, if it is abandoned.

The Ramsey County comprehensive LRT plan should include a time frame and/or criteria for determining when LRT should be constructed in the corridor. The city of Maplewood plan for the proposed interchange at Hwy. 36 should include a time frame and/or criteria for determining when the interchange should be constructed.

3. Modify its restrictive covenant when regional park funds are granted to acquire the Northeast Burlington Northern railroad corridor, to permit shared use of the corridor for trail and LRT purposes, and to accommodate street crossings over the trail, storm water easements and a future interchange at Hwy. 36. The modified covenant shall require compensation for light rail right-of-way acquisition, highway interchange acquisition and relocating the trail treadway, including extra land to accommodate the other uses with the trail.

4. Request that the Minnesota Dept. of Transportation construct 76-ft. bridge extensions for I-94 over the Northeast Burlington Northern railroad corridor to provide a safe under-pass and that the Dept. of Transportation absorb the cost of the extensions consistent with Council Recreation Open Space Policy 6 and Transportation Policy 16.

JL0007-PHOPN1@6
02.06.89



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: January 10, 1989

No. R-89-4

PAGE 1 of 2

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

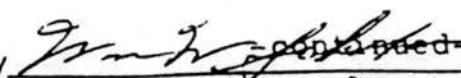
WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and Ramsey County Regional Railroad Authority has begun an assessment of the light rail transit potential of the corridor; and

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.

John T. Finley, Chairman

By  12
Warren W. Schäber, Secretary



Resolution

Board of

Attachment 1-2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: January 10, 1989

No. R-89-4

PAGE 2 of 2

- Page Two -

- 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.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary

13



January 24, 1989

TO: The Metropolitan Council

FROM: The Friends of St. Paul and Ramsey County Parks
Truman W. Porter, President

21 Beechwood Ave.
St. Paul, MN 55116
(612) 698-4543

President
Truman W. Porter
Past Presidents
Neil Franey
Samuel H. Morgan
Treasurer

Jeanne Weigum
Directors
Perry Bolin
Bernard Edmonds
Milt Krona
Marilyn Lundberg
Mark M. Nolan
Joan O'Brien
Missy Patty
Marsha Soucheray

Office
G. Mack
Robert Piram
Executive Director
and Secretary
Peggy Lynch

The Friends of St. Paul and Ramsey County Parks supports the designation of the northeast Burlington Northern Railroad corridor (from Kellogg Blvd. to Beam Avenue), as regional trail, with the need for bridge extensions on Interstate Hwy 94 over a portion of the trail.

The Council has raised the following issues in regard to this designation:

Issue 1. Is the Burlington Northern Railroad corridor the best alignment for a regional trail in this area? The Friends believe it is, as the primary function of the corridor would be to provide a trail corridor from the Mississippi River and downtown St. Paul area to the Phalen-Keller Regional Park and the DNR State Trail. Acquisition of the corridor would add over 6 miles of trails to the St. Paul and Ramsey County park systems and provide a commuter bike trail from the White Bear Lake area to downtown St. Paul. Estimates of use by the Metropolitan Council are that the six mile corridor would receive approximately 200,000 visits annually, justify the designation of the corridor as a regional facility. A national group, Rails to Trails has identified the BN corridor as a priority for conservation for trail use in the metro area.

Other alternatives exist, such as the East CBD by-pass. At this time the inclusion of a trail with the construction of this roadway is speculative and would be aesthetically less appealing. If at a later date a trail corridor could be completed along this roadway a loop trail would exist which would allow pedestrians and bicyclists to use part of the BN corridor and return to the Mississippi River by a different route.

Johnson Parkway, another alternative route, serves as major vehicular transportation route and would be less desirable than a continual linear corridor, not interrupted with street crossings every block.

Issue 2. Is there sufficient information to include acquisition funds in the Council's FY 1990-91 CIP to acquire the corridor? While there is no approved Trail Master Plan at this time for the corridor,

Recreation Division has stated, that the bridge extensions are critical to the railroad corridor being used for a recreational trail. Section 124 of the 1973 Federal-aid Highway Act first allowed the use of Federal/aid highway funds to construct bicycle and pedestrian facilities independent of regular highway projects. Subsequent highway acts have expanded the availability of highway funds for bicycle and pedestrian facilities and reinforces Congress' intent that such projects are to be encouraged. These funds are highway funds which may be used for highways, bikeways, and walkways at the option of State Transportation agencies. Both Representative Bruce Vento and Representative Phyllis Kahn have requested that MNDOT pay for this bridge expansion. At this time, MNDOT is continuing to insist that the City of St. Paul should be responsible for these costs.

Oil overcharge funds is another potential source of funding for this overpass. These funds are distributed by the Legislative Commission on Minnesota Resources.

Thank you for this opportunity to address you this evening.



DAYTON'S BLUFF / DISTRICT 4
COMMUNITY COUNCIL
750 East 7th St., St. Paul, MN 55106

January 24, 1989

Mr. Arne Stefferud
Metropolitan Council
Mears Park Centre
230 East Fifth Street
St. Paul, MN 55101

Dear Mr. Stefferud:

This is to inform you and members of the Metropolitan Council that the Dayton's Bluff District 4 Community Council wholeheartedly and unanimously supports the designation of the northeast Burlington Northern Railroad corridor as a regional trail and the need for I-94 bridge extensions over a portion of the railroad corridor to provide an adequate underpass for the trail.

As one of the oldest neighborhoods in the City of St. Paul, the Dayton's Bluff neighborhood is also fully developed with very little open green space to make this a more livable community. Because of its scarcity, the preservation of open space has long been a priority of this council. Therefore, we welcome the opportunity presented by the northeast Burlington Northern Railroad corridor to add to our scarce open green space by designating it a regional trail.

We support designating the northeast BN corridor a regional trail, however, not just because it adds to our scarce open space, but also because of what it does for our residents and those of the surrounding communities. It provides an environmentally safe and aesthetically pleasing buffer between our neighborhood and more intense land uses downtown which is important to the livability of our community. Yet, it also serves as a seam, drawing us together through a mutual attraction: accessible, open green space that we all can enjoy and use. Above all, designating the northeast BN corridor a regional trail would provide Dayton's Bluff residents, as well as residents of surrounding communities, a convenient and safe access to the rest of the regional trail and to the Mississippi River (which we can enjoy looking at but do not have access to). It is this entry to the regional trail system through this link that provides the most compelling reason for our support. We urge the Metropolitan Council to designate the northeast BN corridor a regional trail and to support the bridge extensions on I-94 to provide a safe and adequate underpass for the trail.

Sincerely,

Ron Wagner

Ron Wagner, Community Coordinator

"State Bicycle Advisory Board Policy Recommendations"
 (Please see recommendations 13, 14, 17 and 20.) 1/2/52

HP 3966A.PP

Policy Recommendations

In order to fulfill the bicycle's potential in contributing to the health, safety, and welfare of all Minnesotans, it is recommended (by the State Bicycle Advisory Board) that the following policies be adopted by implementing agencies and units of government and that they be addressed by individual programs and projects.

Overall Policy Recommendations (PR 1 - PR 2)

- PR 1. Right to Transportation/Mobility:** That people have an inherent right to safe non-motorized transportation.

Discussion: People have an inherent right to travel safely other than with motorized vehicles; the availability of cars should not be allowed to diminish the viability of pedestrian and bicycle movement. Because of this inherent right and the broad public benefits, planners, engineers, motorists, bicyclists and the general public all have critical roles to play in advocating and accommodating non-motorized travel.

- PR 2. Overall:** That, in so far as possible, choosing the bicycle be made more attractive than the other transportation alternatives available.

Discussion: Given the broad and far-reaching public benefits of increased levels of bicycle use, it is prudent to develop and manage the public environment in such a way that bicycling is a compellingly attractive means of fulfilling many transportation needs.

Administrative Policy Recommendations (PR 3 - PR 8)

- PR 3. Integration:** That bicycle considerations be integrated into existing governmental structures, policies, procedures, and programs.

- PR 4. Governmental Roles:** That roles for different levels of government in program implementation be defined according to significance levels and clientele served.

Discussion: Problems and opportunities are generally best addressed by the level of government closest to the people affected. With 96% of all bicycling occurring within 25 miles of home, local, county, and regional governments have major roles to play in assuring the realization of bicycling's full potential. State government has a central role as well, in maintaining an appropriate legal status for bicycling, managing its own systems, developing demonstration

programs, and in planning and coordinating those activities that are more efficiently done once centrally than individually and severally by local units of government.

- PR 5. **Public-private partnerships:** That an appropriate level of program and promotional support be made available to private and non-profit bicycling education and activity organizations.

Discussion: In cases where organizations are performing functions which serve purposes consistent with legislative mandates or agency charges, supporting the efforts of those private or non-profit organizations can be more effective and less costly than initiating independent programs.

- PR 6. **Monitor Effectiveness:** That mechanisms for monitoring the impact and effectiveness of bicycle programs be in place prior to their implementation.

Discussion: Because bicycle planning is in its infancy, little information is available on the likely outcomes of programs. It is important to monitor program outcomes so that the effectiveness of successive programs can be enhanced.

- PR 7. **Recreational Bicycling Embraced:** That recreational bicycling and touring be broadly embraced and supported due to their value recreationally and because of their value in introducing people to the broader transportation capabilities of bicycles.

Discussion: In order for the general public to be aware of the potential bicycling has as a multi-purpose transportation option, they need to realize that they can bicycle more than short distances around their neighborhoods; recreational rides and tours provide an ideal introduction to longer distance cycling. And this aspect of recreational bicycling is in addition to a) its inherent and profound "re-creational", or life-giving attributes that can yield improved physical fitness, mental health, spiritual depth, and relief from stress, and b) its value as a means by which to develop a low impact, high-yield tourism economy.

- PR 8. **Funding:** That funding levels and sources for bicycle programs reflect the broad societal benefits likely to accrue from increased and safer bicycling.

Discussion: To the extent that use made of bicycles in lieu of other modes of transportation yields substantial economic, environmental, and social benefits, it is prudent to make commensurate public investments to facilitate the safe use of bicycles. A user contribution should be one source of funds.

Social Environment Policy Recommendations (PR 9 - PR 12)

- PR 9. Bicycle Rights to Roads:** That the bicycle's status as a legal vehicle on public roadways be maintained notwithstanding the existence of exclusive or preferential bikeway space in addition to the roadway itself, per M.S. 169.222.

Discussion: Because roadways serve the vast majority of bicycling needs and because of the variable suitability of bikeways for the wide range of bicyclists' needs, maintaining the roadway as a universal bikeway option is a key and cost-effective means by which to enhance the viability of bicycling and its contribution to the welfare of all.

