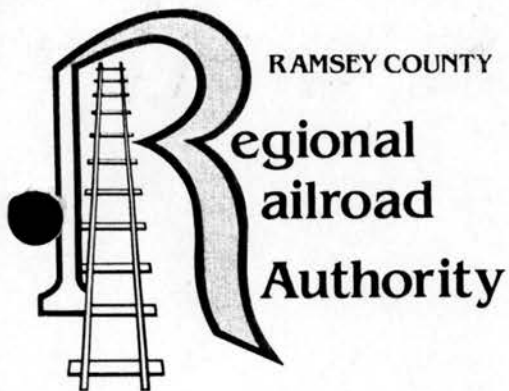




Ramsey County Regional Railroad Authority.
Records.

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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

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
WORK SESSION**

APRIL 10, 1989

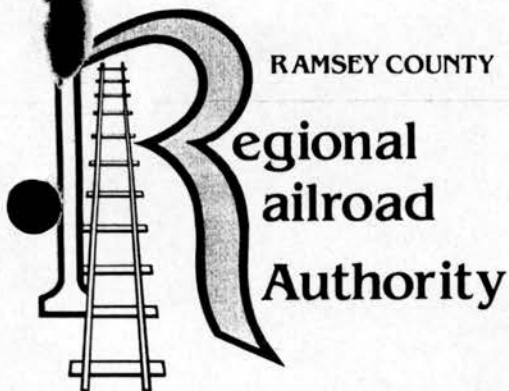
8:30 -11:30 a.m.

RADISSON HOTEL - DOWNTOWN ST. PAUL

AGENDA

- | | |
|-------|---|
| 8:30 | Convene |
| 8:40 | Opening Remarks - Chairman John Finley
Kathryn DeSpiegelaere
Jill Goski |
| 8:45 | County-wide Corridors - Ferrol Robinson/Peter Fausch |
| 9:45 | Downtown Alignments - Ferrol Robinson/Peter Fausch |
| 10:15 | Break |
| 10:30 | Financing Options - Ferrol Robinson/Peter Fausch |
| 11:00 | Systems Standards - Ferrol Robinson/Peter Fausch |
| 11:20 | Concluding Remarks - Jill Goski/Kathryn
DeSpiegelaere |
| 11:25 | Legislation - Chairman Finley and Commissioner Hunt |

KD/clm
4/5/89
000402



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

John T. Finley, Chairman

District 3

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District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Work Session on Comprehensive LRT Plan

DATE: April 3, 1989

Two work sessions for the Ramsey County Regional Railroad Authority commissioners have been scheduled for Monday, April 10, 1989 and Wednesday, May 24, 1989 from 8:30 A.M. until 11:30 A.M. at the Radisson Hotel (Lower Level), 11 East Kellogg Boulevard.

The sessions have been scheduled at key decision-making points in the Comprehensive LRT Plan. The work session on April 10 will focus on a review of corridors for light rail transit so that some corridors will be able to be eliminated from further consideration for the plan. This topic will include presentation of information by Peter Fausch and Ferroll Robinson, consultants from SRF, an opportunity for questions, clarification and discussion and a process for working through the material to reach preliminary consensus and facilitate decisions at subsequent meetings. The agenda will also include presentations and discussion on system standards and financing options.

Work Sessions
April 3, 1989
Page Two

The May 24 session will include a review of additional corridor information, additional financing information, operation, system standards and implementation issues.

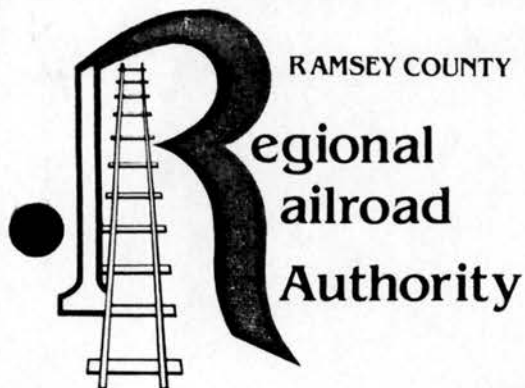
We look forward to this opportunity to work with you on these important issues.

Please advise Jill Goski if you will be unable to attend.

KD/gb

cc:

Peter Fausch
Ed Glaubitz
Frances Glendenning
Jill Goski
Pat O'Malley
Ferroll Robinson
Terry Schutten
Michele Timmons
Jim Tolaas
Jim Van Houdt
Kris Wendorf



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: Work Sessions on Comprehensive LRT Plan

DATE: March 13, 1989

Ramsey County Regional Railroad Authority (RCRRA) is preparing a Comprehensive LRT Plan. The amount of information being generated for the plan is considerable. It would be beneficial as the plan develops to have more time than is available at your twice monthly Regional Railroad Authority meetings for discussion with you.

I propose that two work sessions with you, Regional Railroad Authority staff and consultants, be held on the morning of April 10 or 12 and on the morning of May 24 from 8:30 AM to 11:30 AM at a facility near, but not in, the Courthouse. The first work session would consist of a review of corridor and financing information so that at a subsequent Regional Railroad Authority meeting some corridors and some financial alternatives could be eliminated from more analysis. The second work session would be a review of additional corridor information, additional financing information, operation, system standards and implementation issues. At a subsequent Regional Railroad Authority meeting you would be asked to make decisions on these subjects.

Recommendation:

For discussion at your March 28 RCRRA meeting.

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

WORK SESSION

4/10/89

I. Opening Remarks - John Finley & Kathy DeSpiegelaere

Set purpose and outline

II. Jill Goski, Facilitator

Corridor selection - preliminary recommendations, decisions

Ferrol Robinson on corridors - Peter Fausch starts

Peter Fausch

Corridor overview

1. No corridors "dropped" -- rather deferred to future for further evaluation
2. Metropolitan Council - potential corridors
 - A. If tied to highway project, i.e. I-35W, could take considerable review period
3. Crosstown corridors - less desirable due to lack of anchors at ends
4. Corridor definition (e.g., NE corridor)
 - A. 4 sectors
 - 1) within mile -- walk in -- little change in bus service
 - 2) walk in, plus interconnect -- local bus primarily same
 - 3) goes to feeder/trunk
 - 4) access by park & ride

Comment: Commissioner Finley suggested Metropolitan Council corridor identification be included in the working document.

Ferrol Robinson

Northwest Corridor (Snelling; Fairview)

1. Service area and sectors
2. Transit generators
 - A. Key review
3. Does a good job connecting major corridors
4. Population and employment (retail; non-retail) in sector areas

North Corridor

1. Rice, Lexington, Soo Line

2. Quick overview with overheads

Northeast Corridor

1. Quick overview

East Northeast (Chicago Northwestern Railroad -- south of STH 36 through Lake Elmo)

1. Extra bulge at Stillwater
2. Problem of requiring specialized shuttle to distribute to generators

East Corridor (I-94)

1. Generator review -- looks better
2. Downtown as major anchor strengthens corridor
3. Size of squares not proportional to generation magnitude

Southeast Corridor (STH 61)

1. Extends to approximately Cottage Grove
2. Commissioner Finley asked, isn't it important to get to bedroom community -- Ferrol agreed and related consideration made)

South (Robert/Lafayette)

1. Shown to Inver Grove Heights

Commissioner McCarty -- does it account for parks --
Ferrol said yes -- brief explanation

Southwest Corridor (I-35E/Shepard Road)

- * Overlays changed -- replacement pages -- (2)

1. To airport
2. Connect to Hennepin County -- Hiawatha Corridor
3. Good generators -- many within walking distance
4. Good chance of feeding

* (Crosstown Corridor Exchange) -- STH 36

1. Little opportunity for walk in -- feed bus reliance
2. Sector A smaller than B -- B relies on feeder bus and park & ride
3. Opportunity to interconnect with Anoka County line on west
4. On Eastside -- connect to NE Corridor
5. Once you get to destination -- get on another distribution bus

** Getting to destination is tougher off crosstown

6. Traffic generators -- suburbanites always ask "why orient to downtown with suburbs growth"

A. But for transit system strength -- need downtown anchor

B. Feeder buses act as crosstowns in suburbs

Peter commented buses in sector are not reoriented to feed LRT for conveyance to downtown -- but will interconnect to distribute to suburbs.

Commissioner Finley commented on perceived importance of Midway and Roseville area -- will benefit from LRT.

Kathy DeSpiegelaere commented preliminary recommendations will include a philosophy of frequency and location of station locations.

A. Also, from Hennepin County, residents object to park & ride in their neighborhoods

** Population Review (2010)

1. Clockwise reduction in population by sector starting with NW

Commissioner Salverda -- why is East/West University Avenue Corridor not a Level 1 corridor?

A. Not part of comprehensive plan

B. Already well studied -- priority corridor in metro

C. Preliminary engineering/EIS upcoming

** Non-Retail Employment

Transit dependent population -- basically proportional to total population

* Transit ridership currently

A. ENE best

B. NE second

C. Can't use directly because affected by level of service/amount of service

1) Better service will improve ridership

D. Many of transit users in NW Corridor oriented toward Minneapolis

Comment: LRT user profile different from bus patron

Commissioner Schaber question -- have we reviewed where

patrons to 3M complex come from -- Ferrol says no, at this point -- must reduce number of corridors before greater detail.

Peter and Ferrol added what information they do have suggests, contrary to what people initially think, there are some natural boundaries in service areas, i.e. 90% of trips south of river come from patrons who live south of river.

Criteria for Recommended Corridor Selection

1. Right-of-way availability -- decided to be used as an opportunity if available but not a reason for rejection if not readily available -- only a constraint to deal with
2. Should factor out percentage of corridor (NW) going to Minneapolis instead of St. Paul
3. Criteria on overlay is in workbook

Definition of Corridor Groups

- | | |
|------------|-------------------------|
| 1. Level 1 | |
| 2. Level 2 | Explanation and example |
| 3. Level 3 | |

Recommendations for Levels 1, 2 and 3

Level 1 -- greatest level of detailed study

Level 2 (SSW subalignment of SW) -- also studied but to lesser extent -- relies on coordination with adjacent counties

Level 3 -- No further analysis at this time

Commissioner Finley -- based on East Corridor, along I-94, and rapid development in Washington County and Hudson, maybe move to Level 1.

Hal Norgard -- East/West Crosstown should also be Level 1.

Ferrol clarified -- corridor overlap, i.e. NW and NE overlap N, also Level 2 will still be studied but just not at the same level of detail.

Kathy commented -- to stay within budget will need to reduce corridors -- the more corridors (i.e. adding 2) will add cost and time to the study.

Commissioner Ahrens -- concern for elimination of North Corridor, especially with Mn/DOT studies on I-35 -- also if park & ride is emphasis.

Commissioner Ahrens also thinks because of growth emphasis toward Stillwater, east may be more important as a Level 1 than NE Corridor. Also, the 2010 population data is more important than current -- lets emphasize the importance of future population trends.

Ferrol -- LRT serves two types of trips -- long and intermediate (HOV does not serve intermediate well). Also, traffic on freeway drawing from broad area. LRT can intercept before on the freeway to help reduce congestion.

Kathy -- LRT only one transportation element -- HOV may be another alternative to relieve freeway congestion.

Commissioner Finley -- won't East/West Crosstown act to intercept traffic to west in morning and east in evening (i.e. patrons from Forest Lake, etc.).

Commissioner Schaber -- "That's why others should pay for LRT." Also, why does this study come up with corridor importance contradictory to Metropolitan Council. Also, draw in North Corridor on Metropolitan Council Corridor Overlay for reference -- add NE, N, NE, SE, S, SW.

Kathy -- want decision of Level 1 corridors.

Discussion -- Philosophy of LRT -- diagonals add comprehensive transportation to areas currently poorly served with high speed comprehensive service.

Peter Fausch -- tie to freeway may delay implementation -- may be competitive to highway improvements.

BREAK 10:20

Commissioner Ahrens concerned with South Corridor being mostly out of Ramsey County (Dakota) -- why are we spending our money on that?

Commissioner Hunt -- that's why people perceive lack of regional approach.

Kathy -- Dakota is on various committees advisory to us -- Dakota's consultant is SRF, previous resolution to study logical extensions to other counties.

Commissioner Finley says on one hand we are claiming regional concern, on other "stop at the border."

Commissioner Ahrens -- why not get Dakota and Washington to pay for sections within their areas, by agreement? Commissioner Finley responded we are way ahead of them and have previously committed to a regional approach.

Commissioner Ahrens -- what is the conflict -- if they will be doing comprehensive plan in future, why should they not participate with their share?

Commissioner Finley clearly disagreed with Commissioner Ahrens.

Commissioner Finley -- We should not get into splitting inside county, outside county study costs.

Commissioner Hunt -- Ramsey County should proceed but have some official relationship with other counties to establish regional approach.

Commissioner Schaber -- gut feeling that growth in the East, yet corridors going NW, NE and South for Level 1 study.

Commissioner Norgard -- Chicago Northwestern (ENE) would serve best, goes right into downtown, middle of the road (area wise), plus available right of way. Ferrol responded explaining issue of staging and trying to serve all areas without overlap.

Commissioner Ahrens -- just looking at East Corridor -- doesn't indicate potential population growth. Commissioner Finley says study area goes beyond lines. Ferrol clarified areas go out about 10 miles.

Ferrol/Kathy -- population data from Metropolitan Council. Commissioner Ahrens can't believe only 7,000 growth indicated.

Commissioner Salverda -- that's why new group formed -- to improve accuracy of numbers.

Commissioner Schaber -- motion:

Approve preliminary corridor recommended subject to modifications:

1. East go to Level 1
2. NE Corridor go to Level 2

Ferrol -- recommendation not supported by data collected so far. However, if authority is not comfortable with accuracy of some of the numbers, it can be considered in the decision.

Commissioner Salverda -- how about to stay consistent, leaving NE in, just adding East to Level 1. Peter Fausch -- NE has best market.

Commissioner Schaber -- revise motion to add East.
Commissioner Salverda seconded.
Motion carried.

Commissioner Finley -- Crosstown should be controlled on ends. End at NE on Eastside. End Anoka's North Corridor on west. Commissioner Norgard agrees.

Motion -- East West Corridor be studied between logical connections -- consensus unclear -- left as is.

Clarification -- these are recommendations which will go to the authority in May but will guide scope of our work on Comprehensive Plan over the next few weeks.

Legislative

Kelly bill will not get hearing. Carruthers bill -- amended and passed. See Kathy's summary -- referred to Transportation committee in House.

Novak bill to Committee -- amended and passed -- referred to Governmental Committee.

Joint Powers bill -- less complicated. Referred to Local and Urban Governmental Committee.

Commissioner Finley commented -- difficult to support or oppose any particular legislation because of all of the changes through amendments before full approval.

Kathy distributed information -- memo of 4/7 concerning legislation -- as no Rail Authority meeting on 4/11 then could review at County Board on 4/11 -- possible resolution attached.

Discussion

Not specific bill support -- support general concept of favoring general concepts and philosophies -- want County to retain input to planning.

Downtown Alignments (Ferrol)

Overlay: Frame area
 Core area

"Data Used to Evaluate" -- overhead and in book

Traffic disruption -- traffic volumes
Through traffic -- why four function as such
Edge of core -- don't serve core as well

Supported by St. Paul -- candidate streets:

Cedar and Minnesota
4th, 5th and 6th

* Another consideration of downtown alignments -- how to connect to corridors.

Further review -- utilities, etc. may indicate need for tunnel review in future.

Commissioner Norgard -- what does Chamber of Commerce say?
Kathy -- will see in future. Commissioner Finley -- LRT task

force?

Commissioner Schaber moved to proceed with further study on downtown alignments.

Commissioner Finley seconded.

Motion carried.

Financing (see document in book)

Clarification -- presentation of primary menu of possibilities.

Capital costs -- Ferrol provided brief run through of revenue sources (8; 4 primary, 4 backup) -- Hennepin and Anoka have used.

Commissioners Finley and Schaber -- Midway Civic Association may have to deal with disparity considerations.

Commissioner Schaber -- why isn't the State of Minnesota considered as a primary source -- Ferrol commented it was not a reliable long-term source.

Tax increment and special assessments -- not very good.

Commissioner Finley -- why is property tax listed as equitable -- it is not -- it is regressive. Commissioner Schaber voiced agreement. Commissioner Finley suggested income tax may be more fair.

Commissioner Hunt -- need to look at regional funding.

1. One of the provisions of the Carruthers Bill -- has to look at regional funding.

Commissioner Schaber -- serious -- if LRT is to relieve congestion on the freeways, funding should come from the State legislature (wherever they get it).

Commissioner Finley -- State income tax should be considered for capital and operation. Property tax is regressive and not related to ability to pay.

Commissioner Norgard -- may have to go to toll roads in future to generate the necessary funding.

Peter Fausch -- what is equitable to users and equitable to all areas can be cut different ways.

Kathy -- should we go further on these sources of funding -- get numbers. Hennepin County has left largely open, as much is beyond our control.

Commissioner McCarty -- how much is this system going to cost "a whole bunch?" Kathy/Ferrol -- \$10-25 million per mile.

Commissioner Salverda -- emphasized the importance of funding as the underlying foundation -- must be considered fully -- much of the other parts of the study is technical. What will be given at forums -- want information to be understood.

Commissioner Finley -- we too often take for granted people understand the corridors -- must relate to specific (familiar) streets -- people do not related to railroad at all (except Norgard).

Commissioner McCarty -- many talk to him (supportive of LRT) but are not aware of upcoming forums -- what about flyers for kids to bring home to parents -- local papers?

Commissioner Hunt -- this workshop was to provide guidance to staff -- official action will happen at future authority meetings.

Commissioner Salverda -- final report should include Midway Corridor as part of report.

JET/clm
4/19/89
000430

4/10/29 ~~SP~~ "Work Session" LRT comp

8:40 I. Opening Remarks - John Finley & KD -
set purpose & outline

II Jill Gosti - Facilitator

Corridor Selection - Preliminary Recommendation.
Decisions



Ferris - Presentation on Corridors - Pete F. Starts

Pete F.

Corridor overview

- 1) No Corridors "dropped" - rather deferred to future for further evaluation
- 2) Met Connect-Potential Corridors
 - a) if tied to highway project - ie. 35W - could take considerable review period
- 3) Erosstown Corridors - less desirable due to lack of anchors at ends
- 4) Corridor definition (e.g. NE Corridor)
 - a) 4 sectors
 - 1) within mile - walkin - little change in bus service
 - 2) walkin plus interconnect - local bus primarily same
 - 3) Goes to feeder / Trunk
 - 4) Access by park & ride

oriented by how patrons get to the system

Comment: Comm. Finkey suggested Met council corridor identification be included in the working document.

Ferrol

Northwest Corridor (Suelling; Fairview)

- 1) Service Area & Sectors
- 2) Transit Generators
 - a) Key Review
- 3) Does a good job connecting major corridors
- 4) Population & Employment in sector areas

retail non retail

North Corridor

- 1) Rice, Lexington, Soo Line
- 2) Quick overview with overheads

Northeast Corridor

- 1) Quick overview

East Northeast - (Chicago Northwestern Rail.)

- 1) Extra Bulge - @ Stillwater
- 2) Problems of requiring specialized ~~the~~ shuttle to distribute to generators

(south of 36 - through Lake Elmo)

East Corridor (I-94)

- 1) Generator review - looks better
- 2) Downtown as major anchor strengthens corridor
- 3) Size of squares not proportional to generation magnitude

Southeast Corridor (STH 61)

- 1) Extends to approx. Cottage Grove
 - 2) Comm Findly asked - isn't it important to get to Backroom community - Ferrol agreed & related consideration made
- South - (Robert / Lafayette)
- 1) Shown to Inver Grove Heights

Comm. McCarty - Does it account for Parks - Ferrol said yes - brief explanation

South West Cor. - (I 35 E / Shepard Rd)

* Overlays changed - replacement Pages - (2)

- 1) To Airport
- 2) connect to Henn. Co. - Hiawatha Corridor
- 3) Good generators - many within walking dist.
- 4) Good chance of feeding

* (Cross town Corridor ex.) - STH 36

- 1) Little Opport. for Walkin - Feedbus reliance
- 2) Sector A smaller than B - But relies on feeder bus & Park & Ride
- 3) Oppor. to interconnect with Anoka County Line on west

Crosstown (Cont.)

- 4) on East side - connect to NE Corr.
- 5) once you get to destination - get on another distribution bus

** Getting to destination is tougher off crosstown

- ↳ Traffic Generators - Suburbanites always ask "Why orient to downtown with suburbs growth"
 - a) But for Transit system strength - need downtown anchor
 - b) Feeder buses act as crosstowns in suburbs

Peter commented buses in sector are not reoriented to feed LRT for conveyance to DT - but will interconnect to distribute to suburbs

Comm. Finley commented on ~~perceived~~ importance of Midway & Roseville area - will benefit from LRT

KD commented preliminary recommendations will include a philosophy of frequency and location of station locations.

- a) Also - from Hemm. County - residents object to Park & Ride in their neighborhood

Ferrol Cont.** Population Review (2010)

i) Clockwise reduction in pop. by sector starting with NW (except "South" ^{total})
Comm. Salverda - why is East/West Unvers. Avenue Corridor.

- a) Not part of camp plan
- b) already well studied - priority corridor in Metro
- c) prelim. Engr / EIS upcoming

** Non Retail Employment

Transit Dependent population - basically proportional to total population

* Transit Ridership Currently

- a) ENE best
- b) NE 2nd
- c) can't use directly because affected by level of service / amount of service -
 - 1) better service will improve ridership.
- d) Many of transit users in NW corridor oriented toward Mpls.

Comment - LRT user profile different from bus patron

Comm. Schaber Quest - have we reviewed 6/17
where patrons to 3 M complex come from -
Ferral says no at this point - must reduce
of corridors before greater detail

Criteria for Recommended Corridor Selection

1)
Peter & Ferral added what information they
do have suggests, contrary to what people
initially think, there are some natural
boundaries in service areas - i.e. 90% of
trips south of river come from patrons who
live south of river

Criteria for Recommended Corridor Selection

- Comments
- 1) ROW availability - decided to be used
as an opportunity if available but not
a reason for rejection if not readily available
only a constraint to deal with
 - 2) Should factor out % of corridor (NW) going
to Mpls instead of St. Paul
 - 3) Criteria on Overlay is in Workbook

Definition of Corridor Groups

- 1) Level 1
 - 2) Level 2
 - 3) Level 3
- } explanation and example

Recommendations for Level 1, 2, 3

Level 1 - greatest level of detailed study

Level 2 - also studied but to lesser extent -
relies on coord with adjacent countries

SSW subalignment
of SW

Level 3 - No further analysis at this time

Comm. Finley - based on East Corridor - along
I-94 & rapid development in Wash Co. & Hudson
maybe move to level 1

Hal Norgaard - E/W cross town (STH 36) should
also be Level 1

Ferrol Clarified - corridor overlap - i.e. NW
& NE overlap N., also Level 2 will still
be studied but ^{just} not at the same level of detail

Kathy commented - to stay within Budget -
will need to reduce corridors - the more
corridors (i.e. adding 2) will add cost & time
to the study

Comm. Atkins - concern for Elimination of North
corridor - especially with MDOT studies ~~at~~ on I 35
also if park & ride is emphasis

8/17

Comm. Ahrens - also thinks because of growth emphasis toward stillwater - east may be more important as a level 1 than NE corridor. Also the 2010 pop. data. is more important than current - lets emphasize the

Ferrol - LRT serves 2 types of trips - long and intermediate (HOV does not serve intermed well) - Also traffic on freeway drawing from broad area

ED - LRT ~~is~~ one element - HOV may be another alternative to relieve freeway congestion

LRT ^{can} ~~must~~ intercept before on the freeway to help reduce congestion.

Comm. Finley - won't east west cross town act to intercept traffic to ~~west~~ ^{east} west in morning and ~~west~~ ^{east} in evening (ie. patrons from Forrest Lake etc.)

Comm. Behaber - "That's why others should pay for LRT. Also why does this study come up with corridor importance contradictory to Met. council. Also draw in North corridor on Met Council Corridor Overlay for reference - Add NE, N, NE, SE, S, SW

Comm. Finley -
Is a map -
add ~~that~~

9/17

FD - want decision of Level 1 corridors

Discussion - Philosophy of LRT - Diagonals
add comprehensive transportation to areas
currently poorly served with high speed comp. service.
Diagonals ~~to~~ overlap

Peter F. - ~~tie to~~ tie to freeway may delay
implementation - may be competitive to
Highway improvements

Break $\Rightarrow$ 10:20

Comm. Ahrens concerned with S corridor being
mostly out of Ramsey County (Dakota) - why
are we spending our money on that

~~But~~ Comm Hunt - that's why people perceive
lack of Regional Approach.

KD - Dakota is on various committees advisory fees -
Dakota's consultant is SRF, previous resolution
to study logical extensions to other counties
 $\downarrow$ Comm. Finley says on one hand we are claiming
regional concern, on other "stop at the border"

Comm. Ahrens - why not get Dakota & Washington
to pay for ~~the~~ sections within their areas - by
agreement - Comm Finley ~~says~~ responded we
are way ahead of them and have previously committed
to a regional approach.

Comm. Ahrens - what is the conflict - if they will be doing compreh. plan in future why should they not participate with their share

Comm. Finley - clearly disagreed with Comm Ahrens - we should not get into splitting inside county, outside county study costs.

Comm. Hunt - ~~RC~~ RC should proceed but have some official relationship with other counties to establish regional approach

Comm. Schuber - gut feeling growth in east - yet corridors going NW, NE & South for level 1 study

Comm. Norgard - Chicago Northwestern (ENE) would serve best - goes right into Downtown - middle of the road (areawise) plus available ROW

Ferrol responded explaining issue of staging and trying to serve all areas without overlap.