- PR 10. Bicycles Welcome On Roadways:** That a pervasive understanding and attitude of mutual respect and accommodation between bicyclists and motorists be developed that results in bicycles being welcome on all legal roadways.

Discussion: For the foreseeable future, the existing roadway network will continue to serve the majority of bicycle travel needs. Even where exclusive or preferential bicycling space is provided, the roadway must be a viable alternate bikeway choice. Sharing roadway space with other vehicles will in some cases be the only cost-effective bikeway solution. Because of the potential danger motor vehicles represent to bicyclists, it is imperative that bicyclists be anticipated and welcomed by motorists. A key prerequisite is responsible road use by bicyclists.

- PR 11. Bicycle-Safety Education and Enforcement:** That bicycle-safety education be an integral part of educational systems, and that safe and legal bicycling practice be reinforced through consistent and appropriate enforcement activity.

Discussion: Children should have a right to be apprised of how to safely bicycle in mixed vehicular traffic. Because it provides long-term continuity to formal educational contact, proper ongoing enforcement activity can be the most effective way to improve bicycle safety and should be vigorously pursued. Formal education requires the participation of schools to ensure contact, and can be enhanced by community involvement.

- PR 12. **Promotion:** That publicity campaigns to encourage bicycling as a form of transportation be undertaken on an ongoing basis.

Discussion: Although bicycling can be suitable as a primary means of personal transportation for many kinds of trips, it suffers from a perceived lack of social status, and inadequate knowledge of its multi-purpose transportation capabilities. Advertising that imbues bicycling with comparable attractiveness and social status to that attributed to automobiles through advertising and which informs the public of its multi-purpose capabilities would encourage additional bicycle useage. Because the public has much to gain from increased bicycling, and because the bicycle industry is at an inherent capital disadvantage compared with the automobile industry, it is appropriate that public funds be utilized for these purposes. Incentive payments or tax deductions for ~~for~~ bicyclists may be desirable components of these promotions.

Physical Environment Policy Recommendations (PR 13 - PR 20)

- PR 13. **Transportation/Recreation Integration:** That the multi-functional nature of bicycling be recognized by providing dual purpose recreation-transportation bikeways.

Discussion: Because the bicycle serves both recreation and transportation needs, facilities that can serve both of those needs can yield significant cost savings to the public, often at relatively minimal additional cost over that of either type of facility alone. In addition, combining the recreation, exercise and transportation functions will yield valuable enhancements to the quality of everyday life. The planning and design necessary to achieve dual purpose bikeways will require new links and close coordination between recreation and transportation providers.

PR 14.

Environmental Quality: That high priority be placed on maintaining and developing the aesthetic attractiveness of bikeways to encourage significant use levels.

Discussion: Because a person on a bicycle is in close contact with the physical environment compared with people using other modes of transportation, the condition of that environment has a major effect on the use made of bikeway investments. Aesthetic attractiveness includes not only visual and noise considerations but also climatic considerations such as sun, shade, and wind.

PR 15.

Personal Security: That high priority be placed on developing bicycling environments that enhance personal safety.

Discussion: Because a person on a bicycle is especially vulnerable to assault or attack compared with a person in an enclosed vehicle, measures need to be taken in the design and operation of bikeways to minimize risks of this type.

PR 16.

Extra-equal Access/Equal Opportunity: That insofar as possible bicycle access be sufficient to yield at least equal mobility opportunities to people on bicycles as are enjoyed by people in cars.

Discussion: Because of the limited range of bicycles relative to cars, extra measures need to be taken by the public and private sectors to result in equal access opportunities. These should be undertaken particularly in and between cities and towns where trip distances are within bicycling range. Measures should include developing facilities such as exclusive bikeways, roadway improvements for bicyclists, and secure bicycle parking and other bicycle-transit interface provisions such as facilitating transporting bicycles on transit vehicles. Adequate river and freeway crossings are critical needs.

In sparsely populated areas the location of bikeways should largely be determined by tourism and touring considerations. Incidental or low volume bicycle use in sparsely populated areas should generally be accommodated through cooperative use of available roadway and shoulder areas.

PR 17.

Designated Bicycling Space: That exclusive/preferential space for bicycle travel be provided and designated wherever feasible in heavily travelled areas.

Discussion: In order to enhance bicycle safety and to encourage people to consider bicycling as an alternative to other modes of transportation, designating exclusive or preferential space for bicycle travel is especially desirable in heavily travelled areas. The space can take the form of paved shoulders, striped bike lanes, bike paths, or special alternate bike routes, depending on the individual circumstances. There needs to be a long-term commitment to maintaining a stable inventory of appropriate bikeways in order to allow people time to adapt their lifestyles to greater utilization of bicycles. There also needs to be a commitment to maintaining bicycles' legal right to the roadway notwithstanding the availability of exclusive/preferential bikeways (per PR 9 and MS 169.222).

- PR 18. Tourism Resources:** That bikeways be developed as an integral part of the tourism infrastructure in areas having high potential for tourism.

Discussion: Recreational bikeways can be valuable components of tourism areas because bicycling is a popular activity among people of all ages and can be an enjoyable means of travel among a region's attractions. The substitution of travel by bicycle and public transportation for travel by private car can also minimize the traffic congestion that can otherwise be an undesirable consequence of tourism.

- PR 19. Design and Maintenance:** That the detail design and maintenance of bikeways, and roadways and shoulders where bicycling is legal, be done in such a manner as to result in bicycle-smooth surfaces.

Discussion: Because the bicycle is more vulnerable to surface irregularities than are motor vehicles, special care needs to be taken in the design and specification of such appurtenances as expansion and contraction joints, drain grates, manhole covers, ^{and} curb ramps, and in the removal of debris from paved surfaces so that their safety and suitability for bicycling is not compromised.

- PR 20. Land Use Density and Transit Interface:** That land use development patterns which can be most viably served by bicycles and by transit be encouraged.

Discussion: Since the average bicycle trip is approximately 2 miles in length, it can be a transportation option for a variety of trips that are of similar length. If the short-range flexibility of the bicycle and the longer distance capabilities of transit are combined, a high degree of personal mobility over larger areas results. To the extent that public policy results in a net decrease in automobile travel, its benefits go far beyond benefits to bicycling.

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

Attachment 5

DATE January 10, 1989

RESOLUTION NO. 89-54

Motion by Commissioner Harris

- Seconded by Commissioner Loeding

WHEREAS, the Metropolitan Council is soliciting public comments on a proposed regional trail corridor in Ramsey County, and

WHEREAS, the Metropolitan Council is further soliciting public comments on a revised Capital Improvement Program for Regional Recreation Open Space for 1990 and beyond, and;

WHEREAS, Dakota County supports the concept of regional trails, and;

WHEREAS, Dakota County believes that questions regarding a given regional trail are best addressed by the involved Implementing Agencies, and;

WHEREAS, Dakota County has need of continued additional funding for the acquisition and development of the County's regional parks.

NOW, THEREFORE, BE IT RESOLVED, That Dakota County supports the concept of regional trail corridors as an integral part of the Regional Recreation Open Space System; and

BE IT FURTHER RESOLVED, That Dakota County supports the FY 90-91 Capital Improvement Program for Regional Recreation Open Space; and

BE IT FURTHER RESOLVED, That staff be directed to attend the January 24, 1989 Public Hearing, read this resolution into the record and respond to questions and make comments as appropriate.

YES

NO

Harris

X

Harris

Maher

X

Maher

Chapdelaine

X

Chapdelaine

Loeding

X

Loeding

Turner

X

Turner

State of Minnesota

County of Dakota

I, Norma B. Marsh, duly elected, qualified and acting County Auditor of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of January 1989, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Hastings, Minnesota, this

16th day of January 1989

Norma Marsh

County Auditor

Mr. Arnie Safford,

1-28-89

I am writing in regards to the Northeast Burlington Northern Railroad corridor. I think that the trails are a wonderful idea. I personally would use them along with my family and have talked to others in my neighborhood and have real positive responses. I think it would be great for the East Side. I have lived on the East Side all my life and am happy to see all the improvements being made. I think its projects like the trails and fixing up Mownds Park w/ a new playground, such that will keep young families on the East Side and attract clients. Thank you for your time.

Thanks again

Sue Pepin

Sue Pepin
1091 Burns
St Paul MN
55106
772-2471

732 Margaret Street
Saint Paul, MN 55106
January 31, 1989

Arnie Stefferud
Metropolitan Council
Mears Park Center
230 East 5th Street
Saint Paul, MN 55101

Dear Mr. Stefferud,

For the record, I would like to let you know that I am in favor of using the Railroad corridor from the Kellogg bridge to Beam Avenue as a bike trail.

Sincerely,



Susan Omoto
Dayton's Bluff resident

Dear Arney

My name is Angela Dupayl.
I am 16 years old and live
near part of the Northeast
Burlington Northern Railroad Corridor.
I support turning it into
a regional trail. I enjoy walking
and biking and I think this
trail would be very good for
our neighborhoods. It would promote
fitness.

I also think that MN DOT
should pay the 1 million dollar
I-44 bridge extension.

Thank you for this opportunity.

-Angela Dupayl

Februsry 2, 1989

Arne Stefferud
Metropolitan Counsel
Mears Park Center
230 E. Fifth St.
St. Paul, MN 55101

Dear Sir/Madam;

Thank you for the opportunity to express my opinion on the usage of the Burlington Northern Corridor. I have been involved with the Swede Hollow Park since before its dedication prior to 1973. It is my view should this section of the corridor be used as a Light Rail Transit Route, the serenity of the park would be violated to such an extent that it's very existense would be threatened.

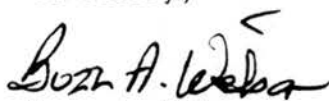
The usage of the corridor as a walking recreational rail would be much preferred. I have reservations as to added biking which has been also suggested.

Picture if you will a hiking trail all the way down River, if a way is found to get from Swede Hollow to Indian Mounds Park, along the River flats to Battle Creek Park. Some how crossing the Mississippi and then all the way back to Fort Snelling on the other side of the River. The Bottle Neck is getting from Swede Hollow to the River to go south.

As to the I94 bridge alignment. This proposal may have been drawn years ago, but with the ongoing proposals of Burlington Northern's request to abandon their Rail Bed and the actual abandonment before the bridge work began it is reasonable to ask the state to pay for the necessary changes.

Thank you for your attention to this matter.

Sincerely,


Buzz A. Wilson

BW/jw

e LRT Funds
January 6, 1989
Page 4

V. APPLICATION GUIDELINES

Applications for funds may be submitted in one of three categories; the categories are planning, preliminary engineering, and design and construction. Applications shall include discussions of the analysis processes to be used to perform the activities and produce the final products required for the applicable funding category.

1. PLANNING APPLICATIONS

Applications in this category must address, but are not limited to, the topics that follow:

- * Discussion of the purpose, goals and objectives for LRT within the county and region
- * Discussion of the analysis process that will be used to address each topic listed below
 - planning process which ensures consideration of a regional transportation perspective
 - local transportation needs
 - identification of potential LRT corridors and right of way availability
 - public benefit to be derived from each corridor selection
 - LRT ridership projections for each corridor
 - identification of linkage with other county LRT projects
 - LRT relationship to highway system for each corridor
 - LRT relationship to transit system for each corridor
 - LRT impact on local development for each corridor
 - estimated preliminary engineering costs
 - estimated construction costs
 - estimated operational costs and revenues
- * Discussion of public participation and special interest group involvement in planning process
- * Discussion of the project management structure including identification of all public jurisdiction, private sector and consultant involvement
- * Discussion of the projected sources of estimated funds to pursue preliminary engineering, design and construction
- * Work plan for comprehensive planning project that illustrates the time frame for completion of tasks

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January 6, 1989
Page 5

- * Comprehensive plan project budget that at a minimum includes items listed below
 - personnel expenses
 - fringe benefit expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost

The final product of a planning project shall be a comprehensive LRT plan that at a minimum includes detailed analyses and discussions of all topics in the planning application guidelines. The comprehensive LRT plan shall be adopted by the regional railroad authority and reviewed and commented on by the Metropolitan Council and Regional Transit Board.

The production of a comprehensive LRT plan may be accomplished in phases. A final comprehensive LRT plan as discussed in the previous paragraph shall be required before a regional railroad authority can apply for funding for a preliminary engineering project.

2. PRELIMINARY ENGINEERING APPLICATIONS

As a prerequisite to receiving preliminary engineering funds, an LRT comprehensive plan must be reviewed by the Metropolitan Council and Regional Transit Board, and adopted by the regional railroad authority and/or county board.

Preliminary engineering applications shall include discussions of the analysis processes to be used to perform the activities and produce the final products required for preliminary engineering.

Preliminary engineering projects shall generally follow the Minnesota Department of Transportation's (Mn/DOT) Highway Project Development Process (HPDP). The HPDP is fully explained and discussed in a four volume set of handbooks. To obtain further information on the HPDP handbooks and HPDP process contact Paul Keranen, Project Liaison Engineer at 296-6750, or Herb Legler, Project Liaison Engineer at 296-6722.

ate LRT funds
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Page 6

Applications in this category must address, but are not limited to, the following:

- * Identification and resolution of issues raised during review of comprehensive LRT plan
- * Proposed LRT system
- * Specific corridor selection and routes advanced to preliminary engineering
 - corridor and route identification
 - scoping process used to select corridor and routes
- * Identification of required environmental impact/assessment statements
- * Establishment of appropriate government roles and responsibilities (municipal, county, region, state, federal)
- * Discussion of the project management structure
 - identification of all public jurisdiction and private sector involvement
 - identification of all consultant involvement
 - identification of system operator involvement
 - establishment of fiscal and administrative processes
- * Identification of appropriate standards and specifications
- * Identification of system implementation strategy (e.g. traditional, design build, turnkey)
- * Discussion of public participation and special interest group involvement in preliminary engineering
 - advisory committees or other types of involvement not stipulated by law
 - public hearing requirements for preliminary design plans as provided in Minn. Stat. Sec. 473.169 or other applicable laws
- * Discussion of the projected sources of estimated funds to pursue final design and construction
 - including preparation of a financial plan sufficient to determine stability of capital and operating fund sources

State LRT Funds
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- * Discussion of the completion of prerequisites for further implementation, such as to meet federal funding requirements, if those funds are anticipated
- * Work plan for preliminary engineering project that illustrates the time frame for completion of tasks
- * Preliminary engineering project budget that at a minimum includes items listed below
 - personnel expenses
 - fringe benefit expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project cost

The final products of preliminary engineering shall include the documents listed below.

- * Scoping Document
 - identifies but does not evaluate all alternative corridors and/or routes
- * Scoping Decision Document
 - identifies issues and alternatives to be evaluated in environmental impact/assessment statement
- * Draft Environmental Impact/Assessment Statement
- * Final Environmental Impact/Assessment Statement
- * Preliminary Geometric Layout
- * Final Geometric Layout
- * Conceptual and Final Relocation Plan
- * Study Report
 - included identification of appropriate design standards

te LRT Funds
January 6, 1989
Page 8

3. FINAL DESIGN AND CONSTRUCTION APPLICATIONS

As a prerequisite for final design and construction funds, applicants must have the following:

- * Final comprehensive LRT plan as discussed as final product of planning application funding category
- * Completed documents listed as final products in preliminary engineering, including all appropriate environmental and regulatory approvals

Final design and construction applications shall include discussions of the analysis, engineering and construction processes to be used to perform final design and construction activities.

Applications in this category must address, but are not limited to, the following:

- * Identification and resolution of issues raised during review of preliminary engineering plans
- * Right of Way (acquisition and relocation)
- * Civil engineering (e.g. roadbed, tracks, etc.)
- * Systems (e.g. vehicles, electrification, communications and support services, fare collections, etc.)
- * Stations (e.g. platform, parking, shelters, etc.)
- * Operation (development of operational rules, procedures and strategies)
- * Plan for capital requirements for maintenance and security
- * Discussion of public participation and special interest group involvement in final design and construction
 - advisory committees or other types of involvement not stipulated by law
 - public hearing requirements for final design and construction as provided in Minn. Stat. Sec. 473.169 or other applicable laws
- * Discussion of the projected sources of estimated funds to pursue final design and construction
 - including preparation of a financial plan sufficient to determine stability of capital and operating funds sources

ate LRT Funds
January 6, 1989
Page 9

- * Discussion of the completion of prerequisites for further implementation, such as to meet federal funding requirements, if those funds are anticipated
- * Work plan for final design and construction project that illustrates the time frame for completion of tasks
- * Final design and construction project budget that at a minimum includes items listed below
 - personnel expenses
 - fringe benefit expenses
 - indirect charges (office, phone, mailings, etc.)
 - consultant/contractual expenses
 - printing/document production expenses
 - travel expenses
 - supply expenses
 - right of way acquisition and relocation expenses
 - construction expenses including personnel, fringe, indirect, consultant/contractual, supplies, equipment expenses
 - other expenses
 - source and amount of local match
 - amount of state LRT funds
 - total project costs

The final products of design and construction shall include the products listed below.

- * Final design plans sufficient to construct a light rail transit line
- * An operable light rail transit line

2-1-89

ARND STOFFERUD
METROPOLITAN COUNCIL
MEARS PARK CTR. ST. PAUL

DEAR MR. STOFFERUD

MY WIFE, DENISE, AND I LIVE ON
THE EAST RIM OF SWOOD HOLLOW. I
HAVE SUPPORTED THE EFFORT TO
RE-VITALIZE IT AS A PARK BY
PARTICIPATING IN EVERY PARK CLEAN
UP SINCE WE BOUGHT THE HOUSE
IN 1984.

WE SEE THE CONSTRUCTION OF THE
PROPOSED RECREATIONAL TRAIL ON
THE OLD RAILROAD GRADE AS AN
IMPORTANT PART OF THE CONTINUING
DEVELOPMENT OF SWOOD HOLLOW AS
A PARK & UNIQUE OPEN SPACE.

IF WE CAN BE OF FURTHER
ASSISTANCE IN THIS PROJECT
PLEASE CALL US.

REGARDS
John Bell

HOME PHONE 776 8408

Jan 31, 1989

Dear Sir,

I support the designation of
the Northeast Burlington-Northern
Railroad corridor (from Kellogg
Blvd to Beane Ave) as a Regional
Recreational Trail.

I hope you will do everything
possible to improve this sight.

Thank you.

Joan Knuesel
53 Sterling
Maplewood, Mn.

Dear Anne Stefferud,

January 31, 1989

I strongly support converting the abandoned Burlington Northern into a recreational trail. This is an excellent opportunity with unlimited hiking/biking possibilities. As part of the regional trail system bikers and hikers could start at Battle Creek Park, head on to Mounds Park, on to Swede Hollow Park, then on to Phalen Park, what a wonderful way to tie these East Side Parks together. And for those who would like to go yet further they could get on the Willard Munger State Trail in Phalen Park and go on to Stillwater or beyond.

In the May 1988 National Geographic, the President of the Society, Gilbert M. Grosvenor wrote about turning rails into trails. The article said, property values near trails are often increased. New business may be generated by the trail users. He continued, we have an opportunity to preserve a dwindling national resource of close to home open space.

President Grosvenor wrote about the value of Recreational Trails in urban areas. The Phalen Creek trail (BN corridor) will run through older East Side neighborhoods that are currently working hard to improve. This trail will complement their efforts and at the same time give the people the opportunity to use a recreational trail near their home. It would help instill a renewed pride in the neighborhood. Recent improvements to the area include Metro State University moving into the St. John Hospital site; the Seeger Square development on the old Whirlpool site; Swede Hollow Park; (URAP) Urban Revitalization Action Program; to name some of the positive

changes. Any attraction of new business it would be welcomed in these East St. Paul neighborhoods.

Rails to Trails Conservancy, an organization that advocates turning abandon railways into trail gave this St. Paul line top priority for conversion. There is alot of support of the Phalen Creek trail.

The major change in the I94 reconstruction plan saving MN DOT about 2.8 million dollars in construction costs, should not only be to MN DOT's advantage. They should pay for the bridge span in question.

Finally, I am against the three caveats in the Board of Ramsey Co. Regional Railroad Authority Resolution dated January 10, 1989. We do not have enough information about LRT to make a sensible choice at this time. With the 20 year time line for East Side LRT, let's study all the issues than make the changes "in the best interest of the public" if necessary.

Thank you

Karin DuPaul

Karin DuPaul
668 Greenbrier
St. Paul MN 55106
776-0550

Arne Stefferud
Metropolitan Council
Mears Park Center
230 E. 5th St.
St. Paul, MN 55101

Charles Stander
693 York Ave.
St. Paul, MN 55106

February 2, 1986

Dear Arne Stefferud,

I am a resident of the near East Side of St. Paul and live on York Ave. between Payne Avenue and Greenbrier. As Block Club captain, I have discussed the designation of the Burlington Northern Railroad corridor from Kellogg Blvd to Beam Ave. as a regional recreational trail with members of our block club. The membership, with no exceptions, support this plan.

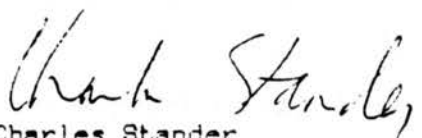
Our neighborhood would benefit from this recreational trail. First, we represent an area where people have less economic resources. This means that residents in our area do not own cottages or resort property. Some residents never leave town to go on vacation. This designated park would become a valuable and necessary asset to the immediate residents who have limited opportunities when compared to wealthier families.