Comm. Ahrens - just looking at E corridor - doesn't indicate potential population growth

Comm. Finley says study area goes beyond lines - Ferrol clarified areas go out about 10 miles

11/17

Ferrol / ED - population data from
Met Council - Comm. Alvares can't
believe only \$7,000 growth indicated

Comm. Salverda - that's why new group
formed to improve accuracy of numbers

Comm. Schaber $\Rightarrow$ Motion:

~~Approve~~ Preliminary Corridor recommend
~~go to be~~ subject to modification:

- 1) modified E go to Level 1
- 2) NE corridor go to Level 2

Ferrol - recommendation not supported by data
collected so far.

However, if authority is not comfortable
with accuracy of some of the numbers, it
can be considered in decision

Comm. Salverda - how about to stay consistent
leave NE in just add E to
level 1

Peter P - NE has best market

Comm. Schaber - revise Motion to add E

Comm. Salverda - 2nd

Motion carried,

12/17

Comm. Finley - Cross town should be controlled
on ends -

End at NE on east side } Comm.
End Anoka's N~~W~~ corr. on West } Norgard
agrees

Motion - East West Corridor between

leave as is

Clarification - these are recommendations which
will go to the authority in May
but will affect our work on Comp
Plan

Legislative

Kelly will not get hearing

Curmuthers bill $\Rightarrow$ amended & Passed -
see ED summary

$\Downarrow$
referred to trans. comm
in house

Novak Comm. $\Rightarrow$ Amended & Passed,

$\Downarrow$ referred
governmental
Comm.

Joint Powers
 $\Downarrow$
less
complicated.

$\Downarrow$ referred to local
& urban government
Comm.

All three
going at same
time

13/17

Comm. Finley commented - difficult to support or oppose ~~legis~~ any particular legislation because of all of the changes through amendments before full approval.

passed out for information

ED memo of 4/7 concerning legislation - as no Rail Authority meeting on 4/11 then could review at County Board on 4/11 = possible resolution attached.

↓ discussion

↓ not specific bill support - support general concept of favoring whatever entity ⇒ input to planning

Downtown Alignments (Ferrol)

Overlay

Frame
Core

"Data used to Evaluate" - Overhead & in book

Traffic disruption - traffic volumes through Traffic - why 4 function as such
Edge of Core - don't serve core as well

supported by St. Paul

Candidate Streets - Cedar & Minn.
4th, 5th, & 6th.

14/17

* Another consideration of Downtown Alignments -
how to connect to corridors

Further review - Utilities etc may indicate
need for tunnel review in future.

Comm. Brg. - What does Chamber of Commerce say?

ED - will see in future

Comm. Finley - LRT task force

~~Financing~~

Schaber Move

Finley Second

Carried

proceed with ~~later~~ further
study on DT alignments

Financing (see doc. in Book)

Clarification - presentation of primary means of
possibilities.

capital
costs

Ferrol provided brief run through of revenue
sources (8) - Henn. & Anoka have used.

4 primary, 4 backup

Finley

Schaber

Midway Civic Assoc. may have to deal with disparity
considerations

Schaber - why isn't the state of Minn considered -
Ferrol commented it was not a reliable
long term source

15/17

Tax Increment

special Assessment } No very good

Comm. Finley - why is property tax listed
as equitable - it is not - it is regressive
Comm. Schaber voiced agreement

suggested

Income Tax may be more fair

Comm. Hunt - need to look a regional funding.

1) One of the provisions of the Carruthers
Bill - has to look at regional funding

Comm. Schaber - serious - if LRT is to relieve
congestion on the freeways - funding should
come from the state legislature (wherever
they get it.)

Comm. Finley - State Income Tax should be
considered for capital & operation.
Property tax is regressive and not
related to ability to pay.

Comm. Norgard - May have to go to toll roads
in future to generate the necessary funding.

P Fausch - consider equitable to users and equitable
to all areas - cut different ways

16/17

KD - should we go further on these sources of funding - get #'s

H.C. has left largely open as much is beyond our control

Comm. McCarty - how much is this system going to cost "a whole Bunch"?

KD/Ferrol - \$10 - 25 Million / mile

Comm. Salverda - emphasized the importance of funding as the underlying foundation - must be considered fully - much of the other parts of the study is technical

What will be given at forums - want adequate to be understood.

Comm. Pintey - we too often take for granted people understand the corridors - must relate to specific (familiar) streets - people do not relate to RR at all (except Naregard)

Comm. McCarty - many talk to him
(supportive of LRT) but are not aware
of upcoming forums - what about flyers
for kids to bring home to parents -
local papers?

Comm. Hunt - this workshop was to
provide guidance to staff -
official action will happen
at future Authority meetings

Comm. Silverda - Final report should include
Midway^{Comm.} as part of report

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STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Commission No. 0881132

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: April 6, 1989

SUBJECT: PRELIMINARY REVIEW OF STANDARDS AND POLICIES

The purpose of this memorandum is to report on the results of our preliminary review of Hennepin County's "LRT System Characteristics and Standards" report as well as their "LRT System Standards and Philosophy" chapter of the county's Comprehensive LRT Plan. This review has been conducted to help insure that Ramsey County and Hennepin County Standards will be consistent.

The overall conclusion of our review is that there is substantial agreement between the LRT standards of the two counties. In a few cases, an alternative to Hennepin County's System Standards is recommended. For purposes of discussion, we present the following comments and recommendations on items for which RCRRA may want to consider a different approach or standard.

FOR:bba

COMPARISON OF HCRRA AND RCRRA LRT STANDARDS

Hours of Service (Chapter I.A)

HCRRA: Weekday service 5:30 a.m. to 1:00 a.m.
(19.5 hours)

RCRRA: We suggest defining an initial year service of 16 hours per day (6:00 a.m. to 10:00 p.m.) and a design year service of 20 hours (5:00 a.m. to 1:00 a.m.).

Service Frequencies (Chapter I.B)

HCRRA: Weekday daytime 15 minutes
Weekday nighttime 30 minutes

RCRRA: We suggest defining service frequencies for the initial year (15 minutes weekday) and for the design year (10 minutes weekday).

Maximum Train Length (Chapter I.C)

While Hennepin and Ramsey County agree that a three-car train is the maximum length for light rail transit in the Twin Cities, the maximum length allowable in downtown St. Paul is 300 feet. Three car trains could be accommodated in 300 feet of length, and would not require 320 feet, as allowed by the Hennepin County standard.

Speeds (Chapter I.E)

HCRRA: Reserved median - street speed limit
Reserved paved lane - less than 35 mph

RCRRA: Reserved median or paved lane - street speed limit
Pedestrian mall - 20 mph

Track Configuration (Chapter I.F)

HCRRA: Crossovers every 1 to 1.5 miles
Pocket tracks at 5-mile intervals

RCRRA: Crossovers every 2 to 3 miles
Pocket tracks at the 1/4, 1/2 and, 3/4 points of the route

Train Control (Chapter I.G)

RCRRA: Specify what facilities and equipment should be controlled and monitored from central control (e.g., traction power, signals and switches, switch heaters, fare collection equipment, closed-circuit TV, station radiant heaters, station communications, etc.).

Safety and Security (Chapter II)

RCRRA: In addition to safety/security policies, Availability Policy should be added (i.e., 95 percent reliability and maintenance goal for all LRT subsystems).

Vehicles (Chapter III.A)

HCRRA:	Weight of "crush-loaded" LRV	- 130,000 lbs.
	Emergency breaking	- 6.0 mph/s
RCRRA:	Weight of "crush-loaded" LRV	- 140,000 lbs.
	Emergency breaking	- 4.0 to 6.0 mph/s
	Jerk limit	- 2.0 mph/s/s
	Allow sanding and track brakes	

Track and Roadbed (Chapter III.B)

(to follow)

Traction Power (Chapter III.C)

(to follow)

Signals (Chapter III.D)

(to follow)

Communications (Chapter III.E)

HCRRA: Does not recommend public address at stations.

RCRRA: Public address at stations are useful if evacuation must take place prior to train pulling into station; also useful for advising patrons of system problems which may cause train delay.

Security (Chapter III.F)

HCRRA: Pending further study, closed-circuit television (CCTV) is not recommended.

RCRRA: Perceived security offered by CCTVs is often effective when it comes to patron usage of transit system and crime deterrence.

Fare Collection (Chapter III.G)

RCRRA: Consider adding intrusion alarms for fare collection equipment.

Stations (Chapter III.H)

HCRRA: Width of side platforms	- 10 feet
Width of center platforms	- 16 feet

RCRRA: Minimum width of side platforms	- 10 feet
Minimum width of center platform	- 14'-9"
Desirable width of side platforms	- 12 feet
Desirable width of center platforms	- 16 feet

Support Equipment (Chapter III.J)

RCRRA: System design should allow for operation of hi-rail maintenance vehicles with respect to clearances, weight restrictions, trackwork and accessibility.

Types and Availability of Skills (Chapter IV.A)

- . Difficult to locate personnel experienced in dc power systems locally, especially for overhead systems.
- . Local law enforcement personnel are reluctant to take a "step-down" to security personnel, unless compensation is high.
- . Process of hiring and training system staff is often more difficult than expected. Adequate time must be allowed for staff build-up (1-1/2 to 2 years before revenue operations).

Train Crew Size (Chapter IV.B)

RCRRA: Need to address use of fare inspection personnel and level of desired inspection.



STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Commission No. 0881132

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: April 5, 1989

SUBJECT: FIRST LEVEL EVALUATION OF DOWNTOWN ST. PAUL STREETS FOR
POTENTIAL LRT ALIGNMENT

The following information on downtown St. Paul and downtown streets has been used to narrow the number of streets that are candidate for LRT alignment, and for which additional analysis will be performed.

Four criteria have been used to help in the identification of the more promising routes:

1. Penetration of the downtown core area.
2. Daily traffic volume.
3. Degree to which the street functions as a through route.
4. Location of the street within the core.
5. Street continuity.

The result of the analysis show that the following streets are the most promising for LRT use:

North-South

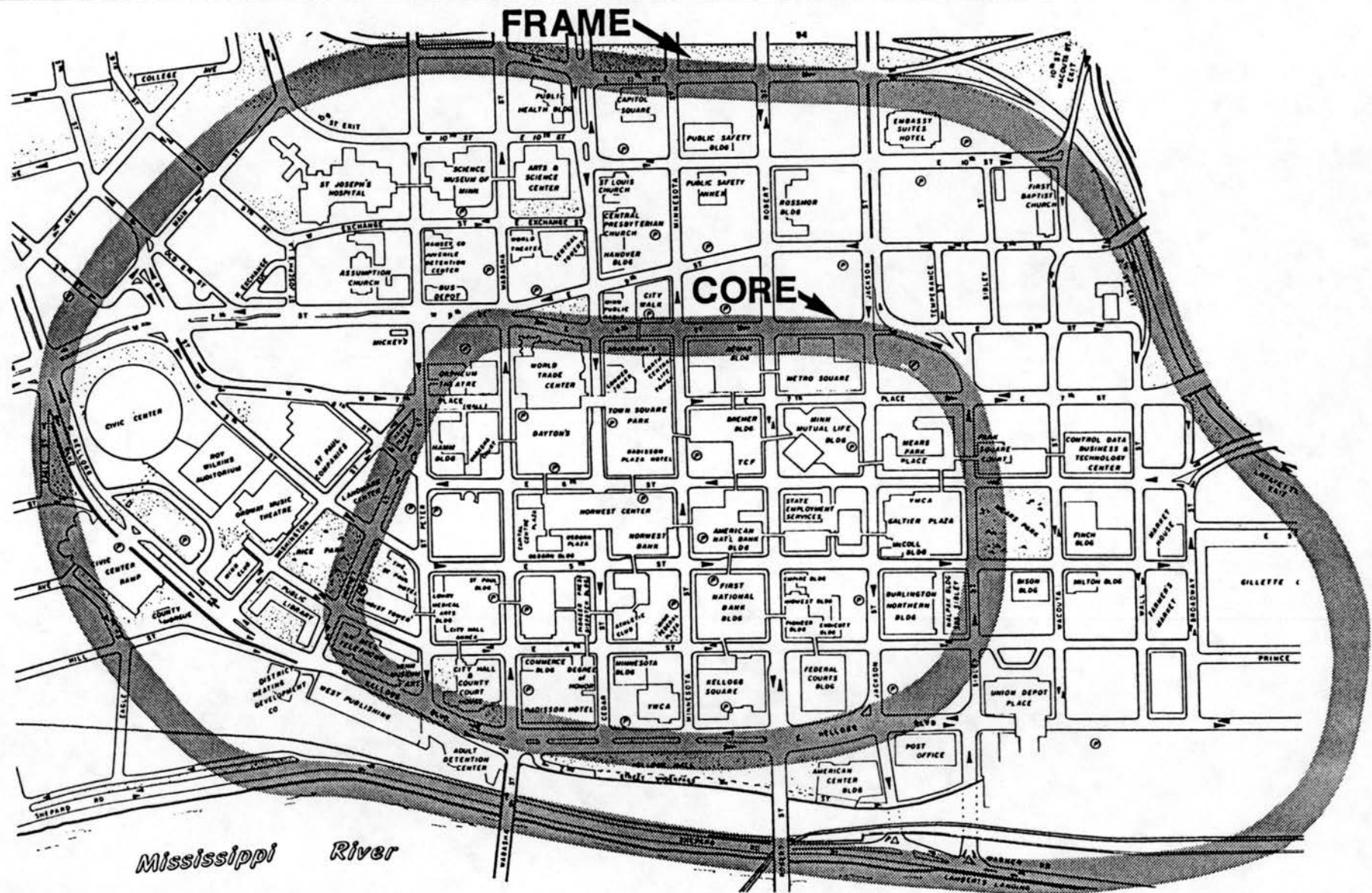
Cedar
Minnesota

East-West

4th Street
5th Street
6th Street

Simultaneously with the evaluation of downtown streets, we are evaluating Ramsey County regional corridors. Once that step is completed, work will begin on examining options to interconnect downtown routes with non-downtown corridors.

The attached materials shows the approximate location of the downtown core, the evaluation criteria information, candidate streets for LRT, and potential areas of interconnection with regional corridors. This information has been reviewed with City of St. Paul staff.



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN
DEFINITION OF DOWNTOWN ST. PAUL
CORE AND FRAME

DOWNTOWN ST. PAUL STREET ALIGNMENT EVALUATION

DAILY TRAFFIC IN CORE 1986-1987

St. Peter	11,000	7th Street (new)	6,500
Wabasha	14,000	7th Place	3,000
Cedar	7,000	6th Street	10,000
Minnesota	8,000	5th Street	11,000
Robert	13,000	4th Street	6,000
Jackson	12,000	Kellogg Boulevard	18,000
Sibley	9,000		

MAIN THROUGH TRAFFIC ROUTES

Wabasha - because of river crossing
Robert - because of river crossing
Sibley/Jackson - because of connection to Shepard Road
Kellogg Boulevard - because of connection to I-35E and I-94

EDGE OF DOWNTOWN CORE AREA

St. Peter - west edge
Sibley - east edge
7th Street (new) - north edge
Kellogg - south edge

DISCONTINUOUS ROUTES

7th Place
Sibley

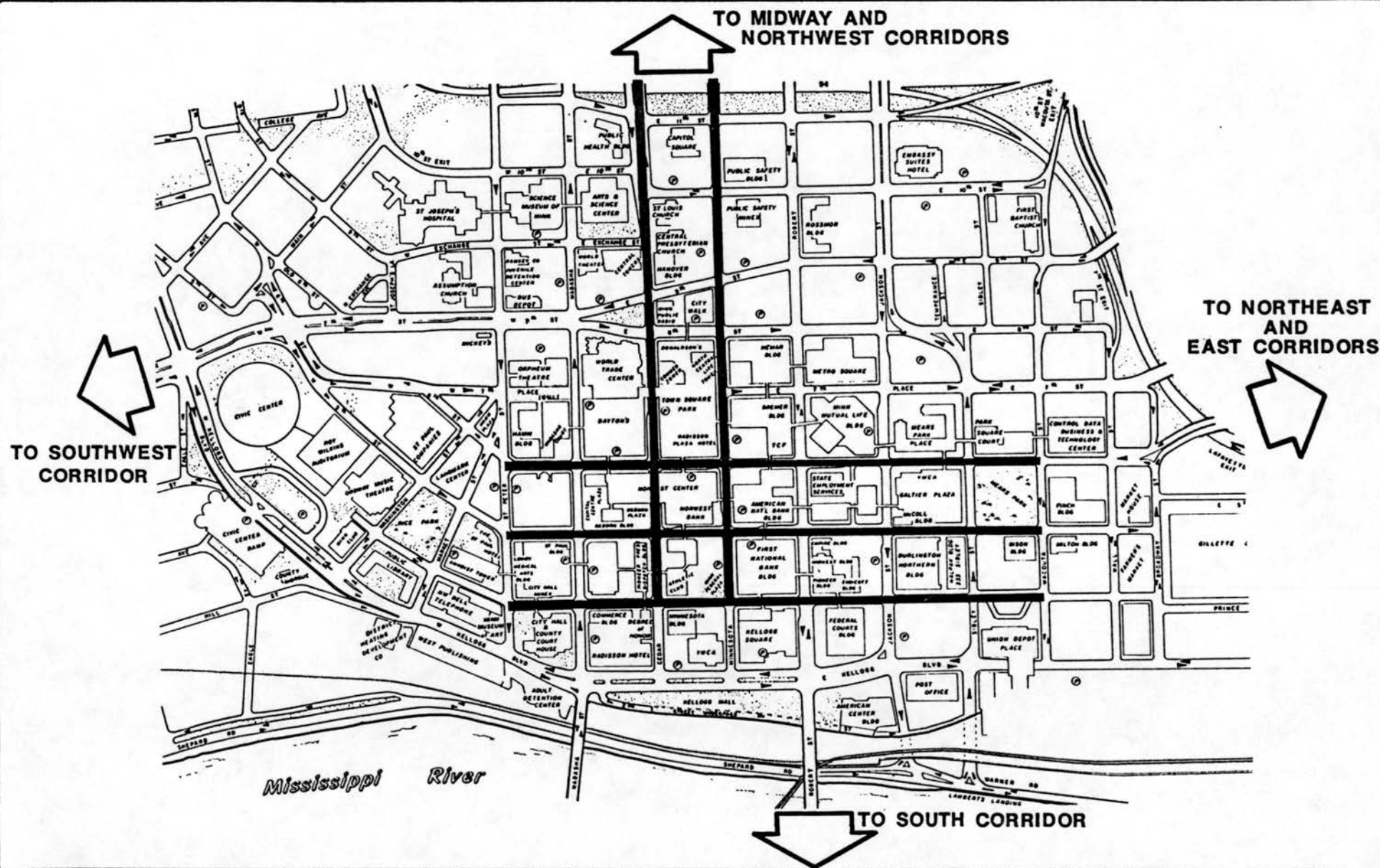
CANDIDATE STREETS FOR FURTHER ANALYSIS

North-South

Cedar
Minnesota

East-West

4th Street
5th Street
6th Street



RAMSEY COUNTY COMPREHENSIVE LRT PLAN
DOWNTOWN ST. PAUL CANDIDATE STREETS



STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Commission No. 0881132

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: April 5, 1989

SUBJECT: POTENTIAL REVENUE SOURCES FOR
LRT FINANCING IN RAMSEY COUNTY

This memorandum has been prepared to initiate a discussion of the range of revenue sources that may be available to finance the capital cost of LRT construction in Ramsey County. The task of quantifying the dollar amounts that may be raised from each of the sources identified has been initiated and will be presented for your review in a subsequent memorandum.

At this stage of the analysis, and to ensure a certain degree of compatibility, we will report on the funding sources identified by Hennepin County and Anoka County. The primary sources for the information contained in this memorandum are the recommendations of the Finance Advisory Committee to the Hennepin County Regional Railroad Authority (RCRRA), and a letter/report to the Anoka County Regional Railroad Authority (ACRRA) dated January 30, 1989, entitled "Revised Preliminary Report on Revenue Sources for Railroad Authority Capital Costs", prepared by Springsted Incorporated.

POTENTIAL REVENUE SOURCES

Primary Sources

1. Property tax
2. Tax increment
3. Surtax on motor vehicle registration fees
4. Motor vehicle excise taxes

Back-up Sources

1. A share of the county's contribution to fiscal disparities
2. A share of gasoline taxes
3. Assessment paid by property owners based on added benefits
4. A Transit Impact Fee for new development only

Other Sources

- . Federal funds
- . State funds
- . Metro Transit Taxing District
- . General sales tax
- . Parking sales tax
- . Income tax
- . Drivers license fee
- . Payroll tax
- . Head tax
- . Hotel/motel/liquor tax
- . Cigarette tax
- . Toll road fee

SELECTION OF REVENUE SOURCES

- . Consistency with Hennepin and Anoka County
- . Based on conditions specific to Ramsey County
- . Based on philosophy relative to the equity or reliability of the revenue sources

REVENUE SOURCE SELECTION CRITERIA

- . Ease of administration
- . Significant enough resource to justify levying the tax or implementing the tax program
- . Reliability of the revenue source (ease of quantification of amount that will be produced by the revenue source)
- . Equity, and relationship of the tax to value added for LRT construction

EVALUATION OF FUNDING SOURCES

	Easy to Administer	Significant Source	Reliable	Equitable
Property Tax	Yes	Yes	Yes	Yes
Tax Increment	No	No	No	Yes
Surtax on MVRF (a)	Yes	Yes	Yes	Yes
MVET (b)	Yes	Yes	Yes	Yes
Fiscal Disparities	Yes	?	No	No
Gasoline Tax	Yes	Yes	Yes	Yes
Special Assessment	No	No	No	Yes
Transit Impact Fees	Yes	?	?	?
Sales Tax	Yes	Yes	Yes	No

(a) MVRF: Motor Vehicle Registration Fee

(b) MVET: Motor Vehicle Excise Tax



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TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Commission No. 0881132

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: April 12, 1989

SUBJECT: CORRIDOR IDENTIFICATION AND FIRST LEVEL EVALUATION

The attached figures illustrate the results of the corridor identification and first level evaluation process associated with the Ramsey County Comprehensive LRT Plan.

Corridor Identification

Potential LRT corridors in Ramsey County were identified through the public, agency and committee participation process. The following radial corridors were identified:

1. Northwest (along Fairview/Snelling Avenues)
2. North (along Rice Street/Soo Line/I-35E)
3. Northeast (along BN Railroad/T.H. 61)
4. East-Northeast (along C & NW Railroad)
5. East (along Minnehaha Avenue/I-94)
6. Southeast (along BN Railroad/Soo Line/T.H. 61)
7. South (along Robert Street/Lafayette Freeway)
8. Southwest (along Shepard Road/Soo Line RR/
West 7th Street)

The following crosstown corridors were identified:

1. East-West (along the following alignments: T.H. 36, BN RR, Soo Line RR, I-694)
2. North-South (along Fairview/Snelling Avenues)

The radial and crosstown corridors are shown in the attached figures.

Corridor Evaluation

For each corridor identified, a market or service area was defined according to a procedure outlined in an SRF memorandum to RCRRA, dated February 27, 1989, that describes the LRT Corridor Identification Process (see appendix).

The following information was collected for each corridor based on its corresponding service area:

1. Current and future population
2. Current and future retail employment
3. Current and future non-retail employment
4. Current transit ridership
5. 1980 transit dependent population

The attached information includes charts that compare this information for each of the corridors identified, for the year 2010.

In addition, transit generator maps were developed which show the spatial relationship between each proposed LRT corridor and associated land uses that have the potential to generate LRT ridership. These land uses include retail centers, educational institutions, hospitals, employers with more than 500 employees and industrial parks. The Minnesota State fairgrounds, Minneapolis-St. Paul International Airport, Downtown St. Paul Airport and Met Center are also illustrated on these maps.

Results of the Preliminary Evaluation Process

Based on the information presented here, a first level evaluation of Ramsey County corridors was made that resulted in the following recommendations:

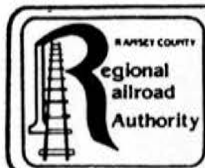
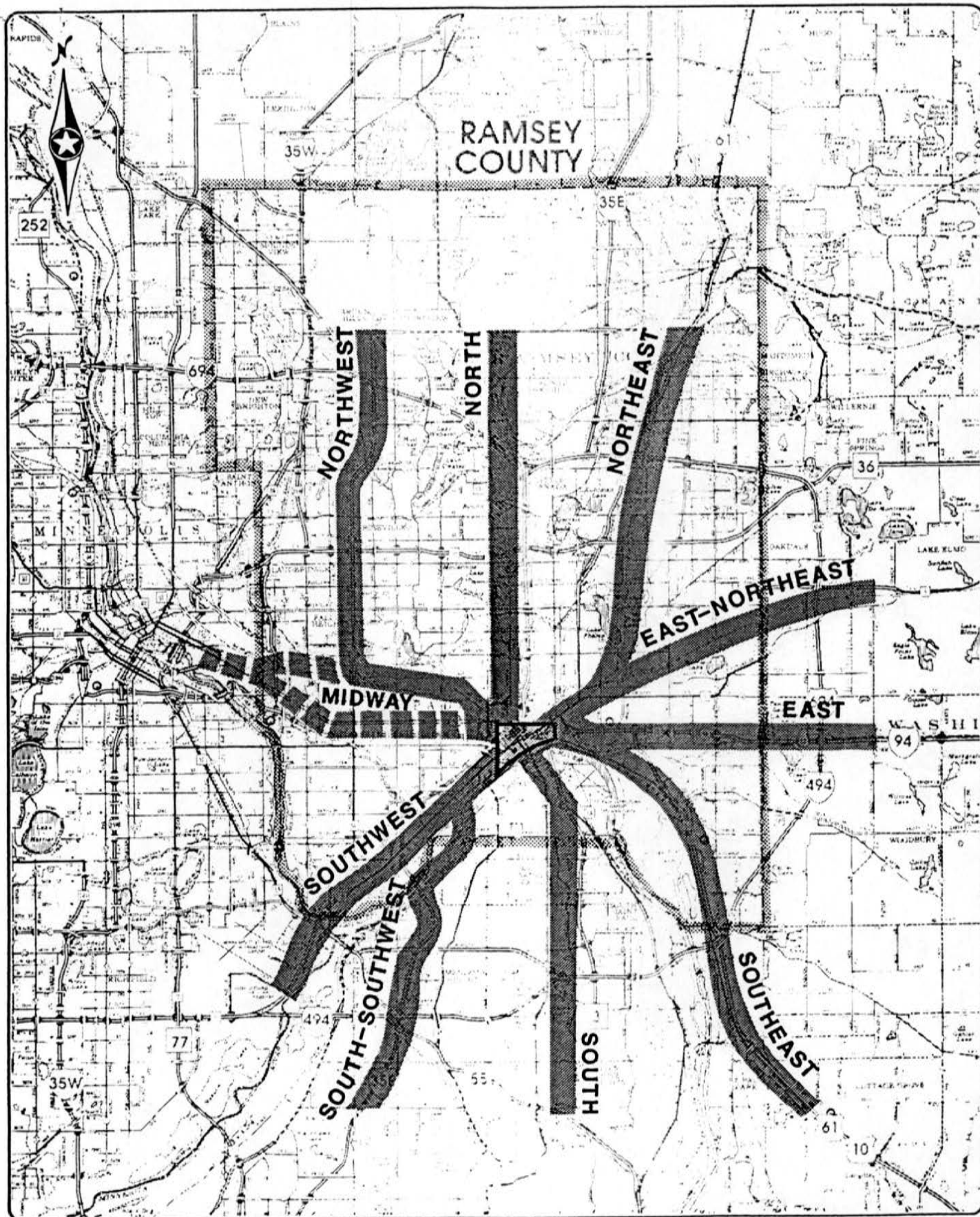
1. Conduct additional detailed analysis for the Northwest, Northeast, South, and the East Corridors. (The Midway Corridor, analyzed previously, is assumed to continue to be a priority corridor).
2. Conduct additional moderate analysis for the Southeast and Southwest Corridors, and the East-West Crosstown Corridor.
3. No additional analysis of the North and East-Northeast Corridors.

CORRIDOR IDENTIFICATION AND FIRST LEVEL EVALUATION

This section contains the following corridor information:

1. A description of potential LRT corridors in Ramsey County. These corridors have been identified through the public, agency and committee participation process.
2. Evaluation information for each corridor in order to show how they compare to each other.
3. Results of the preliminary corridor evaluation process.
4. Recommendations for additional analysis of corridors.

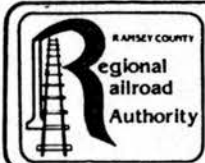
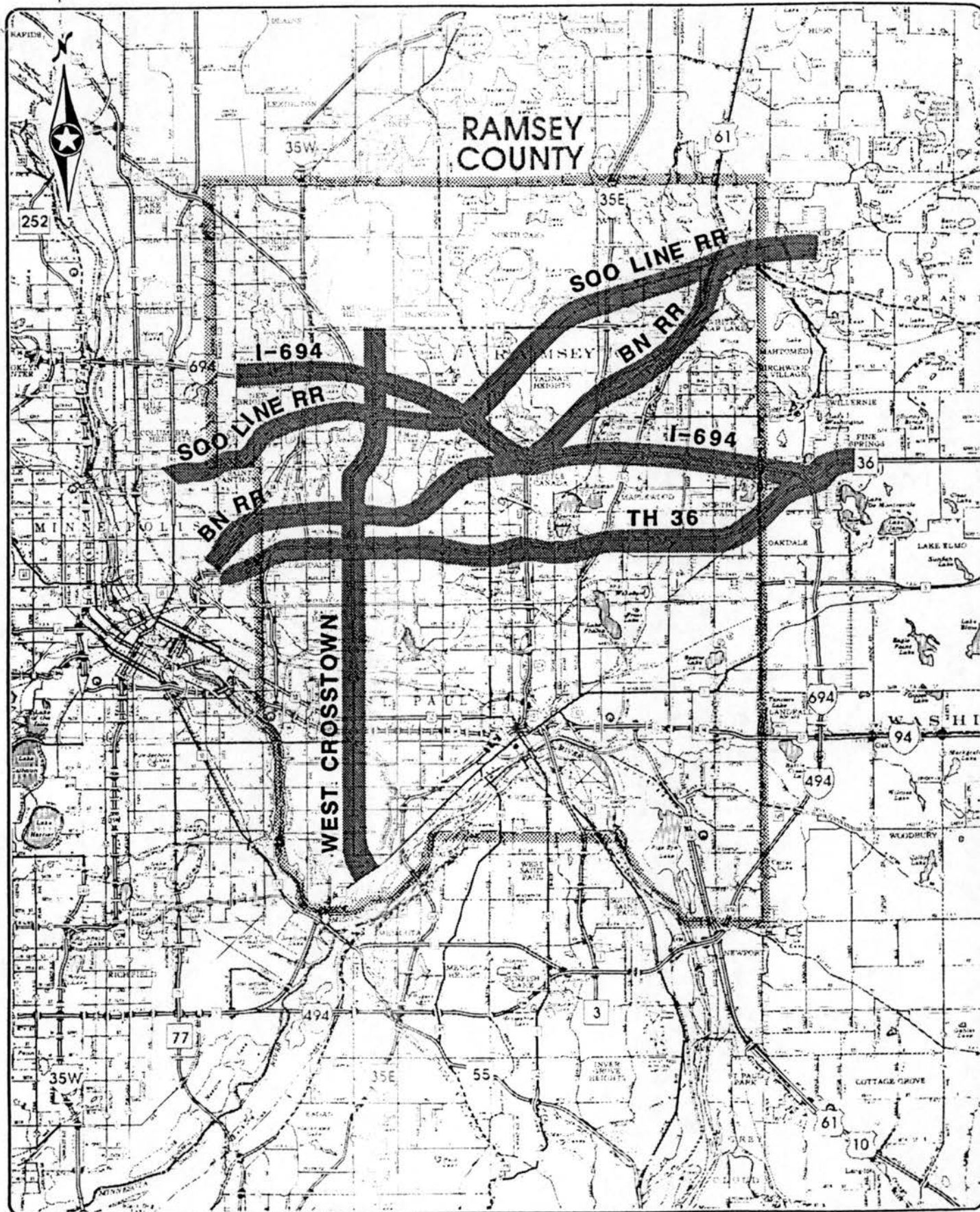
The appendix to this report contains detailed information on data analysis, corridor definition, and corridor identification process.



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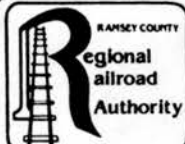
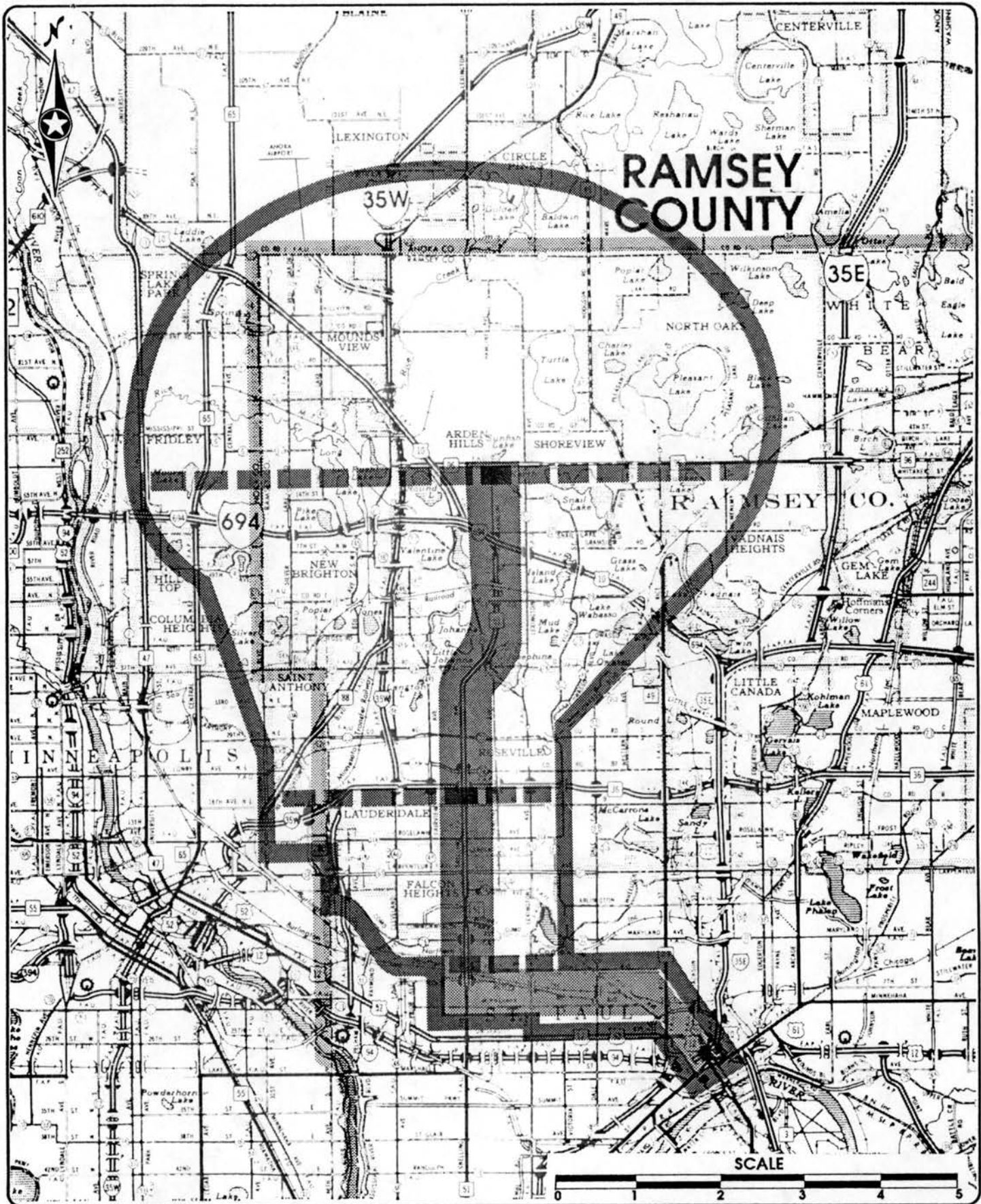
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

POTENTIAL RADIAL CORRIDORS



SRF

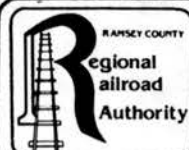
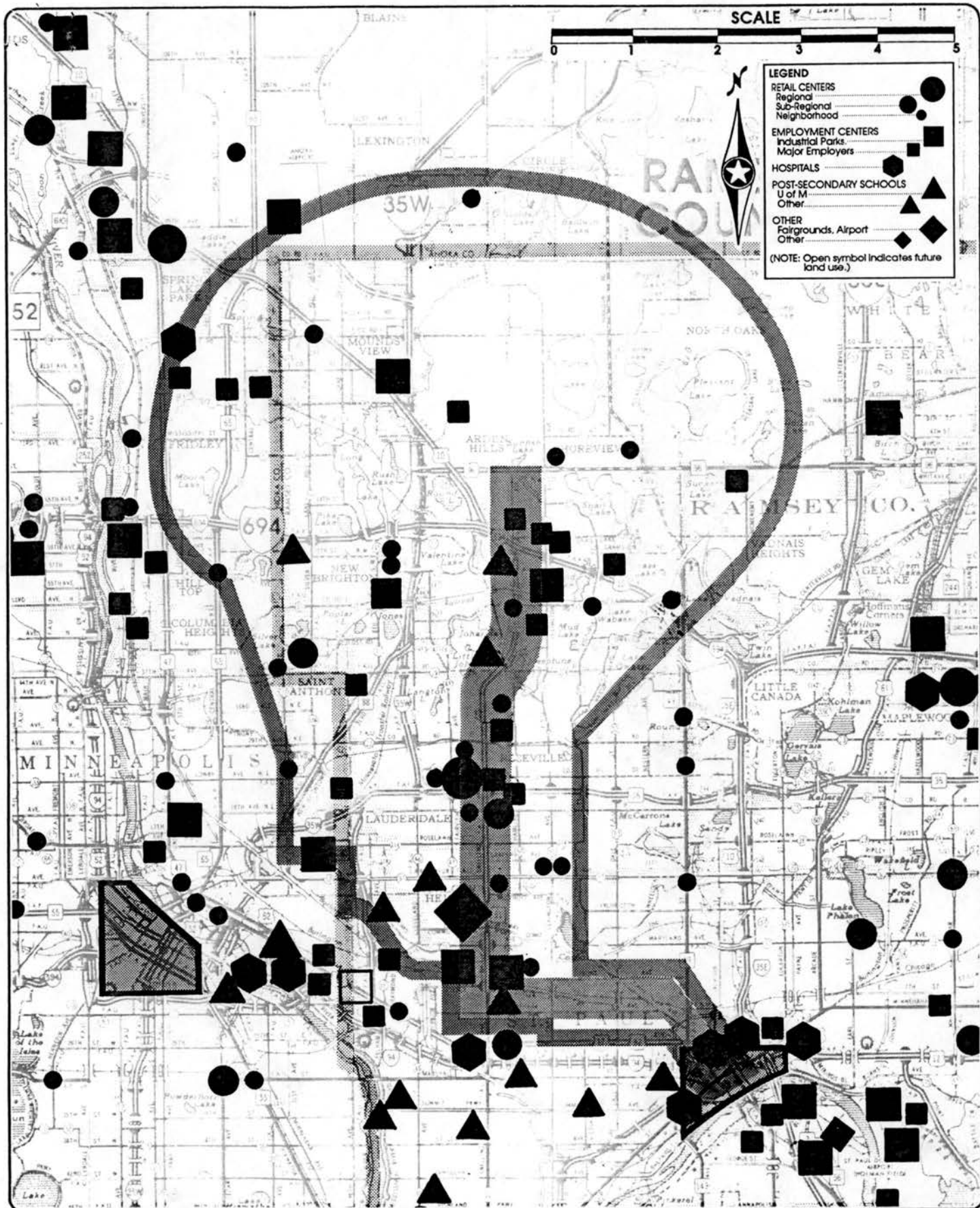
RAMSEY COUNTY COMPREHENSIVE LRT PLAN
POTENTIAL CROSSTOWN CORRIDORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

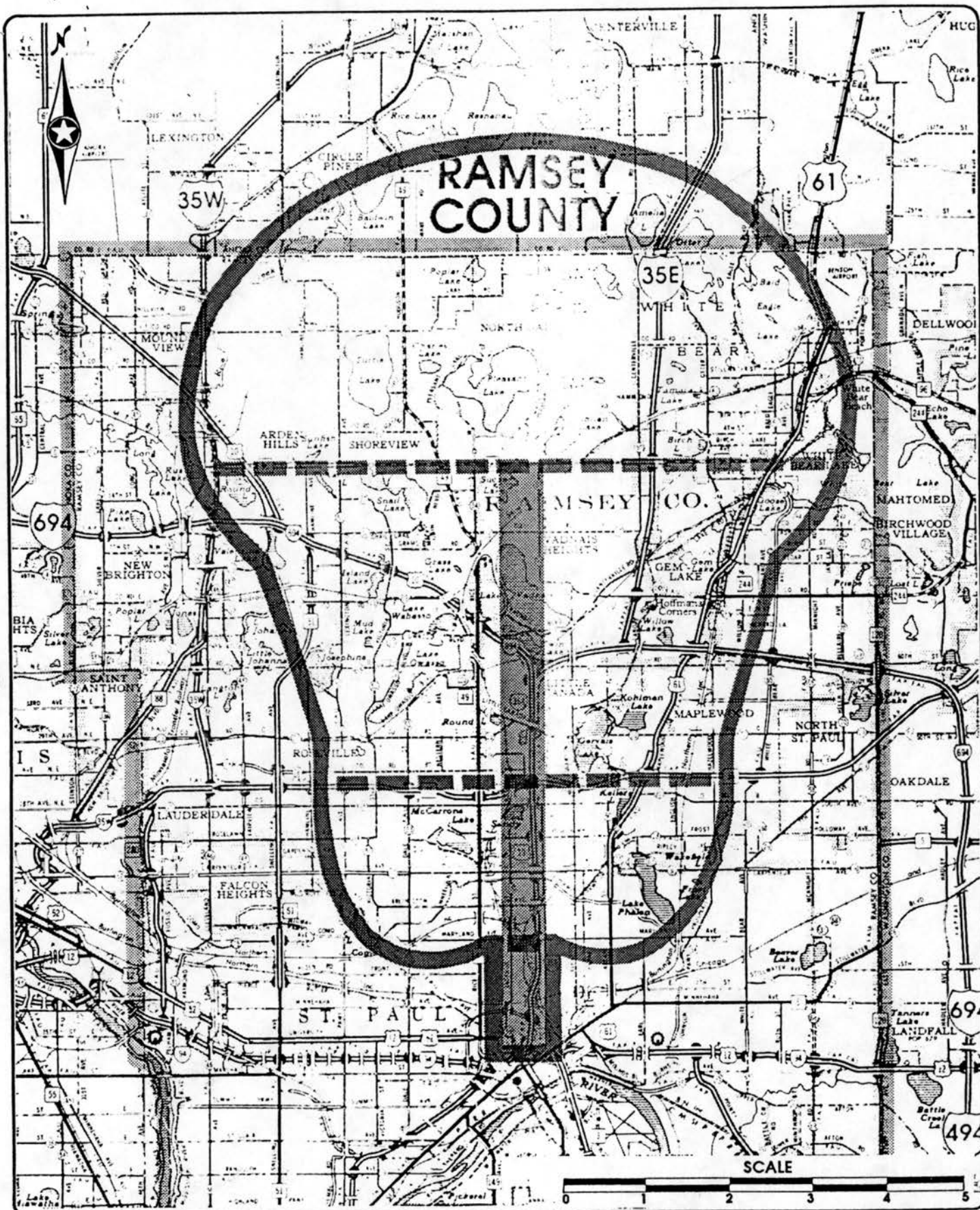
**NORTHWEST CORRIDOR
SERVICE AREA**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

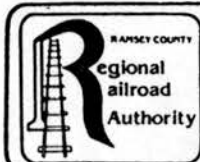
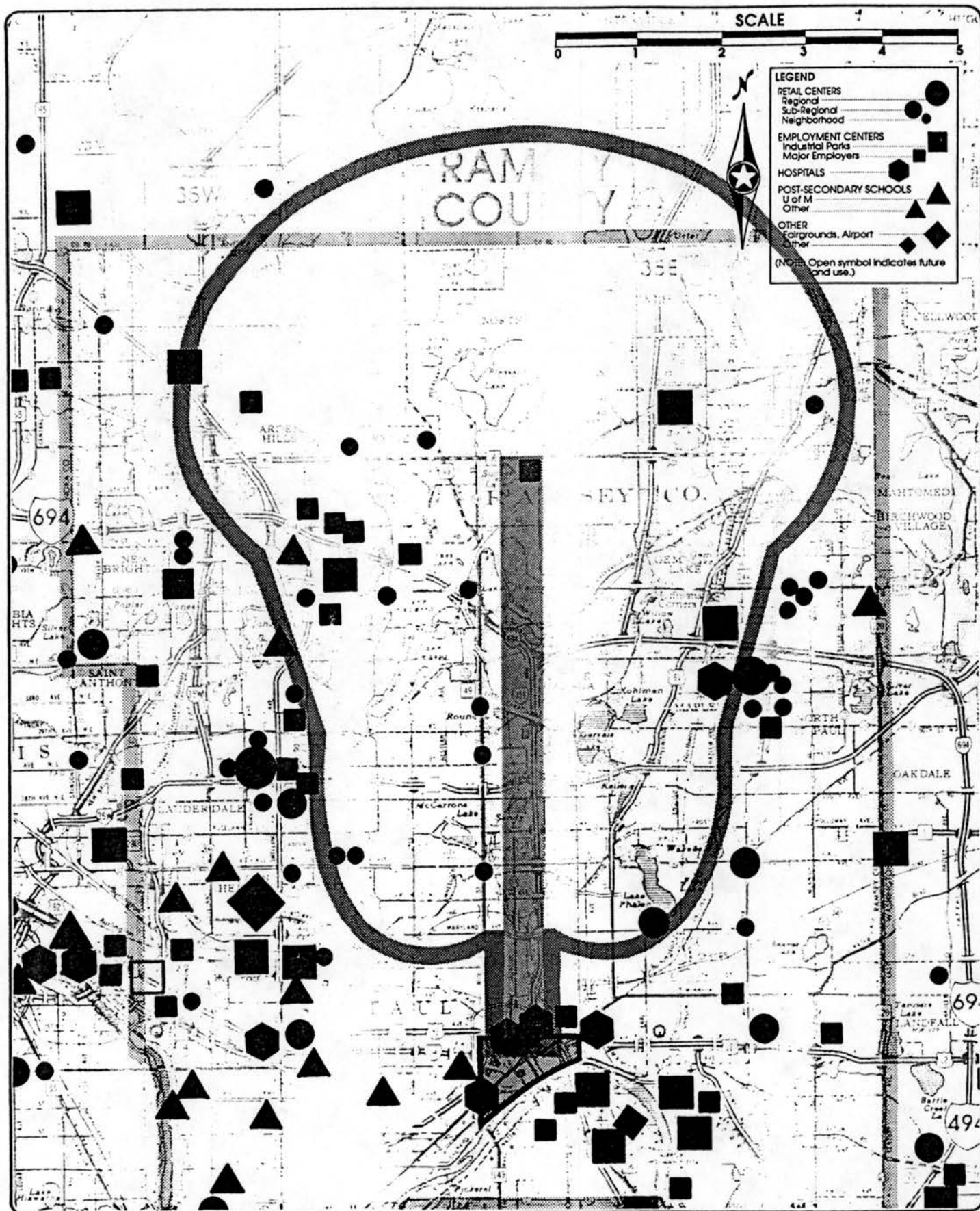
**NORTHWEST CORRIDOR
TRANSIT GENERATORS**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

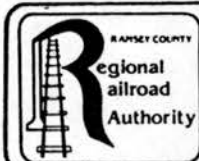
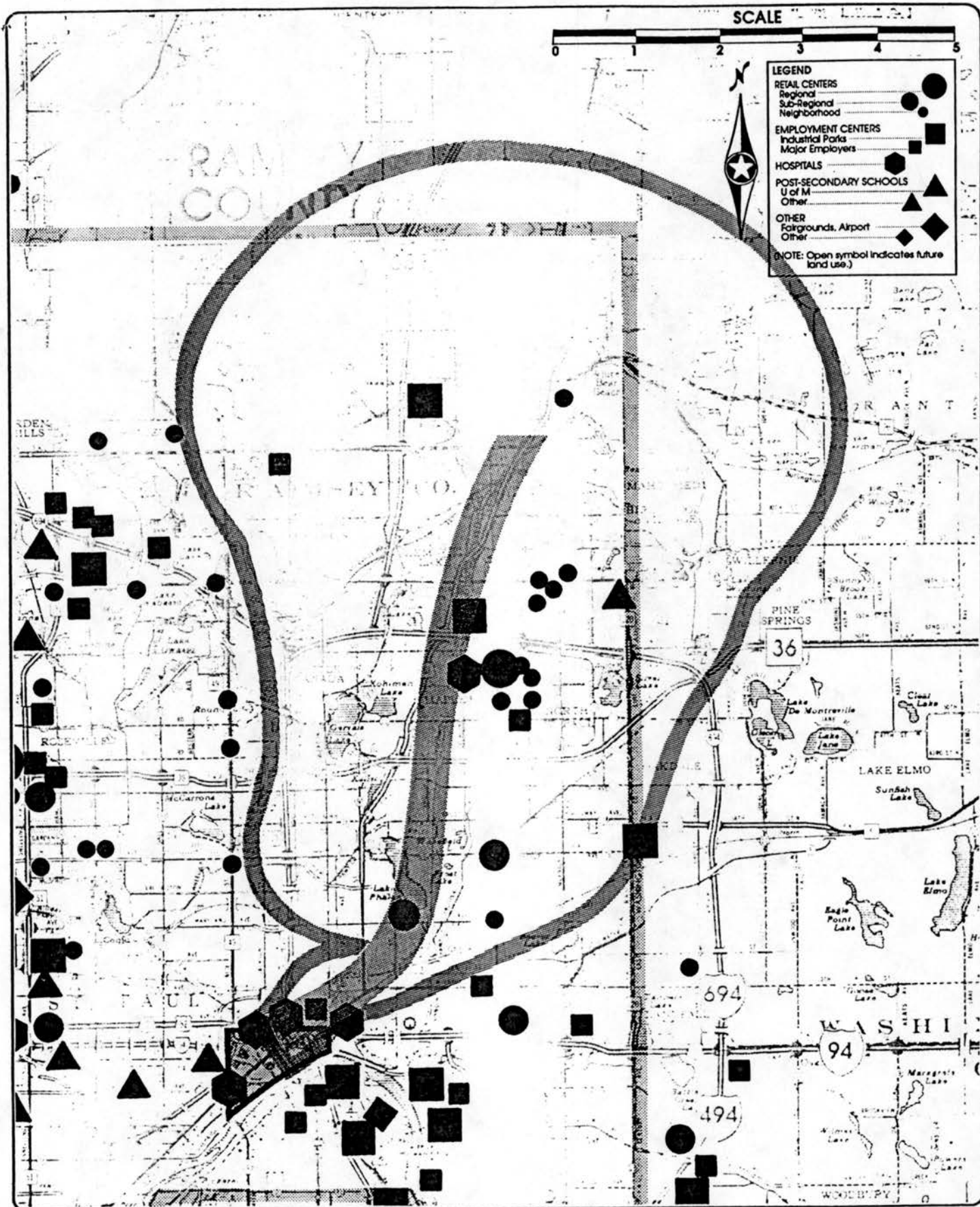
**NORTH CORRIDOR
SERVICE AREA**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