Secondly, our neighborhood has been in decline for a number of years. Having this resource would add a positive image not only to my neighbor, but would also encourage people to purchase homes and invest in our neighborhood's future.

Thirdly, this park would not only benefit the neighborhood residents, but also served as a regional trail for everyone to enjoy. This would serve as a catalyst to one of the most historical parts of Ramsey County.

Finally, the Minnesota Department of Transportation should pay for the I-94 Bridge Extension that is required for this trail.

Sincerely,


Charles Stander
York Avenue Block Club Captain.



Attachment 15-1
CITY OF
MAPLEWOOD

1830 E. COUNTY ROAD B MAPLEWOOD, MINNESOTA 55109

OFFICE OF COMMUNITY DEVELOPMENT

612-770-4560

February 3, 1989

Anne Stefferud
Metropolitan Council
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101

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

I am writing in regard to the public hearing on the above amendment effecting the Burlington Railroad Corridor.

The Maplewood City Council passed a resolution concerning the use of the BN Corridor on November 10, 1986 stating that, "Maplewood favors acquisition of the Corridor in such a way that as many options as possible are kept open.

Regardless of the eventual use of the corridor, the City supports the following acquisitions:

1. Existing street crossings (City and County).
2. New street crossings north of Beam Avenue, at Gervais Avenue and at Kohlman Avenue (City).
3. Highway 36 interchange (MnDOT).
4. Soo Line trail crossing.
5. A trail crossing between Clarence Street and Harvest Park (City).
6. The cross-over Corridor to the Soo Line for a new fire station (City)."

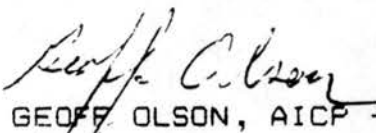
The City also needs storm-water easements over this Corridor.

Arne Stefferud
Page 2
February 3, 1989

In regard to the Highway 36 interchange, I have enclosed a copy of the land use plan for this area from the City's Comprehensive Plan showing this interchange. Also enclosed is a recent study of this interchange showing alternative design concepts.

It should also be noted that Ramsey County is preparing a county-wide, light rail transit plan that is to be completed this summer. I assume the BN Corridor will be studied as a potential light rail transit line. Based on the City Council's 1986 resolution, Maplewood would have to take the following position on this issue:

The City supports the regional trail designation and acquisition of the BN Corridor for trail use, provided that there are no restrictions that would limit the future use of this Corridor for other public uses, such as an interchange at Highway 36 or light rail transit. The City opposes any acquisition that would restrict the use of the Corridor to trails only. Maplewood should be included in any planning or development for the use of this Corridor in the City.


GEOFF OLSON, AICP - DIRECTOR OF COMMUNITY DEVELOPMENT

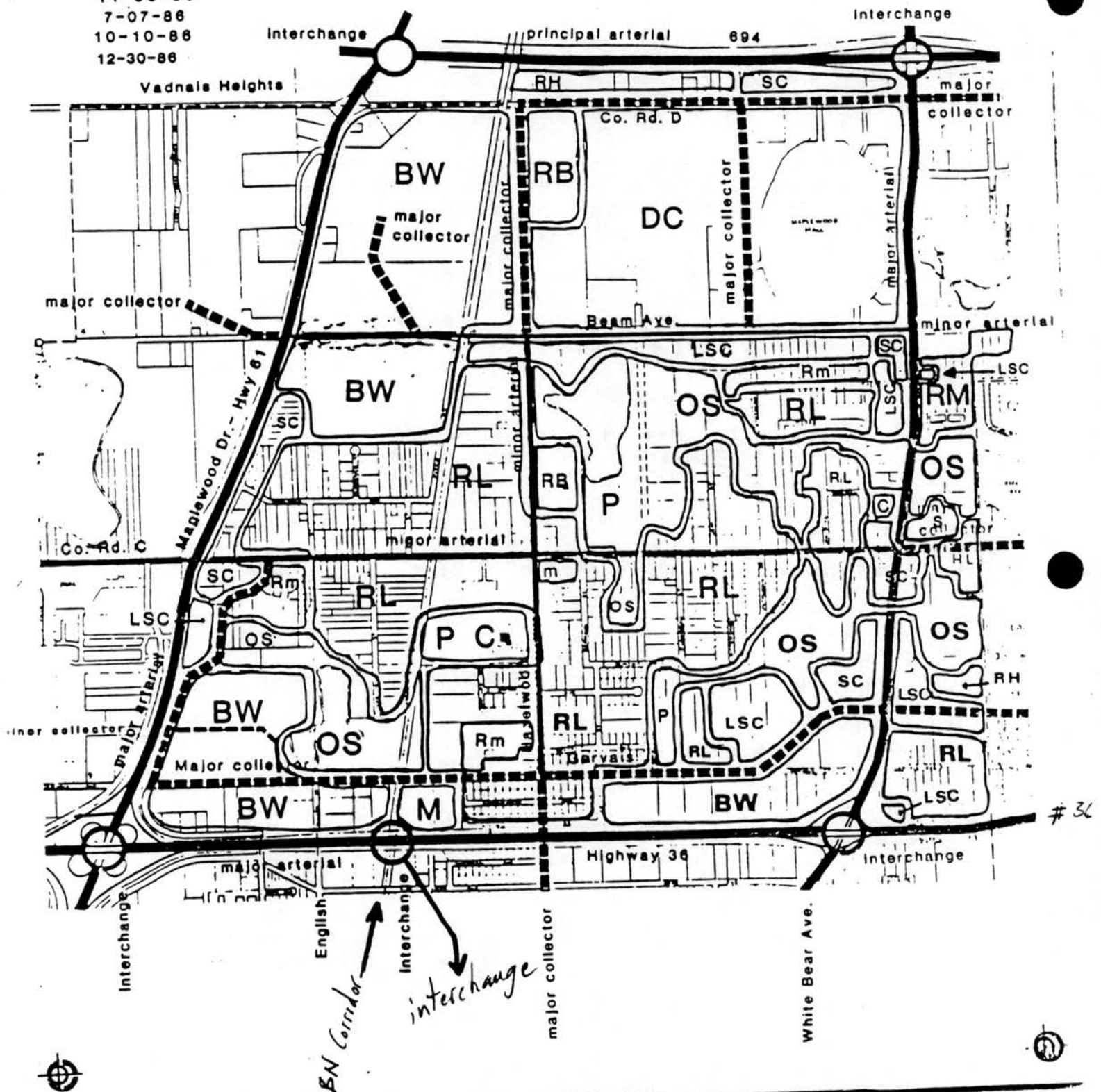
mb

Attachments:

1. Land Use Plan
2. Interchange Study

cc: Chuck Wiger
City Manager

3-25-85 9-29-87
 4-08-85 9-21-88
 8-26-85 10-27-88
 10-09-85 1-4-89
 11-06-85
 7-07-86
 10-10-86
 12-30-86



HAZELWOOD NEIGHBORHOOD LAND USE PLAN



MN/DOT - DISTRICT 9 (4-27-88)

A Study for an Interchange at T.H. 36 and the B.N. Railroad
in the City of Maplewood

This study was conducted to explore ways to accommodate a highway interchange at Trunk Highway 36 (T.H. 36) and the abandoned B.N. Railroad just east of English Street. The study shows two possible alternatives and discusses some of the positive and negative aspects associated with each. Other alternatives may also be possible depending upon traffic projections and local needs and development considerations. An interchange in this vicinity will be studied in more depth if T.H. 36 is upgraded to freeway status in the future.

ALTERNATE 1 - Slip Ramp Interchange (See Exhibit 1)

This type of interchange was developed assuming that the B.N. Railroad property will be used for a Light Rail Transit System or some kind of development other than a roadway. The interchange is comprised of slip ramps for traffic entering and exiting T.H. 36. These ramps connect with Gervais and Cope Avenues to provide local access.

Exhibit 1 shows a Light Rail Transit Bridge over T.H. 36 at the B.N. Railroad property. A second bridge would be required to make the interchange function and to provide traffic with a way to travel from one side of T.H. 36 to the other side. This bridge is shown at English Street but it might be possible to construct it elsewhere.