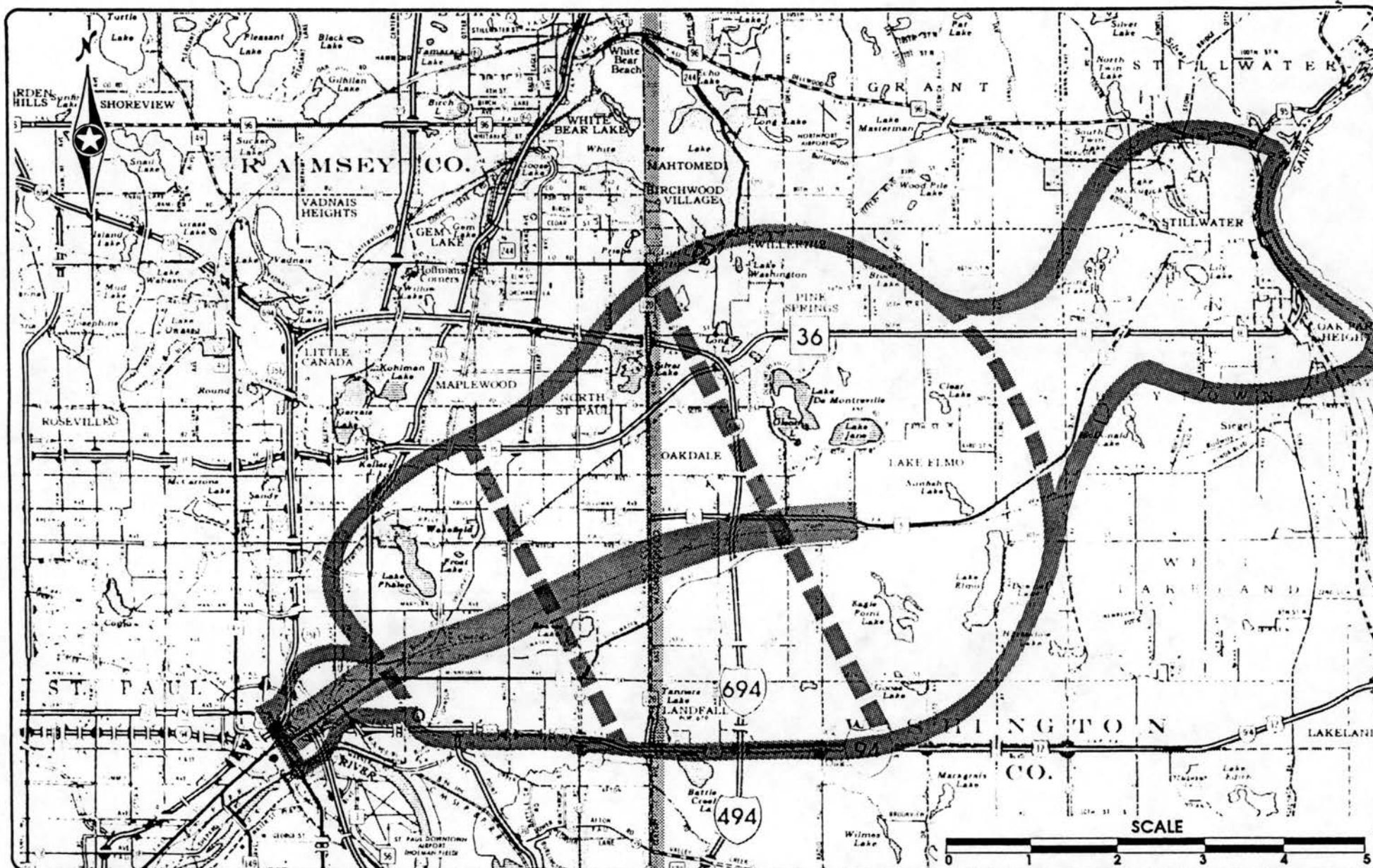
NORTH CORRIDOR TRANSIT GENERATORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

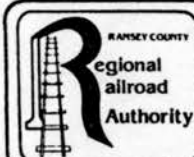
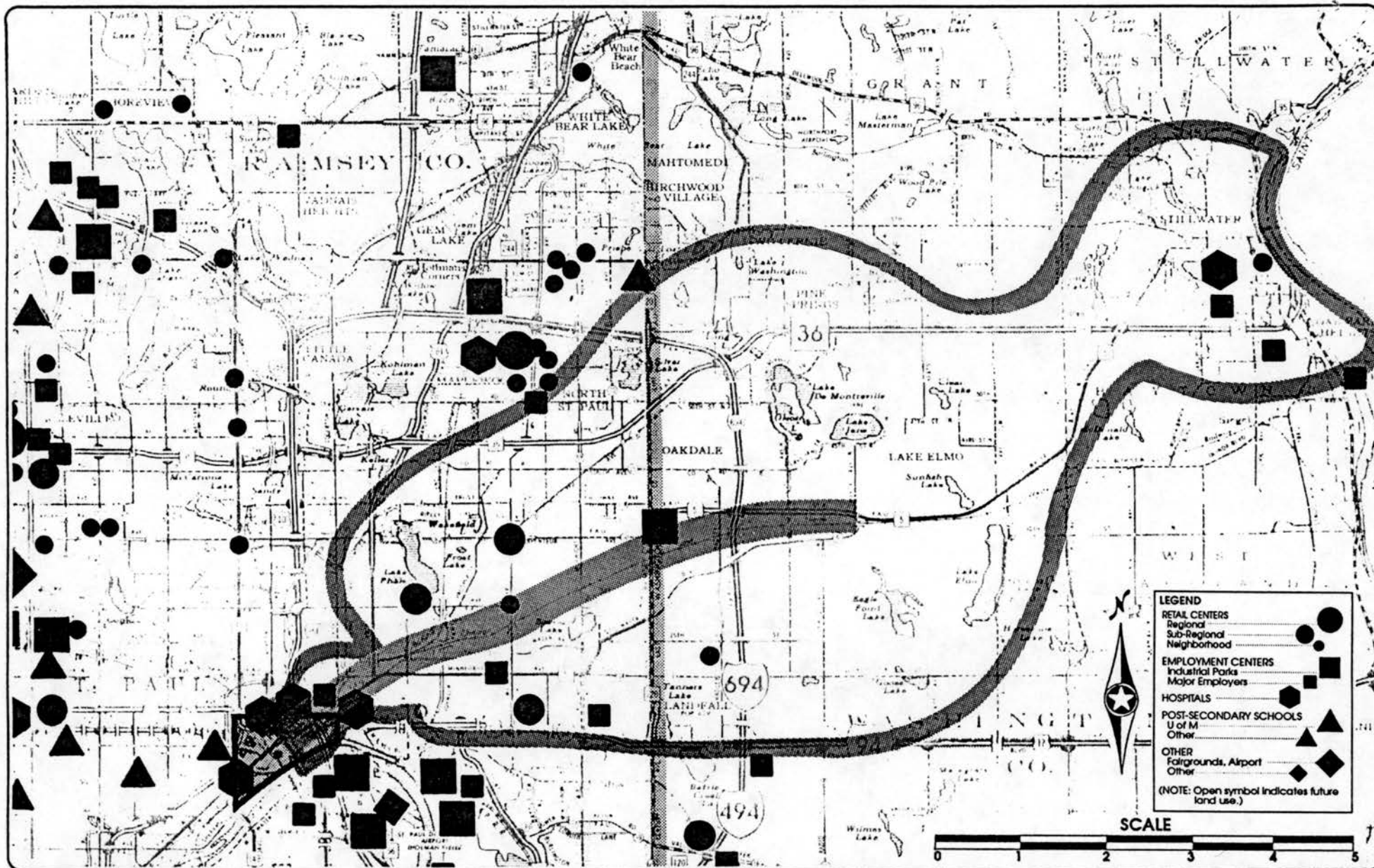
**NORTHEAST CORRIDOR
TRANSIT GENERATORS**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

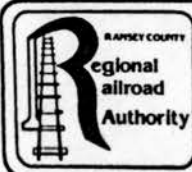
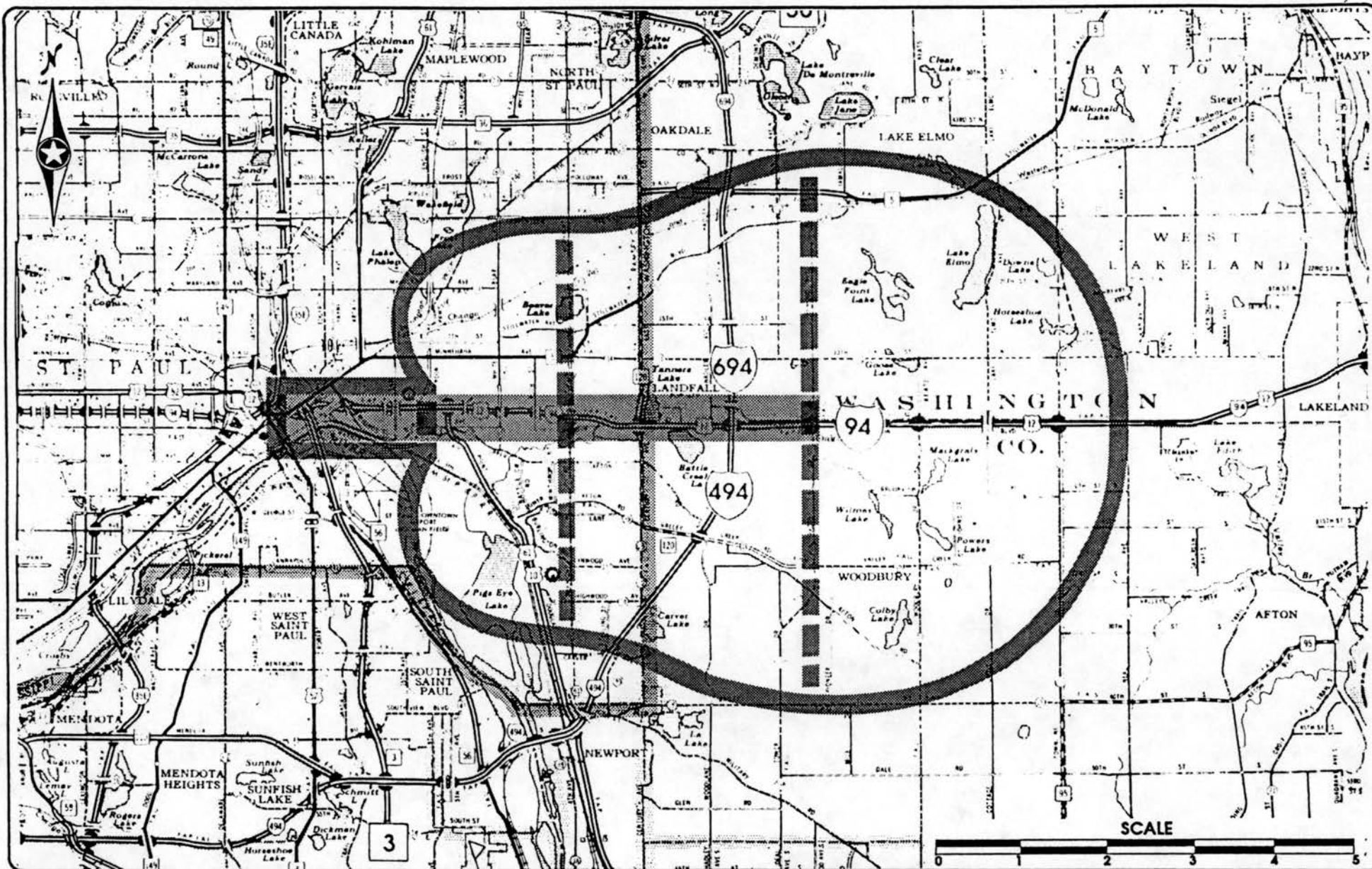
**EAST - NORTHEAST CORRIDOR
SERVICE AREA**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

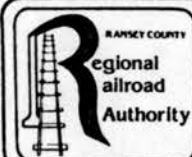
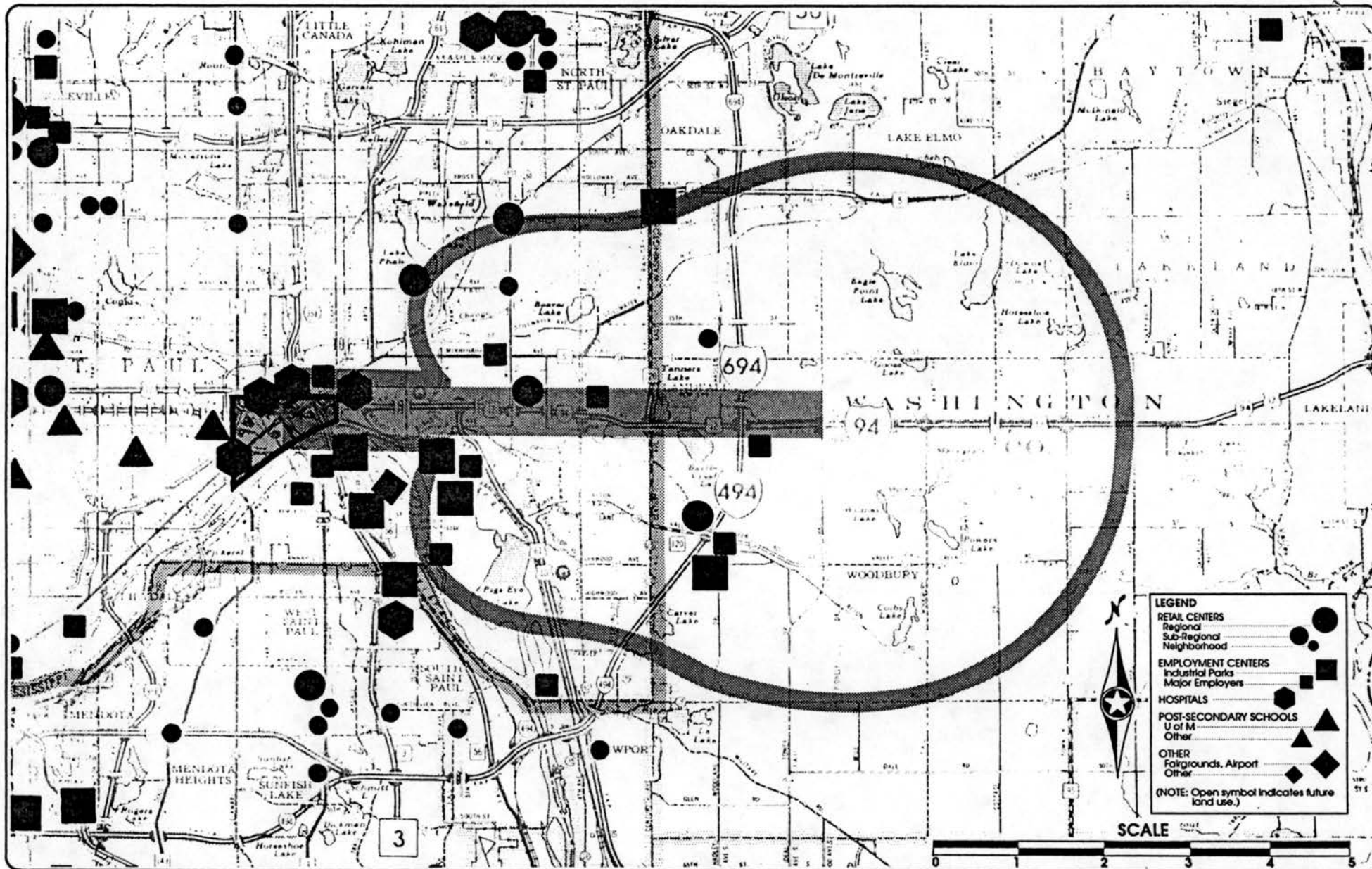
EAST - NORTHEAST CORRIDOR TRANSIT GENERATORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

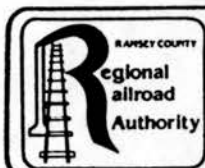
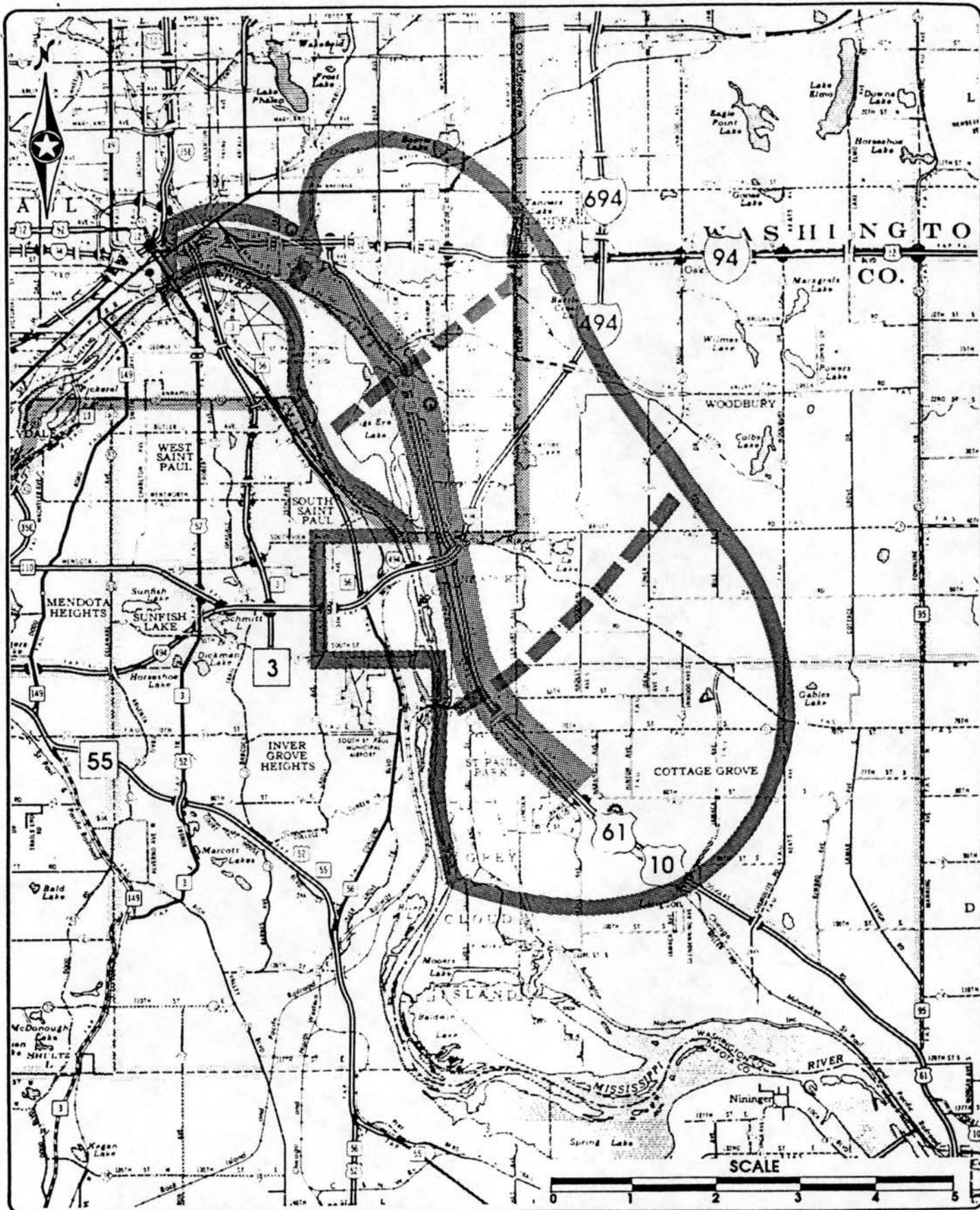
EAST CORRIDOR
SERVICE AREA



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

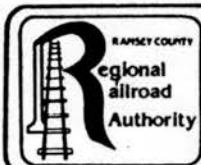
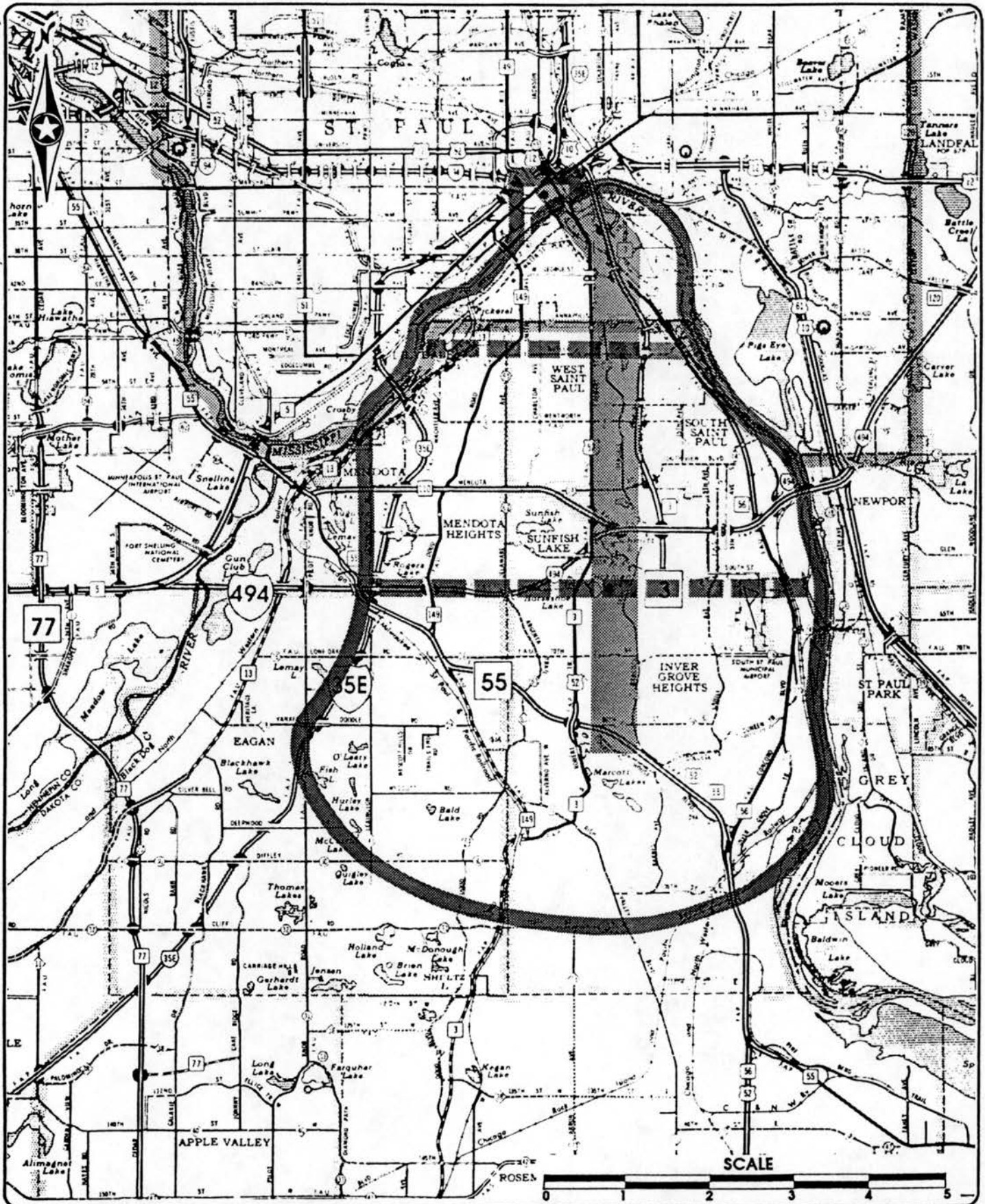
EAST CORRIDOR TRANSIT GENERATORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

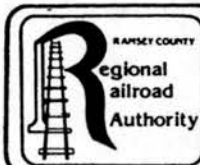
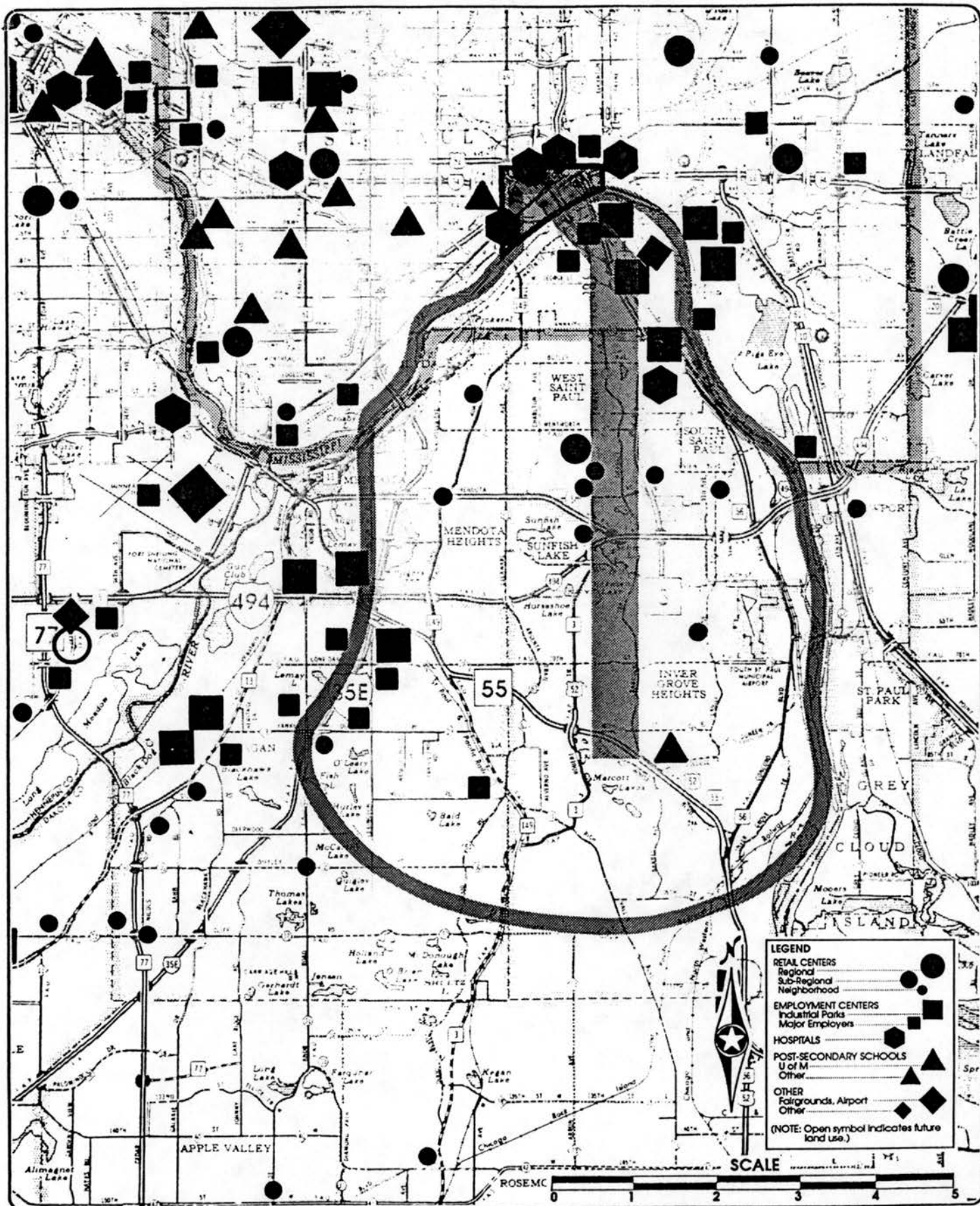
**SOUTHEAST CORRIDOR
SERVICE AREA**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

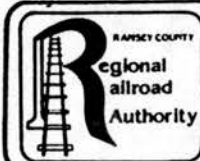
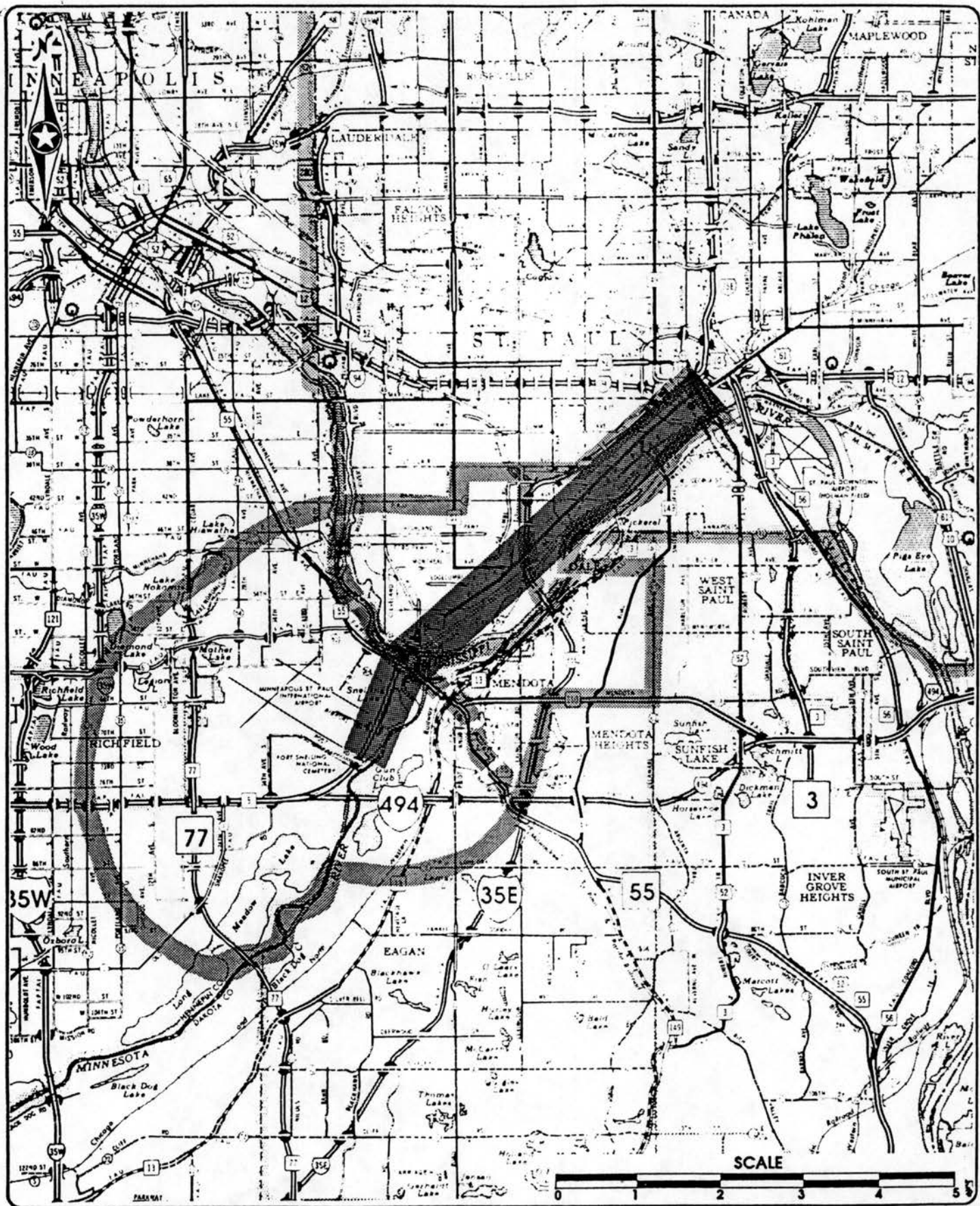
**SOUTH CORRIDOR
SERVICE AREA**



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

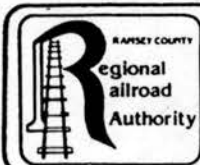
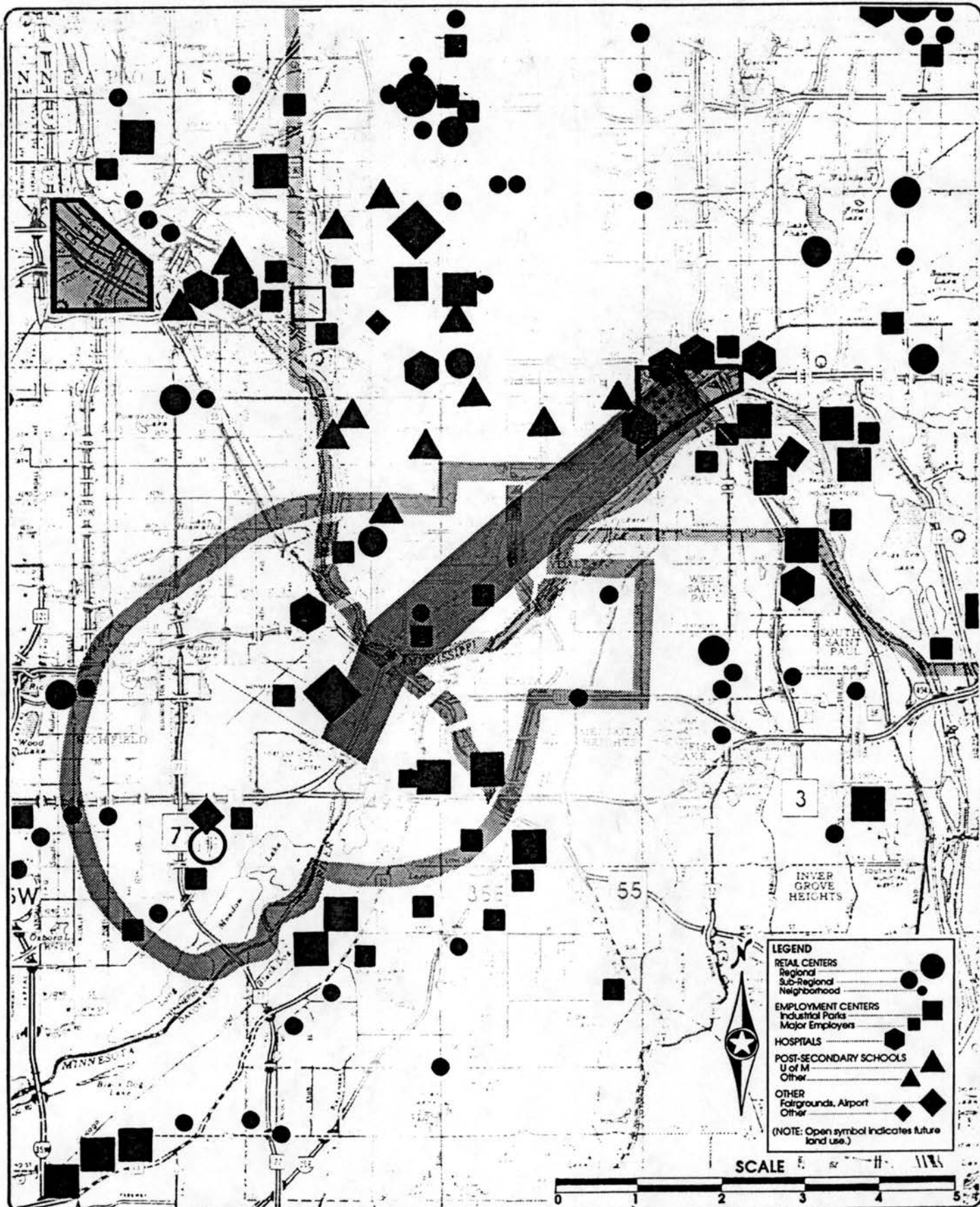
SOUTH CORRIDOR TRANSIT GENERATORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

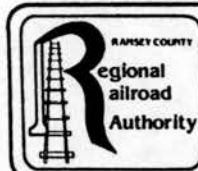
SOUTHWEST CORRIDOR
SERVICE AREA



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

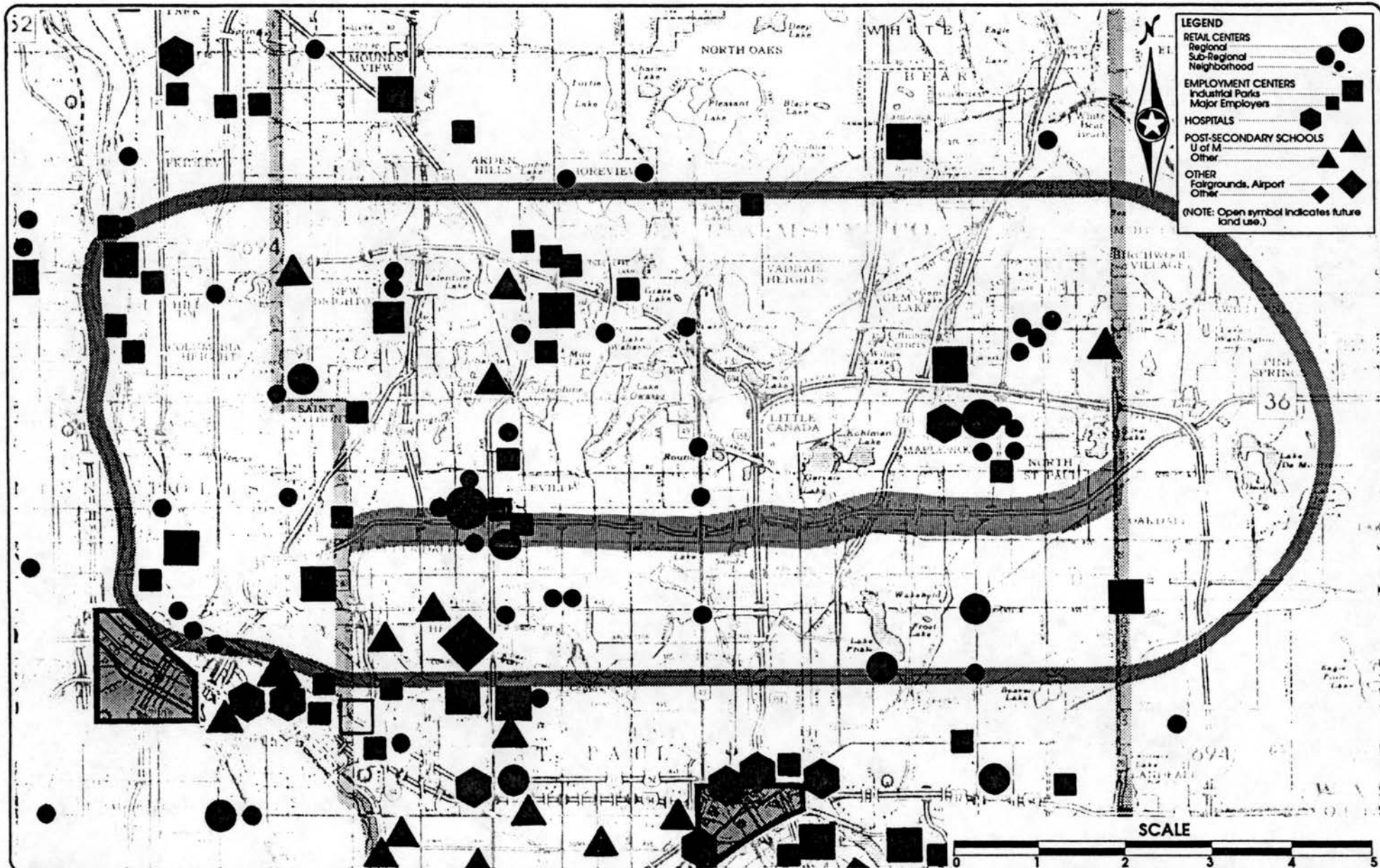
SOUTHWEST CORRIDOR TRANSIT GENERATORS



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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

**EAST - WEST CORRIDOR
SERVICE AREA**



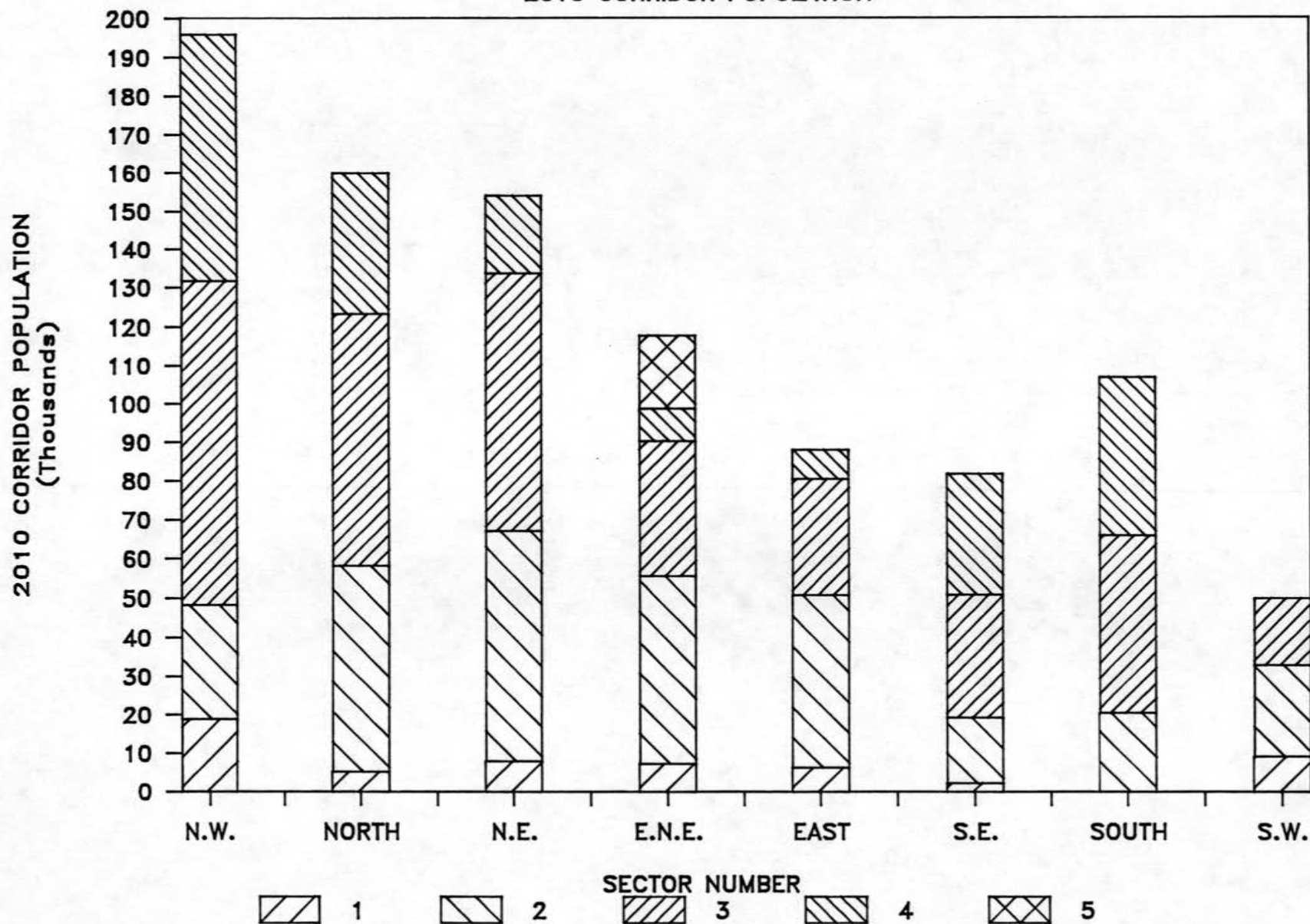
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RAMSEY COUNTY COMPREHENSIVE LRT PLAN

EAST - WEST CORRIDOR TRANSIT GENERATORS

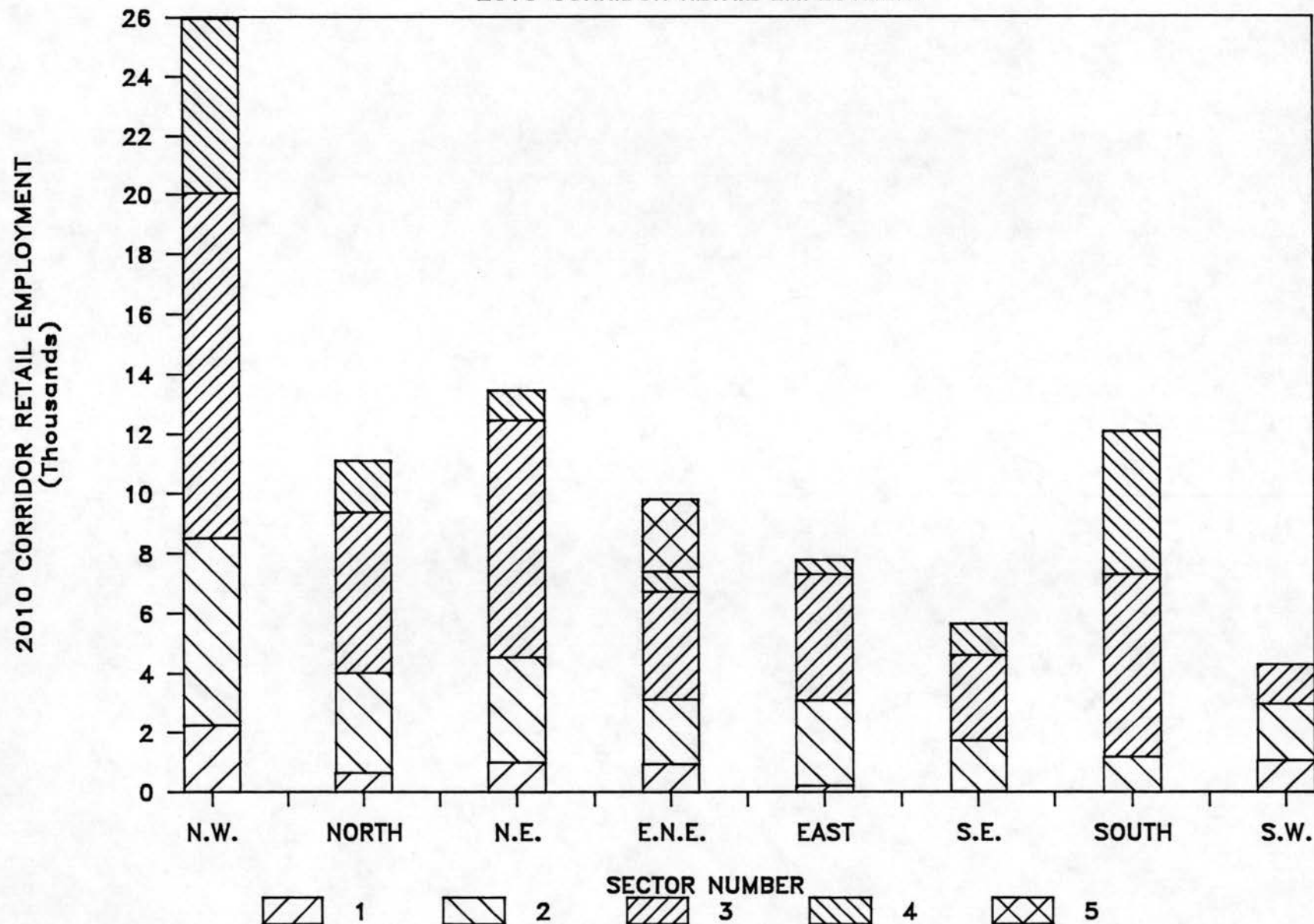
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR POPULATION



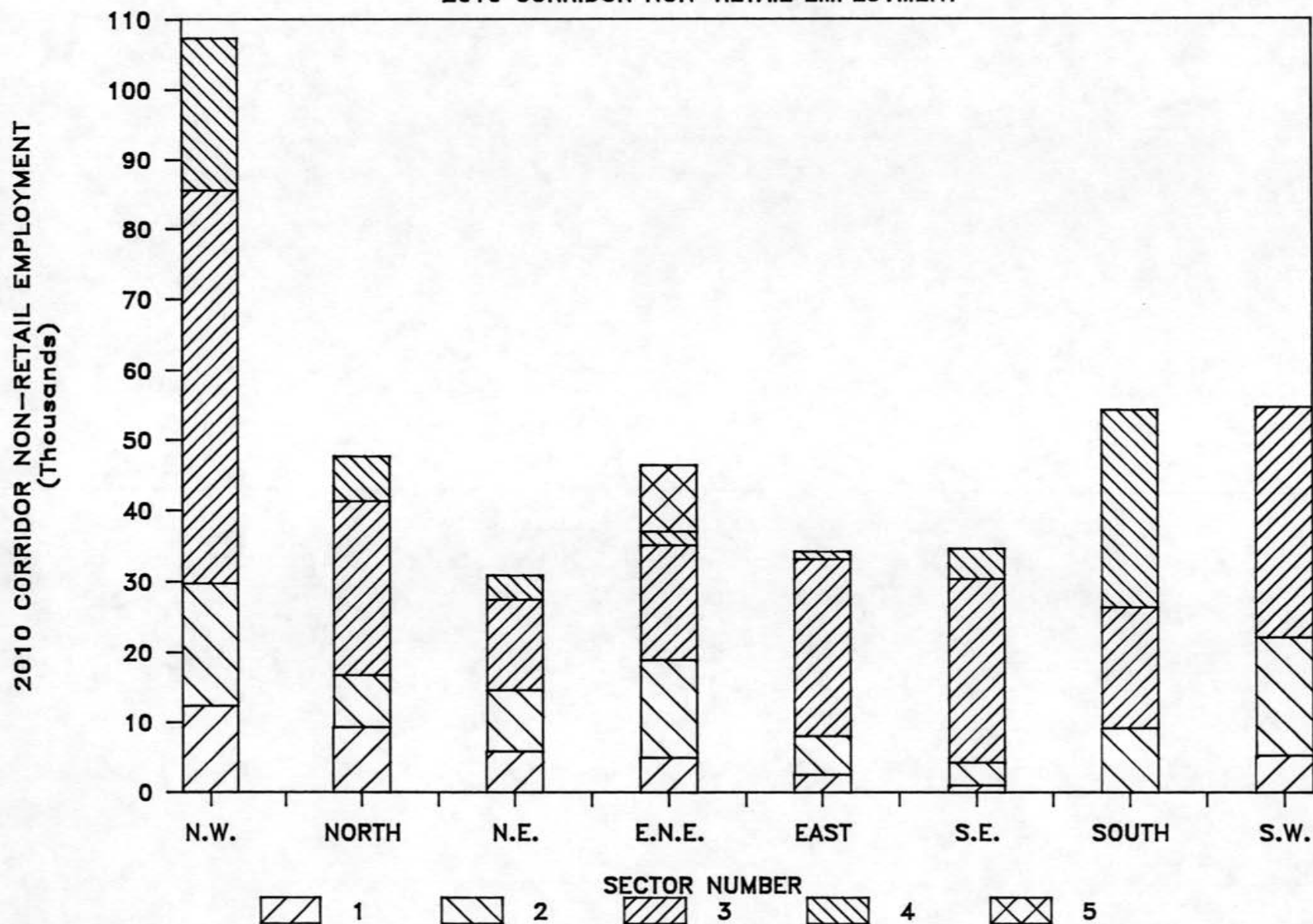
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR RETAIL EMPLOYMENT