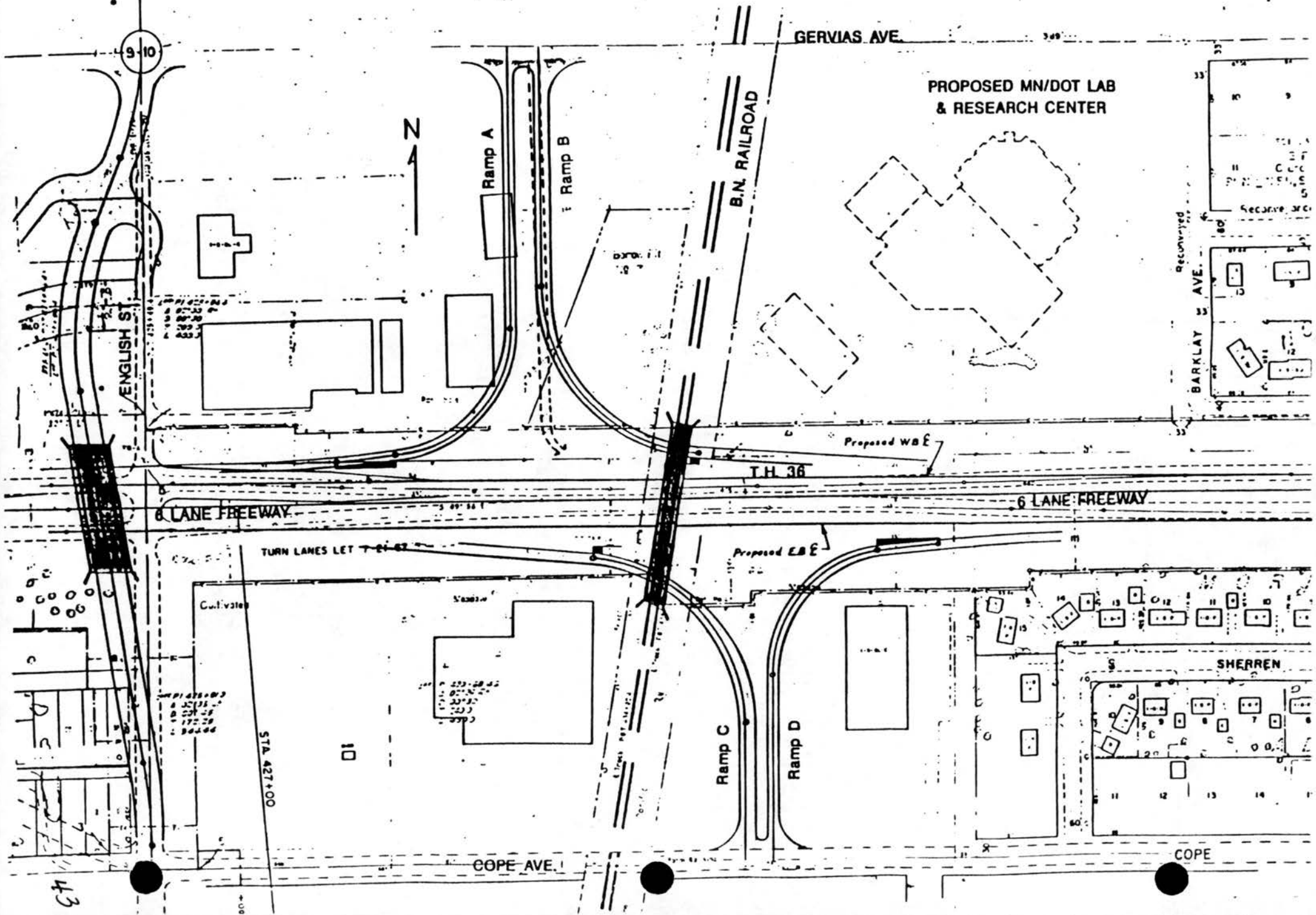
Positive Aspects

- a. An interchange here should allow enough distance to the T.H. 61 and White Bear Avenue interchanges for adequate traffic operations. This will need further study when specific traffic projections are available.
- b. Local access needs can be served well by this interchange with some minor circuitry for traffic now using English and Hazelwood Streets.
- c. This alternate would require the least amount of new right of way (two commercial buildings are needed).

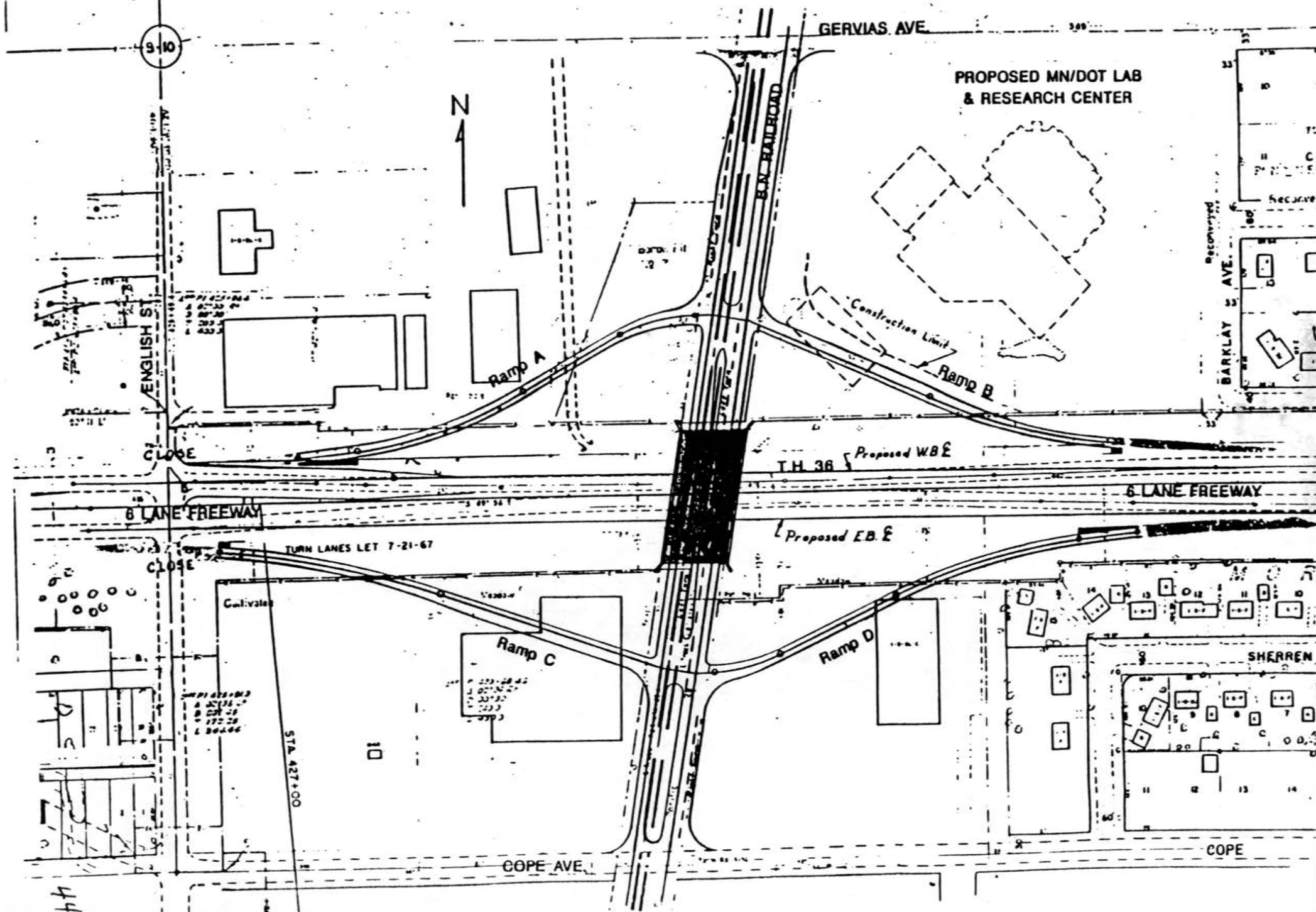
Negative Aspects

- a. A slip ramp interchange such as this, having the exit and returning entrance points far removed from one another, can cause confusion for an unfamiliar driver trying to find his or her way back to the freeway. Special signing would be required to lessen this problem.
- b. Since interchanges along principal arterial roads like T.H. 36 usually occur only at other arterial roads, obtaining the necessary approvals for a slip ramp interchange might be difficult at the regional planning level.

EXHIBIT 1



ALLUCTIONS



ALTERNATE 2 - Diamond Interchange (See Exhibit 2)

This interchange configuration assumes that the B.N. Railroad property can be used for a new roadway. A standard diamond type interchange is shown with the T.H. 36 ramps connecting to a new four lane roadway. This new road would carry traffic to Gervais and Cope Avenues and perhaps beyond. Only one bridge over T.H. 36 is needed for interchange functions and to carry traffic from one side of T.H. 36 to the other.

Positive Aspects

- a. This interchange should provide adequate operational distances to the T.H. 61 and White Bear Avenue interchanges. This will need further study when specific traffic projections are available.
- b. In addition to providing localized access this alternative could serve existing and future commercial development in the northern portion of the Hazelwood Planning Area if the new road were projected northerly.
- c. If the new road were given continuity to the north and south, regional planning approvals should be more easily obtained for this alternative.
- d. Drivers are usually familiar with a diamond type interchange.

Negative Aspects

- a. Currently there is no road at this location and no plans for one exist. Several political and environmental issues would need to be addressed before this alternate could become a reality.
- b. Three existing commercial buildings would be needed for right of way. Also required would be the proposed Mn/DOT storage building in the northeast quadrant.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA	Board Action Requested
Originating Department	Progress on comprehensive LRT plan and solicitation of suggestions for corridors to evaluate for LRT potential
<u>K. DeSpiegelaere</u>	
Authorized Signature	
<u>2/17/89</u>	
Date	
	INFORMATION ONLY

Request Justification

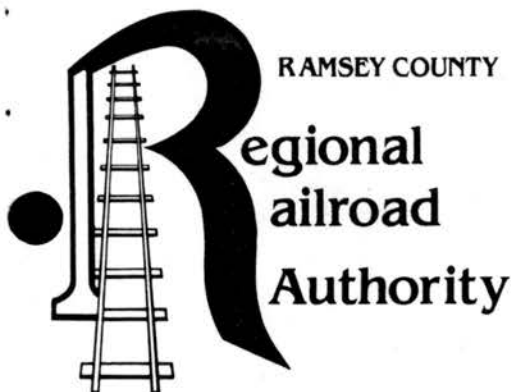
- See attached:
- 1) Memorandum from K. DeSpiegelaere
 - 2) Summary of February forums on LRT
 - 3) Review of Previous Studies and Reports

Budgeting and Accounting	N/A	Date / Time Received By
County Attorney	<u>Reviewed by K. DeSpiegelaere 2-22-89</u>	
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
<u>February 28, 1989</u>	<u>F. L. Glendon</u>	<u>2/22/89</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: Comprehensive Light Rail Transit Plan

DATE: February 16, 1989

The purpose of this memorandum is to summarize progress on the comprehensive light rail transit plan for Ramsey County and to solicit your suggestions for corridors to evaluate for their light rail transit potential.

PROGRESS

The initial tasks of the comprehensive light rail transit plan, being prepared with assistance from Strgar-Roscoe-Fausch Inc., have been completed. Those tasks are the work program for the plan which you received at your February 14 meeting and a review of reports relevant to the comprehensive LRT plan. A copy of the Review of Previous Studies and Reports is attached. Thirteen reports were reviewed, summarized and compared to Ramsey County Regional Railroad Authority's goals for light rail transit. This will be a good foundation for preparation of the comprehensive LRT plan for Ramsey County.

Other elements of the plan preparation relate to community participation. Meetings of the Intergovernmental Committee, Technical Committee, Citizens Advisory Committee and Northeast Burlington Northern Corridor Task Force have occurred and will continue. The first series of five forums on light rail transit occurred this month. A second series is being scheduled for April. Attachment one is a summary of the February forums. The second issue of the RCRRA newsletter is being prepared.

CORRIDOR EVALUATION

At each forum and committee suggestions are solicited for corridors to evaluate for light rail transit potential. Data to evaluate the corridors is being collected by the consultant.

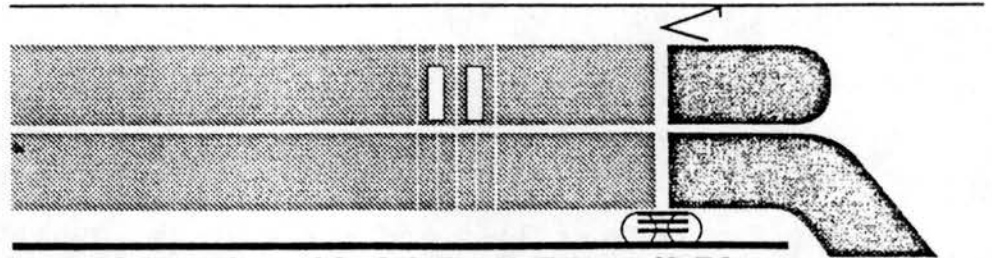
Recommendation:

At the February 28 RCRRA meeting, you will be asked for your suggestions for corridors to evaluate for light rail transit as part of the comprehensive light rail transit plan.

KD/clm
Attachment
000257

SUMMARY

Public Forums



Ramsey County Comprehensive Light Rail Transit Plan

- Monday, February 6, 7:00 P.M.**
Location - North End Multi-Service Center
1021 Marion Room 221
- Thursday, February 9, 7:00 P.M.**
Location - Merriam Park Community Center
2000 St. Anthony (south of I-94)
- Monday, February 13, 7:00 P.M.**
Location - White Bear Lake Old City Hall
4700 Miller, White Bear Lake Council Chambers
- Thursday, February 16, 7:00 P.M.**
Location - New Brighton City Hall
803 Fifth Avenue N.W., New Brighton (enter on lower level)
- Wednesday, February 22, 7:00 P.M.**
Location - Harding High School
1540 East Sixth Street, Chorus Room

BACKGROUND

As Ramsey County Regional Railroad Authority began its comprehensive light rail transit plan for Ramsey County, a series of public forums was held. The purpose of the forums was to provide general information about light rail transit, ask for comments on what corridors should be considered for light rail transit and to answer questions about light rail transit. Forums were scheduled in geographically dispersed areas of the County. An additional forum is planned in cooperation with the St. Paul Chamber of Commerce for the downtown St. Paul area.

Forums were moderated by Ramsey County Regional Railroad Authority (RCRRA) Commissioners. RCRRA staff and consultants were available to answer questions. Slides of light rail transit and RCRRA's plans were shown. Representatives of the Regional Transit Board and Metropolitan Transit Commission were present with maps of existing transit service.

Before the forums were held, local newspapers received press releases about them. In addition, over 700 copies of a newsletter containing information about the forums were mailed.

The attendance list and a summary of questions asked at each forum follow.

Another series of forums is planned for April, when information has been gathered on potential corridors for light rail transit.

PUBLIC FORUM ATTENDANCE

LOCATION North End

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/9/89

LOCATION Memorial Park

NAME	REPRESENTING	ADDRESS
<i>Lathy Halpinclaus</i>	<i>LCRRA</i>	
<i>Jim Tolans</i>	<i>LCRRA</i>	
<i>Dennis R. Talbott</i>	<i>MTC</i>	
<i>Ben C. Sebesta</i>	<i>Citizen</i>	<i>1795 Dayton Av</i>
<i>Frank Scherman</i>		<i>1971 Asgaard</i>
<i>Scott Heiderich</i>	<i>CITIZEN</i>	<i>1966 Portland</i>
<i>Bob Wicker</i>	<i>Citizen</i>	<i>1535 Englewood 55104</i>
<i>Joe Plante</i>	"	<i>1406 Osceola #202</i>
<i>Tom Field</i>	<i>citizen</i>	<i>2178 Watson Ave</i>
<i>Donna Datsko</i>	"	<i>1338 Goodrich Ave</i>
<i>Olson John</i>	<i>Reg. Tr. Board</i>	<i>6609 Brittany Rd 55435</i>
<i>Mary Kelly</i>	<i>309 N. Wilder</i>	<i>St Paul 55104</i>
<i>Susan Marshall</i>		
<i>Jana Pillow</i>	<i>2116 Jefferson</i>	<i>St Paul 55105</i>
<i>Paul Savage</i>	<i>2170 Carter</i>	<i>St Paul 55108</i>
<i>Ross & Kihhn</i>	<i>SELF</i>	<i>1974 As Gland Ave</i>
<i>Phyllis Kihhn</i>	"	"
<i>Bill Sletton</i>	<i>Sletton</i>	<i>2358 Gordon Place</i>
<i>Ann Capeland</i>	<i>MCCA</i>	<i>475 Cleveland Ave</i>
<i>Mary Lou Graham</i>		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 7-28-84

LOCATION Westman 1242

NAME	REPRESENTING	ADDRESS
Pamela Klassen	College of St Thomas	2115 Summit Ave
Judith Hallander	RTB	230 E 5th St. St Paul
Kyle Heim	from Midway Come Monitor	1599 Selby Ave.
Paul W. Collins	Telecom	1516 Fairmount
Peter Fausch	SRF	
Elmer S. Otto	citizen	9 Crocus Hill 55102 St. Paul
Martha Bray	citizen	923 Lincoln Ave 55105 "
Edward C. Bray	"	"
Robert J. Michaels	citizen	2180 W 14th Ave 55108
Bob Bern	self	545 Frontenac Pl. 55104
Dennis Adams	Self	1850 Summit Ave 55105 St. Paul
REYNOLD PIKE	-	869 CLEVELAND AVE S 55116 O-7
Paul Sabourin	"	1917 Fairmount, St Paul 55105
Wm. T. Allen		2129 7th Ave S 55105

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/13/89

LOCATION White Bear Lake

NAME	REPRESENTING	ADDRESS
John Cavanagh		St. Paul
Kris Wenzel	R.S. Attorney's Office	
FERROL ROBINSON	SRF, INC.	PLYMOUTH
Dennis R. Tollefson	MTC	
DAVE JACOBSON	RTB	ST. PAUL
George K. Jacobs	RTB	Roseville
Luane McCarty	Ramsey County	Courthouse
Robert Clarkson	RCRRACAC	Roseville
Willy Kelsen	Met Council	Paidwood
Don Shovel	RC	Roseville
Dick Szid	WB Township	White Bear Township
Jinda Hoffmann		475 Harriet Ave. Shoreview
Jane Reuter		505 Springhill Rd Vadnais Hgts.
John Anderson	RTB	774 CALEARBROOK LN VADNAIS HTS.
Mark Sather	City of WBL	4701 Hwy 61 WBL 55110
KIPNN Wilmoth		176 E. Owasso LA. Shoreview
Kathy Desjardins	RCRRA	
Jim Sisti	RCRRA	
Rosalie Tallen	-	Pellwood
Ralph Turner		White BEAR LAKE, MINN

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 1/16/89

LOCATION New Brighton

NAME	REPRESENTING	ADDRESS
<u>Robert Kops</u>	<u>-</u>	<u>2147 Oakwood - Mount View</u>
<u>Edward J. Blum</u>	<u>RTD</u>	<u>-</u>
<u>Mike Nido</u>	<u>-</u>	<u>2766 Dellwood - Rosville</u>
<u>Peg Kovacs</u>	<u>-</u>	<u>2654 Louisa - Mount View</u>
<u>James R. Zalkofsky</u>	<u>MTA</u>	<u>-</u>
<u>P. SHEPARDSON</u>	<u>-</u>	<u>2430 W. CTF Rd D #3, ROSEVILLE</u>
<u>Ken Wessing</u>	<u>RCRRA / Co. Atty - Office</u>	<u>-</u>
<u>Lilley Walpurgis</u>	<u>RCRRA</u>	<u>-</u>
<u>Robert Clarkson</u>	<u>RCRRA / Co. Atty</u>	<u>1370 West Belmont, Rosville</u>
<u>Paul Maigne</u>	<u>Arden Hills Council</u>	<u>1485 Dawn Cir, Arden Hills 55112</u>
<u>Jim Brighton</u>	<u>Liberty State Park</u>	<u>176 N. Smalley St. Grand</u>
<u>TOM READER</u>	<u>-</u>	<u>1443 ARDEN VIEW DR ARDEN HILLS</u>
<u>GAYLE BROMANDER</u>	<u>-</u>	<u>2872-18th ST. N.W. NEW BRITAIN</u>
<u>J. W. Hunt</u>	<u>-</u>	<u>176 E. CONASSO Lm. Shoreview</u>
<u>Keith Fester</u>	<u>-</u>	<u>5141 Brighton Ln Mount View</u>
<u>LARRY VANDEN PLAS</u>	<u>-</u>	<u>850 EMERALD CT. NEW BRITAIN</u>
<u>E. Holmer</u>	<u>NYAB Co</u>	<u>15239 Royal Holbrook Rd. Grand Lake</u>
<u>FERROL ROBINSON</u>	<u>SRF</u>	<u>PLYMOUTH</u>
<u>LOREN HACKETMEYER</u>	<u>-</u>	<u>161 ELMER ST ST. PETER</u>
<u>GEORGE K. ISAACS</u>	<u>RTB</u>	<u>692 W. SEXTANT PL. Rosville</u>
<u>Jim Baum</u>	<u>County Board</u>	<u>-</u>

PUBLIC FORUM ATTENDANCE

LOCATION New Brighton

NAME
Dick Wedell

Shoreville

ADDRESS
1003 Richmond Ct

Florence Mysloph

~~yes~~

1820 Long Lake Rd AB

John M. Pyle

1820 Len, L2/Le/Rd N13

On William Scott

White Bear Twp.

1524 Park Ave. UBL

KEVIN LOCKE

NEW BRIGHTON

803 5TH AVE. N.W.

B. E. Sebesta

Citizen

1795 Dayton Av. S+P

Anne No 115

New Britain

803 S^h Ave NW

Walt Wipe

New Brighton

771-Emerald Dr.

Hot Bank

New Brighton

803 5th Ave NW 5.2.12

Donn R. Wiske

2714 WESTWOOD VILLAGE, RSV

AN WIESSNER

City of Falcon Heights

Halborgard

Ramsey County

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 2/22/89

LOCATION Canning

NAME	REPRESENTING	ADDRESS
<u>Lisa Lee</u>	<u>current Transit users</u>	<u>181 Sherburne Ave, St. Paul</u>
<u>John Cavanaugh</u>		<u>St Paul Minn.</u>
<u>Sam L. Ruffi</u>		<u>773 E Maryland 55106</u>
<u>Ernie Walcott</u>		<u>1177 E. Gorman 55106</u>
<u>Tom Timmon</u>	<u>CITY COUNCIL</u>	<u>2119 Skyway Dr. 55109</u>
<u>Wendy Lee</u>		<u>1864 Ft Douglas Rd 55119</u>
<u>Lottie Turnbull</u>	<u>RTB</u>	
<u>Rev ZIMANSKI</u>	<u>SELF</u>	<u>1566 E. Milwaukee</u>
<u>Clara Hill</u>	<u>SELF</u>	<u>1714 Margaret</u>
<u>David Lee</u>		<u>1457 Siglehurst Ave</u>
<u>Thyl. Fankle</u>	<u>RCRRACAC</u>	<u>1835 Alta Vista 55113</u>
<u>Robert Clarkson</u>	<u>RCRRACAC</u>	<u>1370 West Belmont 55113</u>
<u>Randy Kelly</u>	<u>1630 David</u>	<u>1630 David</u>
<u>REED KELLY</u>	<u>SELF</u>	
<u>Paul G. Johnson</u>	<u>self-</u>	<u>1176 S. Winthrop St. 55119</u>
<u>Karin DuPaul</u>	<u>Dayton's Bluff</u>	<u>668 Greenbrier 55119</u>
<u>Gregory S. Ryan</u>	<u>Self - West End</u>	<u>2159 E. Belmont Ave</u>
<u>Angelo M. Reebard</u>	<u>Maplewood</u>	<u>1406 E Co Rd E 55109</u>
<u>FERRAC ROBINSON</u>	<u>SRF</u>	<u>Plymouth</u>
<u>Kerthy DeSpringlaere</u>	<u>RCRRAC</u>	
<u>Jim Tolson</u>	<u>RCRRAC</u>	
<u>Warren Schuber</u>	<u>RCRRAC</u>	