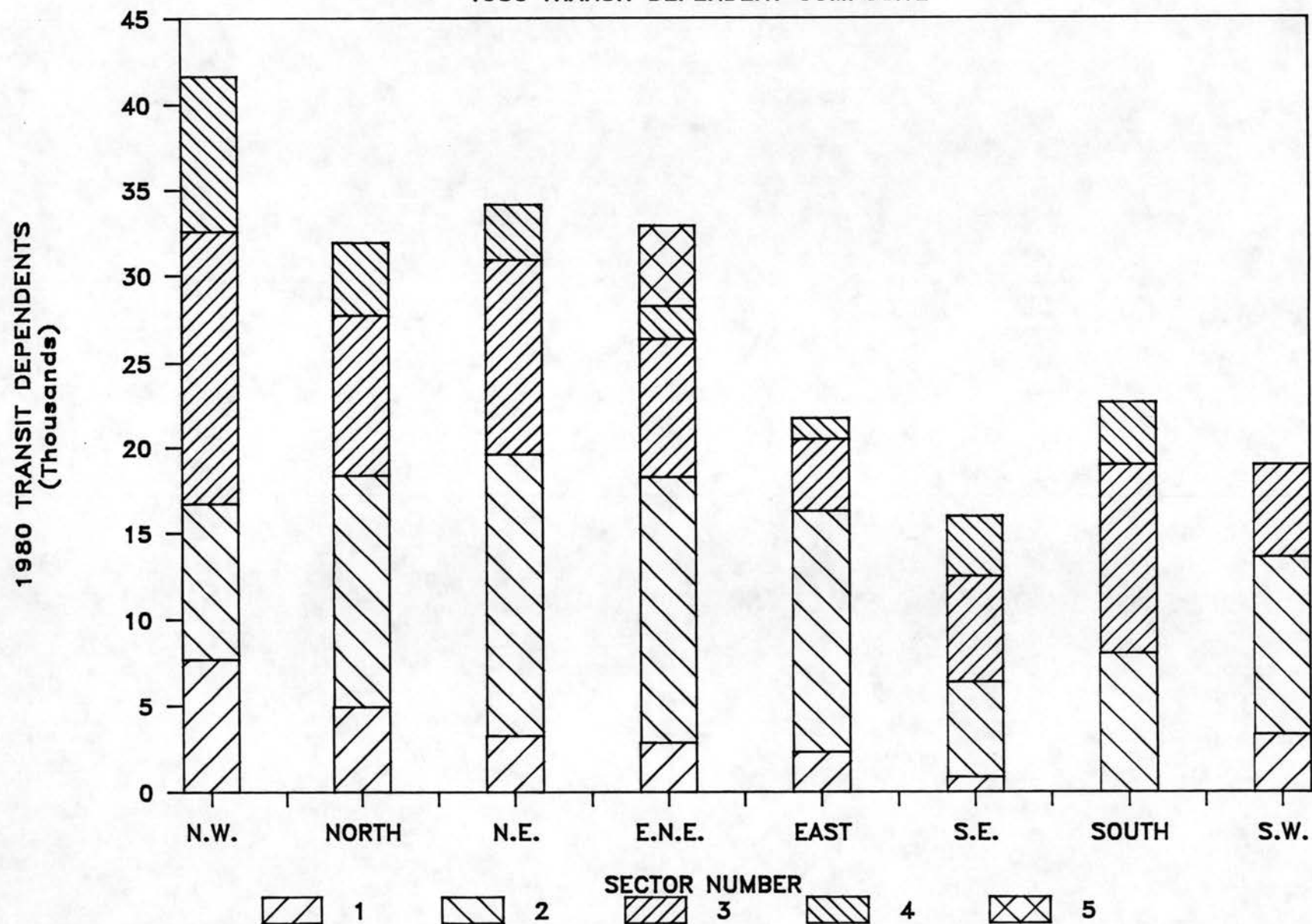
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR NON-RETAIL EMPLOYMENT



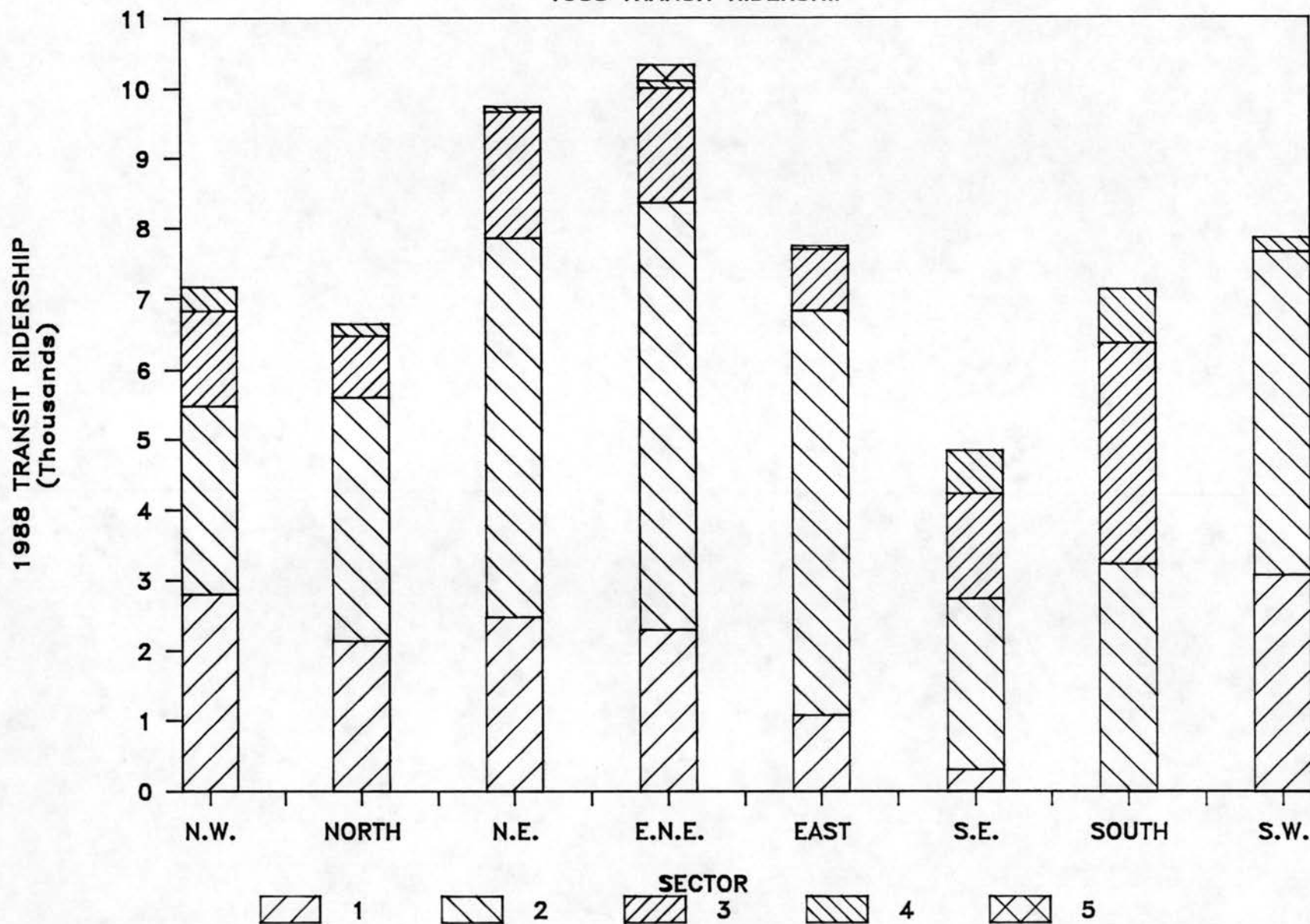
RCRRA LRT SYSTEM ANALYSIS

1980 TRANSIT DEPENDENT COMPOSITE



RCRRA LRT SYSTEM ANALYSIS

1988 TRANSIT RIDERSHIP



CRITERIA FOR RECOMMENDED CORRIDOR CLASSIFICATION

- CONNECTION OF MAJOR TRIP GENERATORS
- POTENTIAL TRANSIT RIDERSHIP AS IDENTIFIED BY:
 - POPULATION
 - EMPLOYMENT
 - CURRENT TRANSIT RIDERSHIP

DEFINITION OF CORRIDOR GROUPS

LEVEL 1 CORRIDORS:

- CONTAINS CORRIDORS THAT SHOW THE MOST PROMISE FOR IMPLEMENTATION WITHIN THE PLANNING TIMEFRAME OF THE COMPREHENSIVE PLAN.
- THESE CORRIDORS ARE RECOMMENDED FOR ADDITIONAL DETAILED ANALYSIS.

LEVEL 2 CORRIDORS:

- CONTAINS CORRIDORS THAT SHOW LESS PROMISE FOR IMPLEMENTATION WITHIN THE PLANNING HORIZON, BUT COULD BECOME MORE SIGNIFICANT BEYOND THE 2010 TIMEFRAME.
- THESE CORRIDORS ARE RECOMMENDED FOR ADDITIONAL MODERATE LEVEL ANALYSIS, PARTICULARLY WITH RESPECT TO THEIR RELATIONSHIP TO CORRIDORS IN ADJACENT COUNTIES.

LEVEL 3 CORRIDORS:

- CONTAINS CORRIDORS THAT ARE DUPLICATIVE. OTHER CORRIDORS OR COMBINATION OF CORRIDORS ARE MORE ATTRACTIVE AND CAN SATISFY THE DEMAND IN THEIR SERVICE AREA.
- NO ADDITIONAL ANALYSIS IS RECOMMENDED FOR THESE CORRIDORS.

RECOMMENDATIONS

PRELIMINARY CORRIDOR EVALUATION

LEVEL 1 CORRIDORS

MIDWAY

NORTHWEST

NORTHEAST

EAST

SOUTH

LEVEL 2 CORRIDORS

SOUTHEAST

SOUTHWEST

EAST-WEST CROSSTOWN

LEVEL 3 CORRIDORS

NORTH

EAST-NORTHEAST



STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Commission No. 0881127

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: February 22, 1989

SUBJECT: DATA COLLECTION ACTIVITIES
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

We are currently collecting data for use in the LRT ridership estimation process described in the Phase I Report.

Three types of data are being collected: socio economic data, transit dependent data, and bus route and ridership data. All data is being stratified by corridor and, whenever possible, by sectors within each corridor. (Refer to February 22, 1989 memorandum "Corridor Identification Process" for a definition of corridors and sectors.)

SOCIOECONOMIC DATA

Three types of socioeconomic information are being collected for the years 1988 (current conditions) and 2010 (forecast year). These are:

- . Population
- . Households
- . Employment

This information is being collected at the traffic assignment zone (TAZ) level used by the Met Council and Mn/DOT to conduct their travel forecasts. Using this TAZ level data, the socioeconomic information can be aggregated to sectors and to corridors.

TRANSIT DEPENDENT DATA

An important component of any transit system ridership is the transit dependent market. This market is made up, primarily, of the following categories of users:

- . The elderly population (65 years and older)
- . The youth population (10-15 years old)
- . The population with no car or one car. (Another way to measure the size of this group is to quantify the number of families in the low income bracket, say, 150 percent of poverty level, defined in the 1980 Census as under \$8,000 per year for a family of four.)
- . The transportation disabled population (defined for the first time in the 1980 Census).

These four population groups will be aggregated to produce a single number of transit dependents for each corridor. The source of the above information will be the 1980 Census. Even though this information may be out-of-date in some cases, and some duplication will occur as a result of adding the various groups together, this is not likely to affect the relative size of the transit dependent population among the various corridors. Furthermore, given the broad perspective of the comprehensive plan, further refinement to the available data is not warranted.

TRANSIT ROUTE AND RIDERSHIP DATA

The LRT ridership estimation process relies, to a significant extent, on current bus ridership within corridors. Current ridership by route is available from the Metropolitan Transit Commission (MTC).

The rate of transit use (measured as trips per person) varies with distance from downtown. As a result, we can expect the rate in Sector 1 to be greater than in Sector 2 and, in turn, for the rate in Sector 2 to be greater than in Sector 3. To obtain sector transit trip rates, we will use the MTC's trail checks, which summarize the number of passengers that board and alight the buses at each stop along the route.

Once the sector transit trip rates are calculated, an attempt will be made to establish a standard rate for each sector. Use of standard rates will correct for the fact that corridors do not have the same level of transit service and those with higher service have a higher rate. In order to arrive at standard rates, ridership in each corridor will be compared against the vehicle-miles of bus service within the corridor.



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Commission No. 0881127

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson

DATE: February 22, 1989

SUBJECT: LRT CORRIDOR IDENTIFICATION PROCESS
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

The following remarks serve to document the rationale used to identify LRT corridors in Ramsey County. These comments extend and refine the process described in the Phase I report on procedures for identifying corridors.

1. Corridors will be defined based on the geographic area (travel shed) from which LRT typically draws its ridership. This will ensure that corridors are evaluated on an equal basis, which may not happen if corridors are defined as arbitrary geographic slices.
2. The width of an LRT corridor (i.e., its travel shed) is a function of the travel time that patrons can be expected to spend to access the stations using the various means of transportation available to them. These access times, and their corresponding distances, are as follows:
 - . Walk-in patrons: Are drawn from within a quarter of a mile (five minutes) of stations.
 - . Feeder bus patrons: Are typically drawn from within 3 miles (15 minutes) of stations.
 - . Park-and-ride patrons: Are drawn from within 5 miles (15 minutes) of stations.

3. For purposes of analysis, the length of corridor travel sheds are assumed as follows:
 - . On the North: Just north of the Ramsey County line.
 - . On the East: Just east of the City of Woodbury in Washington County.
 - . On the South: City of Inver Grove Height in Dakota County.
 - . On the West: To downtown Minneapolis.
4. LRT corridors will be identified to ensure full coverage of Ramsey County and parts of Hennepin, Dakota and Washington Counties. In general, the corridors may be defined along the eight cardinal directions (N, NE, NW, E, S, SE, SW, W).
5. Because each corridor has its self-defined travel shed, boundaries of adjacent corridors may overlap. This is acceptable since, for evaluation purposes, each corridor should stand on its own. Once the LRT system is selected and the implementation staging is defined, then adjustments to overlapping corridors can be made, provided such corridors remain in the plan.
6. Each corridor will be divided into four sectors defined as follows:

Sector 1

This sector, which extends approximately 2 miles from downtown St. Paul, can be characterized as follows:

- . It contains a closely spaced street and sidewalk grid that provides good walk access to LRT stations. Walk-ins in this sector would make up a large proportion of the sector's patrons, who would come from within one quarter mile radius (four blocks) of the stations.
- . Some crosstown bus routes exist that would provide transfer opportunities for LRT. However, additional feeder bus service would not be provided because of the proximity to downtown, and the additional travel time this transfer would entail.
- . Radial regular bus route service in this sector would be maintained because transferring to LRT would increase travel time.

- . Formal park-and-ride facilities would not be built in this area. However, some informal on-street parking will probably occur.

Sector 2

This sector, which extends for an additional 3 miles, can be characterized as follows:

- . Residential density is lower than Sector 1
- . Street and sidewalk grid is similar to Sector 1. The proportion of walk-in trips is also substantial.
- . Most radial bus routes will be reoriented to the LRT line to become feeders, approximately one mile apart.
- . No formal park-and-ride facilities are provided, but informal on-street parking will probably occur.

Sector 3

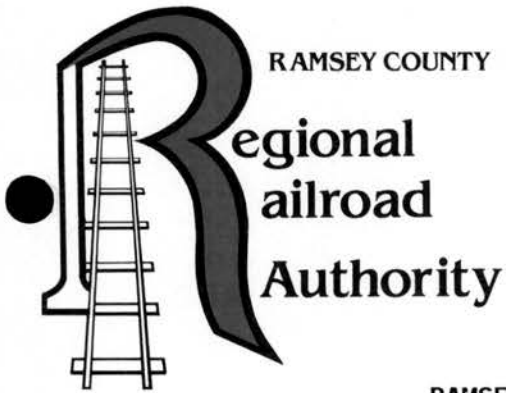
This sector, which extends outwards for an additional 3 to 4 miles, can be characterized as follows:

- . Residential density is lower than in Sector 2, and large parcels of undeveloped land are available.
- . The street and sidewalk grid is less dense than in Sector 1 as is the proportion of walk-in trips.
- . A system of feeder buses, spaced approximately one mile apart, would bring a substantial proportion of sector trips to the LRT.
- . Most radial bus routes would be replaced with the LRT line. In some cases, however, local bus routes may be left in operation to continue to serve markets that LRT would not serve as well. This is particularly applicable to LRT alignments that provide limited stop, express-type service (i.e., freeway and railroad alignments).
- . Other radial routes would be re-oriented to serve as feeders for LRT.
- . Parking facilities are needed to accommodate park-and-ride patrons who would make up a substantial proportion of LRT users within this sector.

Sector 4

This sector, which extends 4 to 5 miles further, is characterized as follows:

- . Residential density is low compared to other sectors. Substantial undeveloped land is available.
 - . There is little or no street and sidewalk grid system, and walk-in patrons would constitute a small proportion of sector trips.
 - . All radial routes would be reoriented to serve as feeder routes for LRT.
 - . A system of feeder buses, spaced approximately one mile apart, would bring a substantial proportion of corridor trips to the LRT.
 - . Parking facilities of substantial size (400 to 800 spaces) would be required at outlying stations to accommodate park-and-ride patrons who would make up the largest proportion of LRT users in this sector.
7. Crosstown, primarily east-west corridors, will be defined using similar guidelines as those used to define radial corridors. Some differences are worth noting:
- . The length of the corridor will be defined using logical anchors at either end. These anchors would include large population centers or significant commercial or retail employment concentrations.
 - . Crosstown corridors will not be divided into sectors. Instead socioeconomic, transit dependent and transit data will be collected for the entire corridor.
 - . Feeder bus and park-and-ride access will probably make up most of the ridership in these corridors.
 - . There is little in the way of a passenger distribution system at the destination end of a trip in a crosstown corridor (e.g., no dense sidewalk or skyway grid as exists in downtown areas). For this reason, it will be necessary to provide additional shuttle bus service to fulfill the distribution function.



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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, April 25, 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 February 28, 1989 Meeting.
2. Report on Light Rail Transit Trip of March 28 - 31, 1989.
3. * Quarterly Report of Payments - January - March, 1989.
4. * Legislative Update.
5. Anoka County Regional Railroad Authority Comprehensive LRT Plan.
6. Chairman's Comments.

*Action is Required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 28, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, February 28, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House. Vice-Chairman McCarty called the meeting to order.

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

MEMBERS ABSENT: Chairman John Finley

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Robert Clarkson, Patrick O'Malley, James Tolaas, Jill Goski, Ken Stevens, James Bower, Terry Schutten, Chuck Wiger, Kris Wendorff represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the February 14, 1989 Board Meeting.

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

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

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

2. Chairman's Comments

Vice Chairman McCarty suggested as the Chairman is not present today, that we should ask the Commissioners who went on the trip to Calgary, Portland, Sacramento to make any comments at this time.

Commissioner Schaber said it was a very informative trip, interesting and worthwhile, but extremely hectic as far as space and time was concerned. Commissioner Ahrens agreed.

Kathy DeSpiegelaere addressed the Board as another trip has been planned on March 28th to the same three cities, Ramsey County has offered to put it together, not to pay for it, but to make the same tour, to make arrangements

with the transit officials in the three cities where people would be going, the invitation went out to the members of the Technical Committee, Inter-governmental Committee and some business groups. We have had some people expressing interest, the letters indicating interest are due to Commissioner Finley by March 1st. At this time there are six or eight people who have expressed interest in going on this trip, and we will be acting as the travel agent.

In answer to Commissioner Hunt's question if anyone from St. Paul is going, and Ms. DeSpiegelaere said Peggy Reichert has indicated she will go.

Commissioner Ahrens said that as a result of what they had observed on the trip, there is a need for a total system application which is very hard to come by when each individual county is doing their own study. It is very important that the counties who may not even be as far along as we are be brought up to date, in terms of what the implications are, and what we are doing, and how other systems have been put together. There is more of a relationship to us than the other systems, so she called the MICA Office and suggested that MICA might want to consider bringing Harry Fraser down here. He was their guide in Calgary, and we feel very positive about him, and the man in Sacramento, Mr. Wiley, was very good too, they might want to bring two people. We should talk to the MICA Board and have a session and flush out the government issues relating to light rail. She did make this suggestion, but whether or not they would want to do that, she does not know. It would be good to have all the commissioners of other counties be enlightened, as she does not believe that any other counties besides Hennepin and ours have gone on this trip. Ms. DeSpiegelaere added that members of Anoka County had gone.

Commissioner Ahrens feels there is a need for a general discussion of the issues, the governmental issues, we need to know where these fall. Everyone on this Board except Commissioner Norgard has made this trip, and she wanted the members to know that from this trip one of the greatest things she learned was about the governance issues in planning.

Commissioner Hunt suggested that we pass a motion to be forwarded to MICA, and Commissioner Schaber agreed.

Commissioner Ahrens would move that the MICA Board hold a seminar on light rail, particularly related to the governance issues, and that representatives from either Calgary or Sacramento be invited to make the presentation. She is suggesting that MICA set this up.

Commissioner Norgard recommended that Hennepin County be invited, too, as well as members of the RTB, and possibly legislators as well.

Commissioner Schaber and Commissioner Ahrens did discuss this, and he agrees that if we could broaden it to invite legislators as anyone who attended would be helpful to us. Commissioner Schaber feels he has a much better perception now that he has made the trip and understands the concerns we share about governance.

Commissioner Ahrens is just suggesting that MICA set this up, this should go to the MICA Board, and then let their Board would decide who is to be invited.

Ms. DeSpiegelaere commented that the Legislature is bringing some people in from Sacramento and Vancouver to speak to the issue of governance related to LRT. The date that she has been given is March 10th. These are two people who worked with RTB on their panel of LRT people to review material. The person in Vancouver was instrumental in the Edmonton and Calgary system, as well.

Commissioner Salverda asked if the Chamber of Commerce would be invited to this also. Commissioner Ahrens feels this is open for discussion by the MICA Board. Commissioner Salverda feels the more information that is shared the better, people should know what is going on.

Commissioner Schaber would like to know if the meeting with the Legislators was for the governance issues, or was this to look at systems. Ms. DeSpiegelaere said the information she received this morning was that the meeting is with two sub-committees, one is the Metro Affairs, and the other is a sub-committee on Transportation, both in the House. They are expecting a presentation from the four Regional Rail Authority Chairs, an update, five to ten minutes, followed by a panel discussion with these two people, and this is to be on governance, she thinks, but is not sure.

Commissioner Schaber said it is critical that this governance issue be discussed and considered.

Ms. DeSpiegelaere said there had been a problem setting the date for this meeting, the first one she heard was March 3rd, and now this morning she is told that March 10th. Apparently there had been some conflict with the NACo Conference, some people are leaving Friday from the counties.

Vice-Chairman McCarty said he personally cannot see where there would be any duplication of effort, and he would still support the motion that has been made regarding MICA having a seminar.

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

WHEREAS, transit officials from cities where light rail transit have been constructed have information that can be beneficial to the Twin Cities metropolitan area; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority Commissioners suggest that the Metropolitan Inter County Association conduct a seminar on light rail transit, particularly related to governance issues associated with it; and, Be It Further

RESOLVED, That Harry Fraser of Calgary be contacted to participate in the seminar, and if he is unavailable, Mike Wiley of Sacramento be requested to provide information on LRT at the seminar.

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

3. Update on Hennepin County Regional Railroad Authority LRT Progress

Vice Chairman McCarty thanked Ken Stevens of Hennepin County for coming to the meeting today.

Mr. Stevens addressed the Board, he will run through the comprehensive plan, which was developed by Hennepin County, the process Ramsey County is currently in, and give some sense of some time frame that Hennepin County is on with respect to the LRT project.

Hennepin County started their comprehensive plan process following 1987 Legislation that directed Hennepin to complete a comprehensive plan for light rail transit in Hennepin County by July 1 of 1988, they completed the study in a little less than a year, and the date on it is June 21, 1988. In this study they have two elements which he will talk about, one is the 20 year long range program, the other is the State One system, or what they call eight year program.

Mr. Steven displayed maps for long term, including from downtown Minneapolis the Hiawatha Corridor, following out to the airport which would then be tunneled under the runways of the Lindbergh terminal, following 34th Avenue, with a station at the Charter Terminal, down to 80th and over to the proposed Fashion Mall of America, it included a south alignment on 35W, this would generally follow the alignment of I-35 except when you get the Crosstown, there becomes another alternative, and that is an existing Soo Line RR alignment that provides an alternative. He pointed out that in each case there are some arrows that indicate that they have looked long range at future opportunities to connect the other counties.

In the Southwest corridor, this would follow the alignment that Hennepin County purchased back in 1980 and added to in 1984 following the 29th Street one block north of Lake Street in an existing railroad corridor, connecting

with property owned by Hennepin County, out to Hopkins, and then the CNW alignment that is currently abandoned, with future lines to Scott and Carver Counties. There is an existing railroad that parallels the new I-394 facility, when this was being implemented (I-394) Hennepin County went on record as supporting light rail transit as the transit alternative in that corridor, and instead you have the high occupancy vehicle lanes. There is an existing railroad that parallels Highway 55, took a look at it, but decided they would do nothing with it in the short term, pending the completion of I-394 and we get a feel of how it works. On the assumption that it works as predicted there would be no need for rail transit there, however, the corridor is there for future reference. The NW corridor follows from Osseo, follows the BN railroad right of way to Olson Memorial Highway, follows the highway into downtown Minneapolis.

The long range plan also included a study with Anoka County for a corridor that would access the developing areas in southern Anoka County, to provide them with a means to get into downtown Minneapolis. They have since completed this study, with Anoka County, today Anoka County Rail Authority is viewing the results of that study, they will also be voting on the adoption of their comprehensive plan as they are proposing to proceed with further engineering analysis of combinations of the University, Central Avenue, BN alignments in this corridor.

The Midway Corridor - the Hennepin County plan showed a University Avenue connection that terminated at Oak Street, they stopped at Oak Street as it offers them an opportunity to connect with whatever alignment Ramsey County selects in the Midway Corridor, so they stopped well short of the County line. This will provide them with the opportunity to connect with whatever alignment Ramsey County selects in the Midway Corridor. This concludes the discussion of the twenty year program.

Mr. Stevens showed an overhead which they consider to be the first stage system, again University connector, the Hiawatha Corridor to 46th Street which is the northerly edge of Minnehaha Park, and they stopped there so that they can coordinate the construction through the park with the highway project. The highway project is ongoing south of Lake Street, funds are available to continue the project into Minneapolis, but they are not yet available to go south, and they need to coordinate the LRT with the highway project through the park area. The Metropolitan Airports Commission and the City of Bloomington have requested that they extend the environmental impact statement that they are currently conducting out through the MAC property and to the Fashion Mall of America.

On the south, they had originally anticipated 35W down to Crosstown with resolution of the remainder of 35W being held up pending the resolution of the Mn/DOT - Met Council environmental impact study that is currently under way. They have since, however, stopped it so that they are not going beyond the 29th Street rail corridor, and leaving the entire section by resolution of the Mn/DOT Met Council EIS.

In the Southwest Corridor they terminate at Hopkins, just west of what is now Trunk Highway 169 (Old County Road 18). In the Northwest Corridor they stop just short of 694 and this is at 63rd Avenue North. Again, in this corridor, the City of Brooklyn Park has request that they extend their environmental impact statement out to 85 Avenue North, and they have agreed to include that segment in the EIS. Mr. Stevens added that in case, where a City has come to Hennepin and asked that we extend the studies, such as the airport, Bloomington and Brooklyn Park, they have agreed to do that with the proviso that they pay for half of the incremental cost of including that in the study. In each case the cities have agreed to do that.

Downtown Minneapolis area - Hennepin County was proposing a tunnel in a T shape configuration. Met Council is on record as saying that it is too expensive, and instead it should be at grade. City of Minneapolis was also supporting at an grade as opposed to tunnel because of the cost consideration.

Hennepin County has gone into preliminary engineering which they are currently doing following the development of their comprehensive plan, they entered into a contract with BRW for preliminary engineering on that first stage system which Mr. Stevens showed this Board. In addition to the first-stage system, we agreed to look at both tunnel alternatives and at grade alternatives in downtown core of Minneapolis. The initial graphic which he had shown a tunnel was connected to a north-south spine. As they got further into preliminary engineering, they found that the geology, which provides for the low cost tunneling, the limestone was non-existent in some areas to provide them an access to the Northwest Corridor. This meant that their tunnel alignment shifted, and they ended up with a tunnel alignment that is basically under Marquette Avenue, down to Franklin, about Third Avenue, this is now being pushed over with a portal at Portland Avenue. What is pushing it is the geology, the prevalence and thickness and competency of the limestone ledge to support the tunnel. That has meant that the Hiawatha Corridor instead of coming through as originally planned is now bent over to follow a rail corridor which is all owned by the Soo Line, so that all of these south lines, together with the 35W when it is completed can come into a south portal, all the south lines will go through the City of Minneapolis, likewise the north lines will all be routed through the tunnel, meaning that it greatly facilitates the transfer aspect. Mr. Stevens pointed out the points where you would be able to get on if you were on a through-routed line, if not through-routed, you could get off at any stations, and wait for a through train.

Mr. Stevens added that this alignment also allows access to the retail businesses on Nicollet Mall, and to the transit patrons on Second Avenue. Where they are today with this alignment is that their Board has directed them to present this option to the City of Minneapolis for their review and comment, if this is a tunnel alignment that meets with their approval. The City of Minneapolis Council is very much in favor of this tunnel alignment according to feedback they have received. This alignment if you are thinking about a tunnel makes a lot more sense to the City.

This is where Hennepin is at with preliminary engineering, they continue to study various alignments, the environmental impact statement they feel will be available in May of this year, the preliminary design process has been started

in some of the outlying corridors, they have completed a preliminary design in the Northwest Corridor between Bryant Avenue and 63rd Avenue North in Brooklyn Park. The County Rail Authority is holding a public hearing as the 1987 legislation required on March 14, 1989, this date then triggers the clock running for all the municipalities that are impacted to also hold a public hearing on the preliminary design in their corridor. Likewise, this means that each City has 45 days in which to approve or disapprove the preliminary design. They have now broken the corridor legs apart, and will wait for the central area where they have the major alternative, like at grade or below grade, the Hiawatha implications and so on, until the environmental impact statement is completed.

Mr. Stevens said that Hennepin is working very closely with the Ramsey County staff, the Anoka County Staff and the staffs of other seven rail authorities who have not been as actively involved, in trying to establish system standards for the LRT system. Hennepin County as they developed the plan eight months ago, their comprehensive plan did include an outline of some system standards, the other counties and their reaction to that said that if Hennepin County adopts these, does that mean that the others are tied to those standards. Hennepin allowed that it would. The other counties did not view that too favorably, and that is appropriate. Hennepin has since backed off that position, and said that they would wait until the other counties have an opportunity to review the systems, provide Hennepin with input into those standards before Hennepin makes a decision. Consequently, the Hennepin Board has not adopted a systems standard. They are continuing to work with the Rail Authority Staffs, work with the Met Council Chairs Advisory Committee on LRT, and this group was waiting for the Ramsey Board to complete their view of the other systems to get a better feel for the different access issues. They also had a meeting last week with the United Handicapped Federation, and the members of every other handicapped group in the area to discuss system standards, not only access, but how do we facilitate the use of the system by the visually impaired, the hearing impaired, and the handicapped, epileptic groups. There was a lot of good input from this group. Another meeting will be scheduled when they put some materials together for that.

The final item Mr. Stevens wished to discuss was the Status Report of their UMTA Grant. Earlier they had been considering a request to UMTA for \$99 million for capital project for their yard and shop facility and vehicles for their first stage system. UMTA had led them to believe to the extent that they asked the regional bodies to move ahead at breakneck speed to include that application in their planning documents for the region, only to find that when they got the grant application prepared, and met with representatives of Ramsey County, Met Council, Hennepin County, RTB, and the UMTA administrator in Washington, only to find that these funds were not available to Hennepin. While the Administrator viewed the application favorably, the fact remains that there was not \$100 million in the pot to give to anyone. As a result of that meeting, they said go back home, and restructure your application, look for a minimal, operable segment that costs less than \$100 million, and if we did that, they would look at that as they think they have \$24 million or 24% to provide.

Hennepin has been looking at potential minimal operable segments, and they think that the University Avenue connector is a minimal operable segments that could stand on its own merits, and could be costed out to be less than \$100 million, that segment would include a part of the yard and shop facility, and six vehicles, and that then becomes what they term as a stand-alone system. If nothing else is built, could you feasibly operate this segment of a line, and they need to have that kind of a view of it in order for UMTA to consider any kind of a grant application. Hennepin has not submitted anything as yet, they are again led to believe by UMTA that if we are to do it, we should do it post haste, because the UMTA Administrator is going to be changing jobs. The only way they would do that is with a qualifying letter that says that this grant in no means prohibits any further grant request by Hennepin County or any other County in the region, that this is a singular grant for this singular segment, and should we want to add to or come back to for other grant requests for other lines within Hennepin County, or outside Hennepin County by any other Rail Authority body, that this grant should not have an impact on that. As a condition of the grant, they would need to sign off on that.

Mr. Stevens summed up, this is where Hennepin County is at, they continue to do preliminary engineering, they continue to work on the EIS, continue to work with the other cities for their approval of the preliminary design.

Commissioner Hunt asked Mr. Stevens to comment on a sketch which was shown, and he said that this sketch was drawn by BRW in response to the question, if you could put light rail transit at grade in downtown Minneapolis, and if you put it at grade, can you still use the high platform access. This showed the high platform, and steps to the platform, the handicapped access ramp would be behind the drawing, so it does not show up very well. This also shows that contrary to what was seen in Calgary, where Calgary's interest in building a transit system, that is why they built it for transit. They integrated it into the downtown, but not with the care and attention that the downtown retail commercial community would be mad if we were to do it here. This was an attempt to show how you can integrate this high platform facility into the store fronts in a way that would be acceptable to them, and to show that it can be done in a pleasing way without just putting it in front of the building, as the people may not be able to see in or out of the buildings, which the building owners are concerned with. High platforms can be made to be a pleasing part of the downtown streetscape.

Commissioner Ahrens mentioned the trip to Sacramento, and other cities, regarding tunneling, and it was suggested that we be very cautious about tunneling in the system, as if you tunnel, you will use up so much of the resource that you have, that your system will be very limited, in terms of whether it will get built or not. She asked how the cost of the Hennepin Tunneling would affect the ability for Ramsey to fund our system.

Mr. Stevens said that is a very appropriate question, if you spend more money for tunneling, this means there is less money to go farther out which is the basic premise you are dealing with. So, then the propriety of taking funds to do this, becomes the question. When they do that, and it is the view of the

Met Council that they scale this whole thing down, and see what you can do for 1 mill of property tax, so it becomes the policy decision, what is the political will of the Hennepin County RR Authority Board to spend more property tax in support of the system, but they have gone on record that they are only willing to go to half of the legislative authority in support of light rail transit, they would look at regional resources, state wide resources, private sector development cost recovery issues, federal funding, and whatever else may be left for them to build the system. They know that they are short of money, they know that the tunnel increases the cost, but probably not as much as you anticipate, given that the location he pointed out, as low cost tunneling is available in downtown Minneapolis. Mr. Stevens pointed out the numerous problems you get into when you go into the street, utilities, cable tv, steamlines, which would drive the cost of the at grade construction up. They feel by being in a tunnel underground they can operate more dependably, not interfering with surface traffic, if you are at grade, you still have accidents, things that can disrupt it. By doing it underground downtown they believe they can operate with few trains, reduced maintenance costs, and save something on the operational cost to offset the higher capital cost. So, the Hennepin Board has taken the position that even though it costs more, they think it is not that much more, and they want to do it right the first time, they don't want to come back later based on decisions that may be ruled by economics.

Vice-Chairman McCarty asked about the level loading question, and whether or not this may affect Hennepin County.

Mr. Stevens replied, that Hennepin was moving to the point where they were hoping to get decisions from the other counties by now so that they could incorporate them into the preliminary designs. They have some latitude in that decision, but they are also looking at a turnkey implementation method, whereby they would prequalify some vendors to then complete the design do construction, and provide a system for them. The longer they wait, in order for those vendors to complete the design they have to have some specifications for them to work from. In terms of dates a month or two is not going to bother them, but at a meeting there was a reference to November as to a timeframe when that decision might be forthcoming. This puts a crimp in their plans if they are to wait, it will affect their schedule dramatically.

Vice-Chairman McCarty said the November date is for the finalization of our comprehensive plan, the draft comprehensive plan is coming in June, and that is the reason for the timeframes. Mr. Stevens said they would like to have it as soon as possible, but he understands you have to be comfortable with making those kinds of decisions as well. There is not anything in the next couple of months that will greatly affect their schedule.

Commissioner Salverda asked when the decision will be made to either go or not go on the system.

Mr. Stevens said Hennepin County will make the decision, they have made the decision to pursue the turnkey method, at this time next year they would be receiving proposals from three to four consortiums that have been involved in the project and have prepared a firm fixed price proposal. At this time next year they would be evaluating these proposals, and issuing a contract to one. Before they go to construction to build anything, the communities all have another opportunity to approve or disapprove the final design plans. Turnkeys will be evaluated against the traditional approach, and then they will make the decision to go or no go.

Commissioner Schaber asked for an explanation of turnkey, and Mr. Stevens said the turnkey method is they turn over to the contractor a preliminary design, the turnkey contractor then completes the design, does the construction, and is responsible for its operation for some period of time. The reason for that is that they insure a cost-effective design, the contractor is tied into the operation for a sufficient period in terms of five, ten or fifteen years.

Commissioner Schaber mentioned the operator, and Mr. Stevens said MTC can be the operator, the turnkey cost is directly linked to the operation, but they have not drawn the turnkey contract yet. He also discussed the superturnkey element simply responds to the development community who says if we let them get involved, and they see development opportunity, then they could take advantage of that better than we can that will be reflected in the final firm fixed price of the contract.

Vice-Chairman McCarty suggested that Item 6 be moved up at this time to be discussed. The Board was in agreement on this.

6. Approve resolution supporting level boarding for light rail transit vehicles.

Kathy DeSpiegelaere addressed the Board, this subject has been broached at these meetings over the past several months, and this subject was discussed on the recent light rail transit trips. There are two major options at this time, one is low platforms with steps inside the vehicles, and the other is high platforms with level boarding into vehicles. The issue is not so much which is the preference as to if this the appropriate time to make the choice in lieu of the development of our comprehensive plan. The Comprehensive Plan will be looking at alignments, systems standards, downtown issues in detail. This plan has been just begun, and will be completed in draft form in June. There will follow a three months public comment period and the revised version would be available in November.

Ms. DeSpiegelaere briefed the Board on what the Committees of the RRA has done with this issue. In December the decision was made rather than have the Board make the a decision that we would take it through all the Committees, Citizens Advisory Committee first supported level loading, and in January recommended high platforms as an option, in February they passed an additional motion saying they favored level loading regardless of the technology.

Ms. DeSpiegelaere continued, the Technical Committee recommended essentially that no decision be made at this time by the RRA, they thought that there was additional information that would be needed and it would be premature to make a recommendation on platforms at this time. The same group are represented on an Inter-governmental Committee, the Technical Committee is staff, but the Inter-governmental Committee is elected and appointed officials. On February 14 the Inter-governmental Committee voted to recommend high platforms. These three committees have taken position at this time, but there is not unanimity among them.

Ms. DeSpiegelaere pointed out that there was a meeting of several handicapped groups which she attended, and they passed a motion favoring high platforms. Last Friday there was a meeting of a LRT Task Force of the St. Paul Chamber of Commerce which she attended. At the Chamber meeting there was concern expressed about how the downtown area had been involved in this recommendation on platforms. When the Inter-governmental Committee was formed, it was requested that the Chamber have a member sit on the Inter-Governmental Committee, and Pat Donovan who is a member of the Chamber is a member of this Committee, he was at the first meeting, but was not present at the second meeting at which a vote was taken on this issue. So, with this as a background, Rich Hadley expressed some reservations about their involvement. We have since met with Mr. Hadley and Ronnie Brooks, and their proposal was that perhaps some people could be convened from the downtown area representing business interests.

Vice-Chairman McCarty asked about the Chairs of the RRA's with Steve Keefe on March 10th. Ms. DeSpiegelaere said this was originally scheduled in February and at that time it was hoped that there would be some kind of regional consensus at that time on this issue. However, at Commissioner Finley's request that meeting was pushed back to enable the Commissioners to view the light rail transit systems in February. We do not have to make this decision now, but it would be Hennepin County who would be affected by the delay.

Commissioner Hunt feels that both Hennepin County and Ramsey County have been put in a difficult position by the State Legislature, on the one hand they told Hennepin County to go ahead and develop the light rail system, and there was no bandaid for Ramsey County, but we have gone about following each of the steps that were available to us. She has a problem as to how we are going to be perceived by the citizens or legislature members if we are going to make a decision on the kind of platforms today, when we have not even completed our preliminary plans. To keep faith with the citizens in Ramsey County and the municipalities that we should at least wait until we get the plans.

Ms. DeSpiegelaere went through the staff recommendations made to the Technical Committee - these were that level boarding of light rail transit vehicles offers the most advantages to ambulatory and disabled people because of its advantages, this should be the system of choice for the Twin Cities. At this time high platforms offer the most promise for level boarding. As light rail transit plans progress, advances in vehicle technology should be monitored for applicability to this region until the time when vehicles are ordered, the discussions

with businesses and residents of Ramsey County, particularly the downtown St. Paul business community should continue on the access of vehicles as transit plans progress, and coordination between Regional Rail Authorities on LRT issues should continue. This staff recommendation is included in the Board documentation for today's meeting.

Commissioner Ahrens asked about the Intergovernmental Committee, and Ms. DeSpiegelaere said this Committee has 26 representatives, not all of course were present at the meeting, comprised of elected or appointed officials from the 19 municipalities within Ramsey County, four adjacent counties, Hennepin, Anoka, Dakota, Washington, RTB, St. Paul Chamber of Commerce, Metropolitan Transit Commission, Mn/DOT, St. Paul City Council, and a member of the disabled community. There were two abstentions to the vote, the remainder of the members voted in favor of the motion.

Commissioner Schaber feels this puts us in a very difficult position, he has a real concern to vote today on an issue of this magnitude without the master plan coming back to us, He does not feel that we should be voting today, and he does feel badly as he realizes this does not help Hennepin County.

Vice-Chairman McCarty called on Chuck Wiger representing the St. Paul Area Chamber of Commerce, the Chamber like Ramsey County is in a box in regards to the time frame, and they have not taken a position on high platform level, they are in the process of putting together a group right now to quickly assess the impact downtown and the larger area as well on the recommendation and they are not prepared to make a recommendation at this point. He said that Ms. DeSpiegelaere and staff has met with them several times. Mr. Wiger would like to have an answer prior to the March 10th, and he plans to continue with Ms. DeSpiegelaere they plan to convey an update of where they are at. Ms. DeSpiegelaere said they would work it out so that the response would be addressed to Ramsey County as this is the group that is working on it, rather than directly to Met Council.

Commissioner Schaber reiterated that Ramsey County does not have the information to make the decision, so he does not know how the Chamber of Commerce would be better able to make a decision, unless they have more information than we do.

Commissioner Ahrens agrees with what has been said about the premature aspect of this, we do not know where the vehicle will be in downtown, and this may determine whether we go to high or low platform. She agrees with Commissioner Hunt in that it puts all of us in a very difficult position.

Commissioner Schaber said no one has light rail in this metro area, this decision that is going to affect a seven-county metro area, as it is part of an overall system. This message has to come out very strongly and clearly to Hennepin and the other counties that we feel very strongly that this should be an overall metropolitan system, not just something that is to be done for Hennepin County. He is not speaking negatively about Hennepin, but would try to impart the fact we do not have the system in place, the fact is that we need to have information before we move ahead, and he is not going to vote until he has that information. We are going to have to wait.

Commissioner Schaber said we have to get back to the coordination, that governance issue which has been mentioned before, so that we do it properly and correctly, and he does not want this rush to a decision on any particular issue until we know where we are at.

Commissioner Salverda agrees 100%, it is totally premature. Having visited the three systems, he personally feels that the elevated platform is the way to go, but it is too early to make a decision.

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

The Ramsey County Regional Railroad Authority Board moves to table this proposed resolution supporting level boarding for light rail transit vehicles.

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

Chuck Wiger concurs with the Board's decision and hopefully the region will realize that there has to be a comprehensive approach in addressing the issues.

Vice Chairman McCarty, on behalf of the Board, thanked Ken Stevens from Hennepin County, and Chuck Wiger from the St. Paul Area Chamber of Commerce for being in attendance at this meeting, it is very much appreciated.

4. Metropolitan Council Public Hearing on Northeast Burlington Northern Railroad Corridor.

Ms. DeSpiegelaere informed the Board that the Metropolitan Council had a meeting on the BN Corridor, there were staff recommendations made, one of which included modifying a restricted covenant to allow parks and LRT use of the Corridor, those recommendations were passed last week by the Metropolitan Council.

5. Progress on Comprehensive LRT Plan and solicitation of suggestions for corridors to evaluate for LRT potential.

Ms. DeSpiegelaere pointed out that there is a review of studies which the Board received, there were 13 studies that were reviewed relevant to this comprehensive plan. There is also a summary of the public forums, another series has been scheduled for April. Public Forum summary includes not only the attendance list, but a list of questions that were asked at the Forums.

Commissioner Salverda commented that this is an excellent document which pulls everything together.

Commissioner Hunt commented on the logo on this report, it is a very good logo developed by Stragar-Roscoe-Fausch.

7. Preliminary engineering and environmental impact statement for the Midway Corridor.

Ms. DeSpiegelaere said preliminary engineering there were proposals, or qualifications solicited, there were seven firms responding, no decision has been made at this point. This is just for information.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

RCRRA Originating Department <u>K. Despiegelaere</u> <u>4/14/89</u> Authorized Signature Date	Board Action Requested Verbal Report on LRT Trip by Bruce Davis, Midway Civic and Commerce Association and Rich Hadley, St. Paul Chamber of Commerce DISCUSSION ONLY
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Request Justification

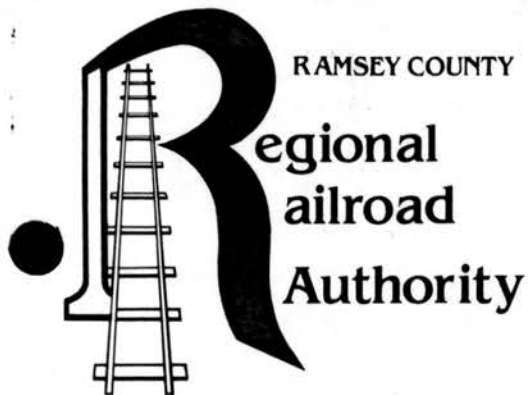
See attached memorandum from K. DeSpiegelaere

<u>Reviewed by Ed Glanville 4/21/89</u> Budgeting and Accounting <u>Reviewed by Ken Wenzel 4/20/89</u> 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 April 25, 1989	Signature <u>F L Glendenning</u>	Date 4/20/89
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: LRT Trip

Date: April 12, 1989

On March 28 through 31 a group of LRT-interested people toured systems in Calgary, Portland and Sacramento. Those who made the trip were:

Bruce Davis, President, Midway Civic and Commerce Association

Gary Grefenberg, Executive Secretary, Capitol Area Architectural and Planning Board

Richard Hadley, President, St. Paul Chamber of Commerce

Suzanne Hanson, Public Information Officer, Regional Transit Board

Judith Hollander, Director of Planning and Programs, Regional Transit Board

Peggy Reichert, Director of Planning Division, Department of Planning and Economic Development, City of St. Paul

Terry Schutten, Executive Director, Ramsey County

Kris Wendorff, Assistant Ramsey County Attorney, Ramsey County Regional Railroad Authority.

I also participated in the trip.

Bruce Davis and Rich Hadley will give a verbal report on their observations from the light rail transit trip at the April 25 Ramsey County Regional Railroad Authority meeting.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>BUDGETING & ACCOUNTING</u> Originating Department <u>J. Van Houdt/s/</u> <u>4/19/89</u> Authorized Signature Date	Board Action Requested Quarterly report of payments for RCRRRA January - March, 1989 *Action is Required
--	---

Request Justification

See attached memo from J. Van Houdt dated 4/17/89

Proposed resolution.

Budgeting and Accounting <u>Ed Blawie</u> <u>4/21/89</u> County Attorney <u>Kris Wenzel</u> <u>4/20/89</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	----------------------------

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>April 25, 1989</u>	<u>I L Glendinning</u>	<u>4/19/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January through March, 1989, and a record of these disbursements is attached, Now Therefore Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN

Executive Director

JAMES H. VAN HOUDT

Director - Budgeting & Accounting

MARLEN D. JOHNSON

Accounting Manager

VERNON H. WEHLAGE

Budget Manager

MEMORANDUM

DATE: April 17, 1989

TO: Terry Schutten, Executive Director

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

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: January - March 1989

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 Detail Disbursements made from the Regional Railroad Authority budget for the period January through March 1989 and a copy of the Budget Condition Report as of March 31, 1989.