PUBLIC FORUM ATTENDANCE

LOCATION Havana

ADDRESS

NAME	REPRESENTING	ADDRESS
Mrs. Mrs. A. G. Dumble	Private Citizens	563 ME Glen
Booth Hall	" "	575 White Bear Ave
Neil S. Johnson		39 Wanda St. Pa.
Frank S. Johnson		" " "
Tomie P. Johnson		
BOB LAM AGET	LRT ADVISORY COM	36 NELSON ST
Steve Trumble	State Rep	77 Maria
Don & Lila Townsend	AAPP - Minneapolis	231 Maple St
Bernice Tellefsbol	MTC	

FORUM QUESTIONS

Location: North End Multi-Service Center

Questions asked at February 6, 1989, LRT forum were:

- 1) Has Ramsey County selected an alignment for the Midway Corridor?
- 2) How many jobs of bus drivers will be eliminated?
- 3) Would LRT in the Midway Corridor take ridership from the I-94 express bus?
- 4) Many along the Midway corridor seem to be enchanted with development prospects, but if you stop to serve businesses doesn't it defeat the fast mode of transportation approach?
- 5) Has work been done on safety, speed and stops along University Avenue?
- 6) What other corridors are being considered for LRT than the Midway and Northeast?
- 7) What about LRT to Stillwater and Hastings?
- 8) Many agencies are abdicating responsibility on LRT. This is a regional problem. Mn/DOT is a highway department, Metro Council is ineffective. Hennepin County is large and powerful. Who should do LRT planning?
- 9) Could there be more than one corridor for LRT in the next 20 years in Ramsey County?
- 10) How much support is there in the outlying areas for LRT?
- 11) Will there be additional forums?
- 12) Why is Hennepin County ahead of Ramsey County? What is Ramsey County's relationship with Hennepin County on LRT?
- 13) Has Hennepin County levied for LRT? Has Ramsey County?

FORUM QUESTIONS

Location: Merriam Park Community Center

Questions asked at February 9, 1989, LRT forum were:

- 1) How does RCRRA interact with regional agencies -- Metropolitan Council, Regional Transit Board, etc.?
- 2) Are we still deciding whether LRT is needed at all?
- 3) Is the forum purpose to discuss Midway Corridor alignments or corridor identification in whole county?
- 4) What about traffic delays at major north/south roads if rail is down the middle of University Avenue?
- 5) Has tunneling been considered?
- 6) Do tunneling costs consider geology of the Twin Cities?
- 7) How long will it take to get an LRT system built?
- 8) What are some of the reasons not to build LRT?
- 9) Why not run a diesel bus down the middle of University Avenue?
- 10) What about a Shepard Road alignment/corridor for LRT?
- 11) One mile vs. 1/4 mile interval station positions -- will variables between be considered (i.e., 3/4, etc.)?
- 12) Is Burlington Northern willing to allow right of way be used?
- 13) Is San Diego the only profitable LRT system?
- 14) Is Miami's system, put up on pillars, applicable to the University Avenue alignment and would that avoid disruption of other traffic on the ground?
- 15) What cities in North America have LRT systems?
- 16) Has it been decided that LRT should go on University Avenue?
- 17) What is basis of ridership -- does it consider the express bus patronage on I-94?
- 18) What would be the impact on University Avenue if LRT is on another alignment in the Midway Corridor?
- 19) Have you considered a combination of local and express trains on University Avenue?

- 20) Why not build an electric trolley bus on University Avenue? Also, why not a circular route around the Twin Cities?
- 21) Can an enclosed waiting area, vital for use of LRT, fit on University Avenue?
- 22) Do transit systems, where government promotes development, in turn promote greater ridership?
- 23) In looking at charts of possible alignments -- what are Dakota and Washington County doing in area of LRT?
- 24) Have they thought about putting LRT on Marshall Avenue?
- 25) Will sidewalks be eliminated on University Avenue?
- 26) How will left turn lanes be affected by LRT on University Avenue?
- 27) What about Hennepin County's high platform concept? How will that work?
- 28) How can they even consider University Avenue as a location for LRT given the parking and businesses there?
- 29) How important is it to connect to U of M?
- 30) What are the cost advantages if LRT occurs in coordination with the I-94 rebuilding?
- 31) Are there significant increases in cost of the I-94 alignment over University Avenue alignment?
- 32) How could elderly and handicapped bus-dependent riders be served:
 - a) if LRT goes down the middle of street?
 - b) if LRT stops every three or four blocks?
- 33) How could local residents, shoppers, employees, visitors be served if transit doesn't stop at each block?
- 34) How would shop owners and businesses cope with the removal of parking and north/south traffic on lesser streets if LRT is on University Avenue?
- 35) Isn't this solution the wrong answer to the commuter question?
- 36) How could new riders be attracted to a slower ride?
- 37) Wouldn't mixing the executives, suburban matrons and other bigwigs with urban youths, unkempt poor and some street people lead to non-use of LRT?

FORUM QUESTIONS

Location: White Bear Lake City Hall

Questions asked at February 13, 1989, LRT forum were:

- 1) Has it been decided that LRT is necessary?
- 2) How were the forums publicized?
- 3) Why not build more freeways?
- 4) Why pay for LRT with the gas tax?
- 5) Why not complete I-35E rather than build LRT?
- 6) What is the size of the area near stations that would attract LRT riders?
- 7) How large would park/ride lots be?
- 8) How far apart would LRT stations be?
- 9) Why not consider something faster than 55 mph?
- 10) How is Ramsey County working with other counties?
- 11) Is any LRT system in the U.S. privately run?
- 12) What kind of subsidies are needed for LRT?
- 13) Wouldn't more than the Midway Corridor need LRT in Ramsey County if the goal is to take people out of their cars?
- 14) Why not consider LRT to the airport?

FORUM QUESTIONS

Location: New Brighton City Hall

Questions asked at February 16, 1989, LRT forum were:

- 1) Which legislators are backing LRT?
- 2) Who will prepare cost estimates and when will they be available?
- 3) Will the cost estimates be for the entire County or just for the Midway Corridor?
- 4) Will east/west movement in Ramsey County be examined?
- 5) Is LRT being considered for the Olympic Stadium?
- 6) Who will ride it?
- 7) What will the fare be?
- 8) Would it need a subsidy?
- 9) Why can't fares pay the entire cost?
- 10) Can land granted to the railroads return to the government at no cost to government?
- 11) How can LRT serve dispersed trips?
- 12) Why are we trying to pull people into empty downtown office buildings?
- 13) Do we need LRT?
- 14) Why not electric trolley buses rather than LRT?
- 15) Why isn't there a regional approach to LRT?
- 16) Is LRT the solution when we haven't identified the problem?
- 17) Why not consider total transportation needs, not just LRT?

FORUM QUESTIONS

Location: Harding High School

Questions asked at February 22, 1989, LRT forum were:

- 1) Is snow removal from tracks a problem?
- 2) Where were the slides taken and when?
- 3) Has Hennepin County selected the type of vehicle?
- 4) Did the Regional Railroad Authority first consider a corridor between the two downtowns for LRT?
- 5) Will LRT extend to suburban areas and neighborhoods?
- 6) Will LRT get autos off the freeway?
- 7) Where will the source of power for LRT be?
- 8) Is BART (in San Francisco) LRT?
- 9) What would be the frequency of trains?
- 10) What is the travel time between the two downtowns driving and with LRT?
- 11) Has a bus lane been considered?
- 12) Is LRT needed?
- 13) Are two tracks needed?
- 14) Does LRT eliminate the use of that space for traffic?
- 15) How long are vehicles?
- 16) How many people does each vehicle hold?
- 17) If the consultant is given an opportunity to recommend a rail system for the Twin Cities without regard to cost what system would it be?
- 18) Does LRT serve the commuter or the short trip?
- 19) Where will the riders come from?
- 20) What is considered in the ridership estimates?
- 21) Who will pay for LRT?
- 22) Has an elevated system been considered?

- 23) What is the difference between LRT and heavy rail?
- 24) Have electric buses been considered?
- 25) Why are we considering LRT when we had streetcars that were eliminated?
- 26) Who manufactures LRT vehicles and have you been lobbied by any of them?
- 27) Are there statistics on anticipated air pollution for the year 2010?
- 28) Will bicycle tires get caught on LRT rails?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>2/17/89</u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Approve resolution supporting level boarding for light rail transit vehicles *Action is requested
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Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere to RCRRA
 - 2) Proposed resolution
 - 3) Information on platform options and cost implications
 - 4) Memorandum from K. DeSpiegelaere to Technical Committee of RCRRA
 - 5) Participation/communication chart

Budgeting and Accounting <u>N/A</u> County Attorney <u>K. W. [Signature] 2-22-89</u> 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
February 28, 1989	<u>J. L. Glendenning</u>	<u>2/22/89</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: Systems Standards for Light Rail Transit

Date: February 17, 1989

For the past few months, the subject of system standards, in particular access options to light rail transit vehicles, has been discussed with you and with committees of Ramsey County Regional Railroad Authority (RCRRA).

Strgar-Roscoe-Fausch, working with RCRRA staff, has developed information on various options for light rail transit vehicle access. This information is attachment one to this memo. Attachment two is the staff recommendation on access. Attachment three is an illustration of the committees working on the comprehensive LRT plan. The following actions have been taken by committees of RCRRA in the past two months:

Intergovernmental Committee:

On February 14, the Intergovernmental Committee, comprised of elected and appointed officials of all municipalities in Ramsey County, adjacent counties and regional and state agencies interested in LRT passed a motion recommending high platforms for light rail transit in Ramsey County.

Technical Committee:

On January 26, the Technical Committee, comprised of staff of all municipalities in Ramsey County, adjacent counties and regional and state agencies interested in LRT passed a motion relating to light rail transit access options. The motion is that the Technical Committee is sensitive and concerned about accessibility of light rail transit to all populations, but nevertheless believes it is premature to make recommendations on light rail transit vehicles and platforms at this time. The comprehensive light rail transit plan proposed by Ramsey County Regional Railroad Authority to be completed in June, 1989, should include a recommendation on platforms and alignments, including downtown St. Paul alignments. It is important to understand the implications of the access decision and to obtain adequate public review of the plan. A premature decision could mar the technical credibility of the plan.

It is recommended that the Intergovernmental Committee recommend that Ramsey County Regional Railroad Authority request that Hennepin County Regional Railroad Authority be apprised of this recommendation, be informed of the schedule of Ramsey County Regional Railroad Authority's comprehensive LRT plan and be requested to accommodate that schedule in light rail transit decisions.

Citizens Advisory Committee:

The Citizens Advisory Committee is composed of 14 citizen representatives, two from each commissioner's district. On January 11, 1989, the committee passed a motion to endorse the high platform option for stations and vehicles for light rail transit. An additional motion was 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:

- o effectiveness of enforcement of violations; and
- o 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.

On February 14, the Citizens Advisory Committee passed an additional motion stating that the committee favors level loading, regardless of the technology.

Hennepin County Regional Railroad Authority has requested recommendations from other regional railroad authorities on access option to light rail transit vehicles. This information will be discussed at a meeting of the Metropolitan Council's LRT Advisory Committee on March 1. The chairmen of all seven county regional railroad authorities are members of this committee, as are representatives of regional and state agencies.

The staff recommendations are:

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
Attachments
000262



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has evaluated the options for access to light rail transit vehicles; and

WHEREAS, level boarding offers the most advantages for access to ambulatory and disabled people, saves time required for light rail transit trips and has long-term cost savings potential; and

WHEREAS, level boarding best accomplishes the goals for light rail transit adopted by Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports level boarding of light rail transit vehicles, and because high platforms are the most appropriate current technology that provide level boarding, supports high platforms for access to light rail transit vehicles; and Be It Further

RESOLVED, That during the preparation of the comprehensive LRT plan for Ramsey County and subsequent planning and design efforts for light rail transit, discussions with the community about the system and how it can best be integrated into the areas through which it passes will continue.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

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

RAMSEY COUNTY COMPREHENSIVE LRT PLAN
OPERATION AND COST IMPLICATIONS OF HIGH VS. SHORT-HIGH PLATFORMS (a)

SRF, INC.
1/25/89

	HIGH PLATFORM	SHORT-HIGH PLATFORM
TRAIN TIME AT STATION (IN SECONDS)		
-AMBULATORY PATRONS	20	30
-DISABLED PATRONS	30	75
VEHICLE PASSENGER DESIGN CAPACITY	161	144
HEADWAY (TIME BETWEEN TRAINS) THAT IS REQUIRED TO SATISFY DEMAND (IN MINUTES)	12	10
TRAINS PER HOUR REQUIRED TO SATISFY DEMAND AND FREQUENCY	6	8
TOTAL CARS REQUIRED INCLUDING SPARES	21	26
INITIAL CAPITAL COST OF CARS (IN MILLIONS)	\$23.1	\$28.6
CAPITAL COST OF PLATFORMS (IN MILLIONS)	\$ 2.9	\$ 0.6
ADDITIONAL OPERATING COST PER YEAR (IN MILLIONS)	--	\$ 0.2
ANNUALIZED COST OVER A 50-YEAR LIFE	\$ 2.8	\$ 3.3

(a) SEE ASSUMPTIONS ON REVERSE SIDE

ASSUMPTIONS USED:

BASED ON MIDWAY CORRIDOR I-94 FRONTAGE ROAD ALIGNMENT AND 20 STATIONS
BETWEEN DOWNTOWN ST. PAUL AND DOWNTOWN MINNEAPOLIS

PLATFORM COST

-HIGH	\$ 70,000 EACH
-SHORT-HIGH	\$ 15,000 EACH

LIGHT RAIL VEHICLE COST

\$1.1 MILLION PER CAR

PLATFORM LIFE

50 YEARS

LIGHT RAIL VEHICLE LIFE

30 YEARS

PASSENGERS AT MAXIMUM LOAD POINT

2430 ONE-WAY PASSENGERS PER HOUR

ASSUMES ONE DISABLED PATRON PER ONE WAY TRIP

ASSUMES 4 STANDING PASSENGERS PER SQUARE METER (10.75 SQUARE FEET)



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

Attachment 2

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: Technical Committee of RCRRA
FROM: Kathryn DeSpiegelaere *KA*
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.

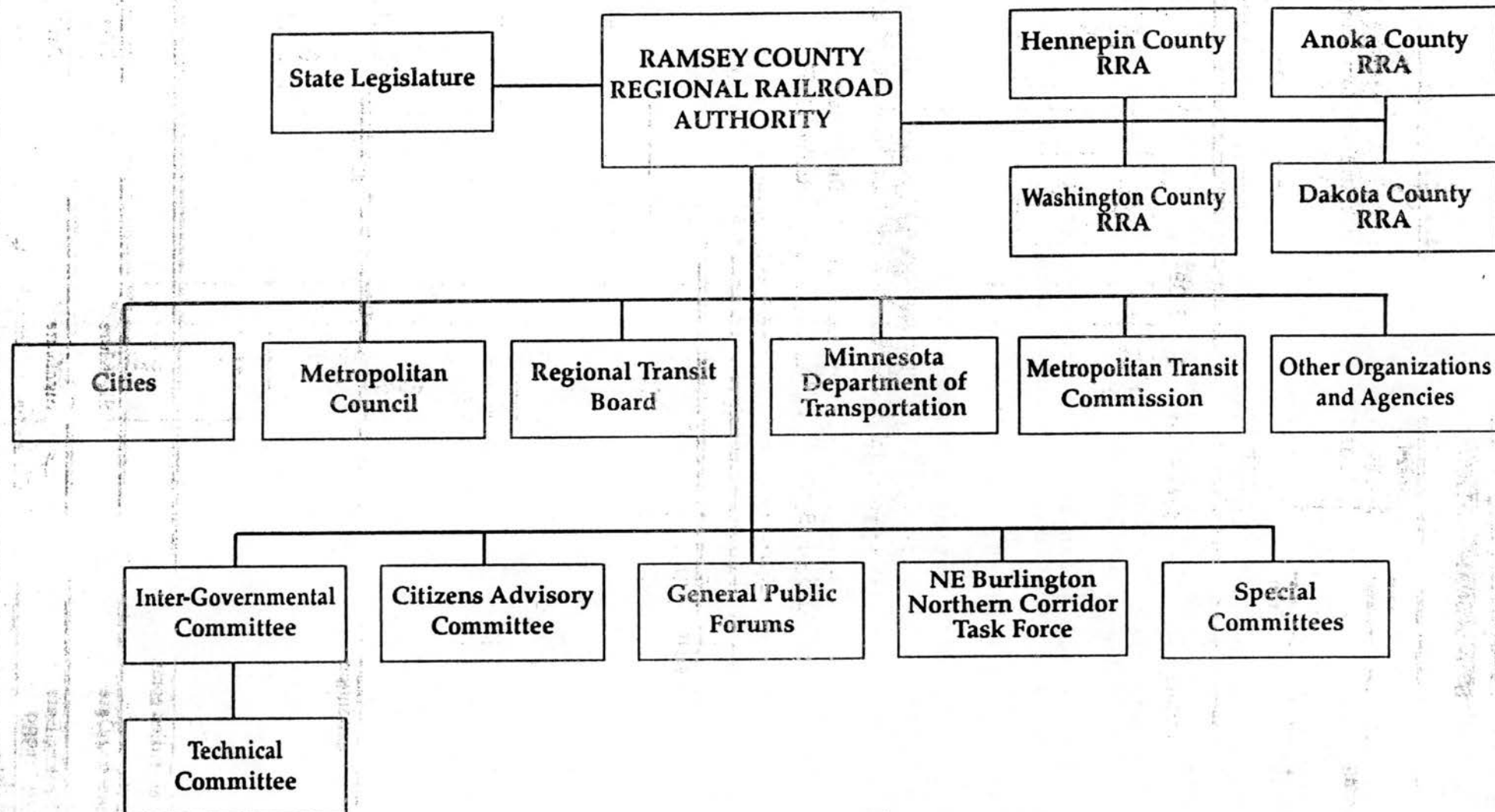
Hennepin County Regional Railroad Authority has indicated a need for decisions on light rail transit access to be made in the next few months. The alignment in downtown St. Paul for light rail transit has not yet been addressed in the Ramsey County Comprehensive LRT Plan. While it would be premature 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



SRF

Strgar-Roscoe-Fausch, Inc.

RCRRA Comprehensive Light Rail Transit Plan
PARTICIPATION / COMMUNICATION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

RCRRA
 Originating Department
K. DeSpiegelaere
 Authorized Signature

2/17/89
 Date

Board Action Requested

Preliminary engineering and environmental impact statement for the Midway Corridor

INFORMATION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere - 2/16/89

Budgeting and Accounting N/A
 County Attorney Reviewed by K. Wendorff 2/22/89
 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
 February 28, 1989

Signature

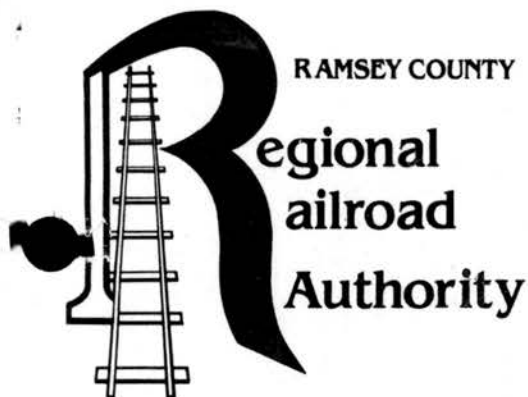
Date

Board Date

Signature

Date

2/22/89



Room 316 Courthouse
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John T. Finley, Chairman

District 3

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District 6

MEMORANDUM:

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Preliminary Engineering and Environmental Impact Statement
for the Midway Corridor

DATE: February 16, 1989

Requests for qualifications were solicited from consulting firms interested in performing preliminary engineering and environmental impact statement work for the Midway Corridor. Seven responses were received. They are from:

- o EnPro Assessment Corp.
St. Paul
- o BRW/Bechtel/LTK/Parsons Brinckerhoff/Comsis
Minneapolis
- o TKDA/Sverdrup/System G
St. Paul
- o Strgar-Roscoe-Fausch/DeLeuw Cather
Minneapolis
- o Wilbur Smith Associates/Martinez Corporation
Minneapolis
- o LS Transit Systems/Edwards and Kelcey/Braun Environmental Laboratories/Harry Weese and Associates Architects
Bloomfield, New Jersey
- o Howard Needles Tammen & Bergendoff/Thomas K. Dyer
Minneapolis

Additional information on federal funding guidelines is being sought before completion of the request for proposal. It is planned that proposals will be solicited from five firms.

Recommendation: For your information.