JVH:EG:ja/gcl
Attachments

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.
CONSULTING SERVICES									
020102	AA	JE0250	14,398.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020176	
020102	AA	JE0250	8,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020501	
020102	AA	JE0250	1,081.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020202	
020102	AA	JE0250	3,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102021226	
020102	AA	JE0250	418,526.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020102	
020102	AA	JE0250	2,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020401	
020102	AA	JE0250	10,680.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020174	
020102	AA	JE0250	4,512.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020179	
020102	AA	JE0250	10,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102021401	
020102	AA	JE0250	87,127.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020193	
020102	AA	JE0250	2,250.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102021403	
020102	AA	JE0250	368,474.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020102	AA	JE0250	952.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020185	
OBJECT TOTAL			0.00		0.00		0.00		
STATE AUDITOR									
020122	AA	JE0436	579.50		0.00	031789	0.00	FROM RFC FUND 591 APPROP 59101020179	
020122	CA	06038	579.50	00479319	579.50	032489	579.50	MINNESOTA STATE AUDITOR 999-99-9999	01
020122	CA	06039	244.00	00479539	244.00	032489	244.00	STATE OF MINNESOTA 999-99-9999	01
OBJECT TOTAL			823.50		823.50		823.50		
COUNTY ATTORNEY SERVICES									
020174	AA	JE0250	44,498.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
OBJECT TOTAL			0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES									
020176	AA	JE0250	60,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020176	AA	JE0251	32,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020193	
020176	IC	00698	720.05	00470887	720.05	021089	720.05	IC TRANSFER PMT 400 40301 300908 A00072	01
020176	IC	03974	565.20	00476536	565.20	031089	565.20	IC TRANSFER PMT 400 40301 300908 A00073	01
OBJECT TOTAL			1,285.25		1,285.25		1,285.25		
BUDGETING AND ACCOUNTING SERVICES									
020179	AA	JE0250	18,800.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020179	AA	JE0436	579.50		0.00	031789	0.00	TO RFC FUND 591 APPROP 59101020122	
OBJECT TOTAL			0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE									
020185	AA	JE0250	3,968.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020185	AA	JE0251	2,350.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020193	
020185	IC	03975	1,062.84	00476536	1,062.84	031089	1,062.84	IC TRANSFER PMT 574 57401 301385 C00457	01
020185	IC	05847	654.70	00478825	654.70	032489	654.70	IC TRANSFER PMT 574 57401 301385 C00513	01
OBJECT TOTAL			1,717.54		1,717.54		1,717.54		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	AA	JE0250	240,724.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

RAMSEY COUNTY
ACCOUNTING DEPT
4 03 89

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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.
020193	AA	JE0251	200.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59101020208	
020193	AA	JE0251	32,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59101020176	
020193	AA	JE0251	1,450.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59101040300	
020193	AA	JE0251	2,350.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59101020185	
020193	IC	03976	1,086.45	00476536	1,086.45	031089	1,086.45	IC TRANSFER PMT 400 47102 300434 800193 01	
020193	IC	03976A	815.92	00476536	815.92	031089	815.92	IC TRANSFER PMT 400 47101 300166 800193 01	
020193	IC	03977	1,078.48	00476536	1,078.48	031089	1,078.48	IC TRANSFER PMT 400 47102 300434 800192 01	
020193	IC	03977A	809.93	00476536	809.93	031089	809.93	IC TRANSFER PMT 400 47101 300166 800192 01	
OBJECT TOTAL			3,790.78		3,790.78		3,790.78		
POSTAGE									
020202	AA	JE0250	4,504.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020202	CA	98096C	8.75	00465426	8.75	011889	8.75	JOHNSON/PETTY CASH MARLEN 01	
020202	IC	05862	171.25	00478825	171.25	032489	171.25	IC TRANSFER PMT 521 52104 350323 W00124 01	
OBJECT TOTAL			180.00		180.00		180.00		
TELEPHONE LONG DISTANCE CHARGES									
020207	CA	00289	8.02	00469622	8.02	020389	8.02	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	010668	2.72	00471177	2.72	021089	2.72	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	01067C	0.77	00471220	0.77	021089	0.77	U S WEST COMMUNICATIONS 47-0255560 01	
020207	CA	03864	5.38	00476513	5.38	031089	5.38	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	04218C	19.44	00476513	19.44	031089	19.44	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	06539	4.76	00480152	4.76	033189	4.76	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	06540	19.44	00480152	19.44	033189	19.44	AT&T COMMUNICATIONS 22-2473242 01	
020207	CA	99250	10.29	00468199	10.29	012789	10.29	U S WEST COMMUNICATIONS 47-0255560 01	
OBJECT TOTAL			70.82		70.82		70.82		
TELEPHONE-LOCAL SERVICE									
020208	AA	JE0251	200.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020193	
020208	CA	03868	10.29	00476525	10.29	031089	10.29	U S WEST COMMUNICATIONS 47-0255560 01	
020208	CA	05876	10.29	00478826	10.29	032489	10.29	U S WEST COMMUNICATIONS 47-0255560 01	
OBJECT TOTAL			20.58		20.58		20.58		
PUBLISHING MINUTES & NOTICES									
020401	AA	JE0250	6,650.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020401	CA	00560	133.00	00470542	133.00	020789	133.00	AMERICAN PUBLIC TRANSIT ASSOCHI 01	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

RAMSEY COUNTY
ACCOUNTING DEPT
4 03 89

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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.
020401	CA	99323	23.40	00468665	23.40	012789	23.40	STATE OF MINNESOTA DOCUMENTS D	01
020401	IC	05863	951.87	00478825	951.87	032489	951.87	IC TRANSFER PMT 400 41202 300404 H00436	01
OBJECT TOTAL			1,108.27		1,108.27		1,108.27		
PRINTING & STATIONERY									
020501	AA	JE0250	22,882.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
020501	CA	00360	48.09	00470276	48.09	020389	48.09	DESPIEGELAERE KATHRYN	01
020501	CA	00561	18.60	00470543	18.60	020789	18.60	FLASH FOTO	01
020501	CA	02343	271.21	00473623	271.21	022289	271.21	THOELE PRINTING 41-1233099	01
020501	CA	06323	15.45	00480742	15.45	033189	15.45	COMPUTER CHROME INC	01
020501	IC	00697	616.10	00470887	616.10	021089	616.10	IC TRANSFER PMT 400 41202 300404 H00363	01
020501	IC	00707	326.90	00470887	326.90	021089	326.90	IC TRANSFER PMT 400 40301 300130 A02551	01
020501	IC	05443	322.30	00477778	322.30	031789	322.30	IC TRANSFER PMT 400 40301 300130 A02555	01
OBJECT TOTAL			1,618.65		1,618.65		1,618.65		
PARKING SPACE									
020909	CA	02344	85.00	00473274	85.00	022289	85.00	VICTORY PARKING INC 41-1436789	01
020909	CA	06040	85.00	00479074	85.00	032489	85.00	VICTORY PARKING INC 41-1436789	01
020909	CA	99324	85.00	00468449	85.00	012789	85.00	VICTORY PARKING INC 41-1436789	01
OBJECT TOTAL			255.00		255.00		255.00		
COMMITTEE COMPENSATION									
021226	AA	JE0250	4,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
021226	CA	97685	10.00	00465289	10.00	011389	10.00	KREN 332-36-2777	01
021226	CA	97686	5.00	00465290	5.00	011389	5.00	ROSSMAN 469-48-8719	01
021226	CA	97687	5.00	00465291	5.00	011389	5.00	SEVER 472-24-3786	01
021226	CA	97688	5.00	00465292	5.00	011389	5.00	STRAUGHN 290-38-0765	01
021226	CA	97771	10.00	00465293	10.00	011389	10.00	CLARKSON 224-56-2903	01
021226	CA	97772	10.00	00465294	10.00	011389	10.00	FAVILLE 397-12-9497	01
021226	CA	98463	10.00	00467410	10.00	012089	10.00	MANDERSCHIED 504-68-2187	01
021226	CA	98464	10.00	00467411	10.00	012089	10.00	SANDBERG 469-46-8508	01
021226	CA	98465	10.00	00467412	10.00	012089	10.00	VAN HOEF 376-18-3599	01

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

RAMSEY COUNTY
ACCOUNTING DEPT
4 03 89

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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.
021226	CA	98466	10.00	00467413	10.00	012089	10.00	WOLD 471-26-3297	CHARLIE 01
021226	CA	99077	10.00	00468666	10.00	012789	10.00	TRACY 492-46-4176	NANCY 01
OBJECT TOTAL			95.00		95.00		95.00		
OTHER TRAVEL									
021407	AA	JE0250	16,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
021407	CA	00562	500.00	00470544	500.00	020789	500.00	SALVERDA	DONALD 01
021407	CA	00563	500.00	00470539	500.00	020789	500.00	SCHABER	WARREN 01
021407	CA	00564	500.00	00470545	500.00	020789	500.00	TDLAAS	JAMES 01
021407	CA	00895	500.00	00471721	500.00	021089	500.00	AHRENS	DIANE 01
021407	CA	01094	500.00	00471722	500.00	021089	500.00	GOSKI	JILL 01
021407	CA	02163	1,361.43	00473150	1,361.43	021789	1,361.43	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	02164	1,361.30	00473150	1,361.30	021789	1,361.30	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	02165	1,361.30	00473150	1,361.30	021789	1,361.30	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	02166	1,361.52	00473150	1,361.52	021789	1,361.52	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	02167	1,361.30	00473150	1,361.30	021789	1,361.30	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	03628	650.00	00475838	650.00	030789	650.00	FINLEY	JOHN 01
OBJECT TOTAL			9,956.85		9,956.85		9,956.85		
VOLUNTEER/COMMITTEE MEETING EXPENSE									
021408	AA	JE0250	3,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
021408	CA	00361	50.00	00470277	50.00	020389	50.00	CAPITOL COMMUNITY SERVICES INC.	01
OBJECT TOTAL			50.00		50.00		50.00		
MAJ OBJ TOTAL			20,972.24		20,972.24		20,972.24		
OFFICE SUPPLIES									
030101	CA	04223	22.06	00476535	22.06	031089	22.06	ST PAUL CITY OF 41-6005521	01
OBJECT TOTAL			22.06		22.06		22.06		
MAJ OBJ TOTAL			22.06		22.06		22.06		
EQUIPMENT									
040300	AA	JE0251	1,450.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020193	
OBJECT TOTAL			0.00		0.00		0.00		
MAJ OBJ TOTAL			0.00		0.00		0.00		
CONTINGENT ACCOUNT									
061001	AA	JE0250	300,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59103020102	
OBJECT TOTAL			0.00		0.00		0.00		
MAJ OBJ TOTAL			0.00		0.00		0.00		
ORG.UNIT TOTAL			20,994.30		20,994.30		20,994.30	REG TRANSACTIONS = 59 TRANSFERS = 35	
PAYROLL TRANSACTIONS =									

RFC R88. 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	CKI NO.
CONSULTING SERVICES									
020102	AA	JE0250	12,000.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020102	
OBJECT TOTAL			0.00		0.00		0.00		
ENGINEERING SERVICE									
020103	AA	JE0250	29,474.00		0.00	021789	0.00	TO RFC FUND 591 APPROP 59102020102	
020103	IC	98620	841.11	00466642	841.11	012089	841.11	IC TRANSFER PMT 400 47101 ACC 300166 800124 01	
020103	IC	98620	593.12	00467936	593.12	012789	593.12	IC TRANSFER PMT 400 47102 ACC 300434 800124 01	
020103	IC	98620A	526.87	00466642	526.87	012089	526.87	IC TRANSFER PMT 400 47101 ACC 300434 800124 01	
020103	IC	98621	414.98	00466642	414.98	012089	414.98	IC TRANSFER PMT 400 47102 ACC 300434 800125 01	
020103	IC	98621A	438.88	00466642	438.88	012089	438.88	IC TRANSFER PMT 400 47102 ACC 300434 800125 01	
020103	IC	98621B	641.24	00466642	641.24	012089	641.24	IC TRANSFER PMT 400 47101 ACC 300166 800125 01	
020103	IC	98622	851.23	00466642	851.23	012089	851.23	IC TRANSFER PMT 400 47101 ACC 300166 800123 01	
020103	IC	98622A	694.20	00466642	694.20	012089	694.20	IC TRANSFER PMT 400 47102 ACC 300434 800123 01	
020103	IC	98623	439.27	00466642	439.27	012089	439.27	IC TRANSFER PMT 400 47102 ACC 300434 800123 01	
020103	IC	98624	538.85	00466642	538.85	012089	538.85	IC TRANSFER PMT 400 47102 ACC 300434 800122 01	
020103	IC	98624A	799.54	00466642	799.54	012089	799.54	IC TRANSFER PMT 400 47101 ACC 300166 800122 01	
020103	IC	98625	525.79	00466642	525.79	012089	525.79	IC TRANSFER PMT 400 47102 ACC 300434 800122 01	
020103	IC	98626	804.74	00466642	804.74	012089	804.74	IC TRANSFER PMT 400 47101 ACC 300166 800119 01	
020103	IC	98626A	855.49	00466642	855.49	012089	855.49	IC TRANSFER PMT 400 47102 ACC 300434 800119 01	
020103	IC	98627	216.08	00466642	216.08	012089	216.08	IC TRANSFER PMT 400 47102 ACC 300434 800119 01	
020103	IC	98628	818.19	00466642	818.19	012089	818.19	IC TRANSFER PMT 400 47102 ACC 300434 800120 01	
020103	IC	98628A	818.41	00466642	818.41	012089	818.41	IC TRANSFER PMT 400 47101 ACC 300166 800120 01	
020103	IC	98629	271.58	00466642	271.58	012089	271.58	IC TRANSFER PMT 400 47102 ACC 300434 800120 01	
020103	IC	98630	549.78	00466642	549.78	012089	549.78	IC TRANSFER PMT 400 47101 ACC 300166 800121 01	
020103	IC	98630A	567.02	00466642	567.02	012089	567.02	IC TRANSFER PMT 400 47102 ACC 300434 800121 01	
020103	IC	98631	165.05	00466642	165.05	012089	165.05	IC TRANSFER PMT 400 47102 ACC 300434 800121 01	
020103	IC	98632	561.57	00466642	561.57	012089	561.57	IC TRANSFER PMT 400 47102 ACC 300434 800118 01	
020103	IC	98632A	835.36	00466642	835.36	012089	835.36	IC TRANSFER PMT 400 47101 ACC 300166 800118 01	
020103	IC	98633	550.77	00466642	550.77	012089	550.77	IC TRANSFER PMT 400 47102 ACC 300434 800118 01	
020103	IC	98634	1,921.00	00466642	1,921.00	012089	1,921.00	IC TRANSFER PMT 400 40801 ACC 300908 A02529 01	
020103	IC	98635	1,808.00	00466642	1,808.00	012089	1,808.00	IC TRANSFER PMT 400 40801 ACC 300908 A02531 01	
020103	IC	98636	1,514.20	00466642	1,514.20	012089	1,514.20	IC TRANSFER PMT 400 40801 ACC 300908 A02532 01	
020103	IC	98637	135.60	00466642	135.60	012089	135.60	IC TRANSFER PMT 400 40801 ACC 300908 A02534 01	
020103	IC	98638	1,287.10	00466642	1,287.10	012089	1,287.10	IC TRANSFER PMT 400 40801 ACC 300908 A02533 01	
020103	IC	99499	488.93	00473276	488.93	022289	488.93	IC TRANSFER PMT 400 47101 ACC 300166 01	
020103	IC	99500	382.14	00472447	382.14	021789	382.14	IC TRANSFER PMT 400 47102 ACC 300434 800178 01	
020103	IC	99501	268.91	00473276	268.91	022289	268.91	IC TRANSFER PMT 400 47102 ACC 300434 01	
020103	IC	99502	854.34	00473276	854.34	022289	854.34	IC TRANSFER PMT 400 47101 ACC 300166 01	
020103	IC	99503	634.17	00473276	634.17	022289	634.17	IC TRANSFER PMT 400 47102 ACC 300434 01	
020103	IC	99504	503.44	00473276	503.44	022289	503.44	IC TRANSFER PMT 400 47102 ACC 300434 01	
020103	IC	99505	698.70	00473276	698.70	022289	698.70	IC TRANSFER PMT 400 47101 ACC 300166 01	
020103	IC	99506	930.37	00473276	930.37	022289	930.37	IC TRANSFER PMT 400 47102 ACC 300434 01	
020103	IC	99507	843.08	00473276	843.08	022289	843.08	IC TRANSFER PMT 400 47101 ACC 300166 01	
020103	IC	99508	1,122.61	00473276	1,122.61	022289	1,122.61	IC TRANSFER PMT 400 47102 ACC 300434 01	
020103	IC	99509	594.88	00473276	594.88	022289	594.88	IC TRANSFER PMT 400 47101 ACC 300166 01	

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC R88: 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.
020103	IC	99511	792.12	00474407	792.12	022889	792.12	IC TRANSFER PMT 400 47102 ACC 300434	01
020103	IC	99511A	1,082.95	00474407	1,082.95	022889	1,082.95	IC TRANSFER PMT 400 47102 ACC 300434	01
020103	IC	99512	813.29	00474407	813.29	022889	813.29	IC TRANSFER PMT 400 47101 ACC 300166	01
OBJECT TOTAL			30,994.95		30,994.95		30,994.95		
COUNTY ATTORNEY SERVICES									
020174	IC	00099	1,074.65	00469323	1,074.65	020389	1,074.65	IC TRANSFER PMT 400 40601 ACC 300908 M00034	01
OBJECT TOTAL			1,074.65		1,074.65		1,074.65		
EXECUTIVE DIRECTOR SERVICES									
020176	IC	98639	1,176.86	00466642	1,176.86	012089	1,176.86	IC TRANSFER PMT 400 40301 ACC 300908 A00055	01
020176	IC	98640	960.07	00466642	960.07	012089	960.07	IC TRANSFER PMT 400 40301 ACC 300908 A00056	01
020176	IC	98641	975.56	00466642	975.56	012089	975.56	IC TRANSFER PMT 400 40301 ACC 300908 A00057	01
020176	IC	98642	1,393.65	00466642	1,393.65	012089	1,393.65	IC TRANSFER PMT 400 40301 ACC 300908 A00058	01
020176	IC	98643	725.36	00466642	725.36	012089	725.36	IC TRANSFER PMT 400 40301 ACC 300908 A00050	01
020176	IC	98644	804.27	00466642	804.27	012089	804.27	IC TRANSFER PMT 400 40301 ACC 300908 A00051	01
020176	IC	98645	1,371.99	00466642	1,371.99	012089	1,371.99	IC TRANSFER PMT 400 40301 ACC 300908 A00052	01
020176	IC	98646	520.41	00466642	520.41	012089	520.41	IC TRANSFER PMT 400 40301 ACC 300908 A00053	01
020176	IC	98647	1,037.50	00466642	1,037.50	012089	1,037.50	IC TRANSFER PMT 400 40301 ACC 300908 A00054	01
020176	IC	98648	1,409.04	00466642	1,409.04	012089	1,409.04	IC TRANSFER PMT 400 40301 ACC 300908 A00046	01
OBJECT TOTAL			10,374.71		10,374.71		10,374.71		
BUDGETING & ACCOUNTING SERVICES									
020179	IC	98649	1,420.76	00466642	1,420.76	012089	1,420.76	IC TRANSFER PMT 400 40303 300908 A02563	01
OBJECT TOTAL			1,420.76		1,420.76		1,420.76		
DATA PROCESSING SERVICES-MTCE									
020185	IC	98650	150.00	00466642	150.00	012089	150.00	IC TRANSFER PMT 574 57401 301385 C00332	01
020185	IC	99498	300.00	00467936	300.00	012789	300.00	IC TRANSFER PMT 574 57401 ACC 301385 C00396	01
OBJECT TOTAL			450.00		450.00		450.00		
POSTAGE									
020202	IC	00274	387.39	00469323	387.39	020389	387.39	IC TRANSFER PMT 521 52104 ACC 350323 M00063	01
OBJECT TOTAL			387.39		387.39		387.39		
TELEPHONE LONG DISTANCE CHARGES									
020207	CA	96194	22.71	00463856	22.71	011089	22.71	AT&T COMMUNICATIONS 22-2473242	01
OBJECT TOTAL			22.71		22.71		22.71		
PRINTING & STATIONERY									
020501	IC	98192	190.98	00466642	190.98	012089	190.98	IC TRANSFER PMT 400 41202 ACC 300404 H00300	01
020501	IC	98651	256.40	00466642	256.40	012089	256.40	IC TRANSFER PMT 400 40301 300130 A02498	01
OBJECT TOTAL			447.38		447.38		447.38		
OTHER TRAVEL									
021407	CA	00896	41.00	00471723	41.00	021089	41.00	GREELEY DENNIS J	01
021407	CA	95661	1,374.38	00464504	1,374.38	011089	1,374.38	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
021407	CA	98130	139.82	00466570	139.82	011889	139.82	DESPIEGELAERE KATHRYN M	01
021407	CA	98467	33.58	00467414	33.58	012089	33.58	DESPIEGELAERE KATHRYN M	01
OBJECT TOTAL			1,588.78		1,588.78		1,588.78		
MAJ OBJ TOTAL			46,761.33		46,761.33		46,761.33		

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

RAMSEY COUNTY
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RFC R89 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK. NO.
OFFICE SUPPLIES							
030101 CA 97781	35.65	00464930	35.65	011389	35.65	ST PAUL CITY OF 41-6005521	01
OBJECT TOTAL	35.65		35.65		35.65		
MAJ OBJ TOTAL	35.65		35.65		35.65		
EQUIPMENT							
040300 CA 00751A	156.50	00471225	156.50	021089	156.50	MIDLAND INFORMATION SYSTEMS	01
OBJECT TOTAL	156.50		156.50		156.50		
MAJ OBJ TOTAL	156.50		156.50		156.50		
ORG.UNIT TOTAL	46,953.48		46,953.48		46,953.48	REG TRANSACTIONS = 67 PAYROLL TRANSACTIONS =	2

DETAIL REBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

RAMSEY COUNTY
ACCOUNTING DEPT
4 03 89

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RFC FUND 591 ORG. UNIT 59102 RCRA - COMPREHENSIVE LRT PLAN

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO.
CONSULTING SERVICES									
020102	AA	JE0250	418,526.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
020102	AA	JE0250	12,000.00		0.00	021789	0.00	FROM RFC R88 FUND 591 APPROP 59101020102	
020102	AA	JE0250	29,474.00		0.00	021789	0.00	FROM RFC R88 FUND 591 APPROP 59101020103	
020102	CA	PA736	430,893.37		0.00	A	430,893.37	STRGAR-ROSCOE-FAUSCH INC	01
020102	CA	02021	5,661.35	00473624	5,661.35	022289	5,661.35	STRGAR ROSCOE FAUSCH INC 99-9999999	01
020102	CA	02022	6,806.63	00473624	6,806.63	022289	6,806.63	STRGAR ROSCOE FAUSCH INC 99-9999999	01
OBJECT TOTAL			443,361.35		12,467.98		443,361.35		
COUNTY ATTORNEY SERVICES									
020174	AA	JE0250	10,680.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES									
020175	AA	JE0250	14,398.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
BUDGETING & ACCOUNTING SERVICES									
020179	AA	JE0250	4,512.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE									
020185	AA	JE0250	952.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	AA	JE0250	87,127.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
020193	IC	03978	1,026.83	00476536	1,026.83	031089	1,026.83	IC TRANSFER PMT 400 47102 300434 800190	01
020193	IC	03978A	771.14	00476536	771.14	031089	771.14	IC TRANSFER PMT 400 47101 300166 800190	01
020193	IC	03979	653.77	00476536	653.77	031089	653.77	IC TRANSFER PMT 400 47102 300434 800188	01
020193	IC	03979A	490.98	00476536	490.98	031089	490.98	IC TRANSFER PMT 400 47101 300166 800188	01
020193	IC	03980	1,097.76	00476536	1,097.76	031089	1,097.76	IC TRANSFER PMT 400 47102 300434 800191	01
020193	IC	03980A	824.41	00476536	824.41	031089	824.41	IC TRANSFER PMT 400 47101 300166 800191	01
020193	IC	03981	990.66	00476536	990.66	031089	990.66	IC TRANSFER PMT 400 47102 300434 800189	01
020193	IC	03981A	743.98	00476536	743.98	031089	743.98	IC TRANSFER PMT 400 47101 300166 800189	01
OBJECT TOTAL			6,599.53		6,599.53		6,599.53		
POSTAGE									
020202	AA	JE0250	1,081.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
020202	CA	03629	120.00	00476204	120.00	030789	120.00	POSTMASTER C/O RAMSEY CO	01
020202	IC	02549	172.56	00473939	172.56	022489	172.56	IC TRANSFER PMT 521 52104 350323 W00091	01
OBJECT TOTAL			292.56		292.56		292.56		
PUBLISHING MINUTES & NOTICES									
020401	AA	JE0250	2,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
PRINTING & STATIONERY									
020501	AA	JE0250	8,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

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RFC FUND 591 ORG. UNIT 59102 RCRR - COMPREHENSIVE LRT PLAN

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO.
020501	CA	02342	18.60	00473625	18.60	022289	18.60	FLASH FOTO	01
020501	CA	02343A	813.60	00473623	813.60	022289	813.60	THOELE PRINTING 41-1233099	01
OBJECT TOTAL			832.20		832.20		832.20		
COMMITTEE COMPENSATION									
021226	AA	JE0250	3,000.00		0.00	021789	0.00	FROM RFC	FUND 591 APPROP 59101020102
OBJECT TOTAL			0.00		0.00		0.00		
MEMBERSHIP & DUES									
021401	AA	JE0250	10,000.00		0.00	021789	0.00	FROM RFC	FUND 591 APPROP 59101020102
021401	AA	JE0437	10,000.00		0.00	031789	0.00	TO RFC	FUND 591 APPROP 59102021407
OBJECT TOTAL			0.00		0.00		0.00		
CONFERENCE & SEMINAR EXPENSES									
021403	AA	JE0250	2,250.00		0.00	021789	0.00	FROM RFC	FUND 591 APPROP 59101020102
021403	AA	JE0438	2,250.00		0.00	031789	0.00	TO RFC	FUND 591 APPROP 59102021408
OBJECT TOTAL			0.00		0.00		0.00		
OTHER TRAVEL									
021407	AA	JE0437	10,000.00		0.00	031789	0.00	FROM RFC	FUND 591 APPROP 59102021401
021407	CA	04276	74.25	00478444	74.25	031789	74.25	WESTIN HOTEL	01
OBJECT TOTAL			74.25		74.25		74.25		
VOLUNTEER/COMMITTEE MEETING EXPENSES									
021408	AA	JE0438	2,250.00		0.00	031789	0.00	FROM RFC	FUND 591 APPROP 59102021403
021408	CA	05118	9.11	00478445	9.11	031789	9.11	HEALTHEAST-MIDWAY HOSPITAL	01
OBJECT TOTAL			9.11		9.11		9.11		
MAJ OBJ TOTAL			451,169.00		20,275.63		451,169.00		
ORG.UNIT TOTAL			451,169.00		20,275.63		451,169.00	REG. TRANSACTIONS = 17 TRANSFERS = 18 PAYROLL TRANSACTIONS =	

DETAIL COURSEMENTS BY ORG. UNIT
ACCTING 060 890331

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RFC FUND 591 ORG. UNIT 59103 RCRA - PHASE 1 PRELIMINARY ENGINEERING

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO.
CONSULTING SERVICES									
020102	AA	JE0250	368,474.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020102	
020102	AA	JE0250	44,498.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020174	
020102	AA	JE0250	60,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020176	
020102	AA	JE0250	18,800.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020179	
020102	AA	JE0250	3,968.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020185	
020102	AA	JE0250	240,724.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020193	
020102	AA	JE0250	4,504.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020202	
020102	AA	JE0250	6,650.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020401	
020102	AA	JE0250	22,882.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101020501	
020102	AA	JE0250	4,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101021226	
020102	AA	JE0250	16,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101021407	
020102	AA	JE0250	3,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101021408	
020102	AA	JE0250	300,000.00		0.00	021789	0.00	FROM RFC FUND 591 APPROP 59101061001	
020102	AA	JE0250	16,500.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
COUNTY ATTORNEY SERVICES									
020174	AA	JE0250	25,364.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES									
020176	AA	JE0250	34,194.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
BUDGETING & ACCOUNTING SERVICES									
020179	AA	JE0250	10,716.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE									
020185	AA	JE0250	2,262.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	AA	JE0250	99,227.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
020193	IC	03982	598.11	00476536	598.11	031089	598.11	IC TRANSFER PHT 400 47102 300434 800187 01	
020193	IC	03982A	449.18	00476536	449.18	031089	449.18	IC TRANSFER PHT 400 47101 300166 800187 01	
OBJECT TOTAL			1,047.29		1,047.29		1,047.29		
POSTAGE									
020202	AA	JE0250	2,567.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
PUBLISHING MINUTES & NOTICES									
020401	AA	JE0250	3,386.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
PRINTING & STATIONERY									
020501	AA	JE0250	10,534.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		
COMMITTEE COMPENSATION									
021226	AA	JE0250	1,000.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
OBJECT TOTAL			0.00		0.00		0.00		

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DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

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RFC FUND 591 ORG. UNIT 59103 RCRRA - PHASE 1 PRELIMINARY ENGINEERING

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO.
		OTHER TRAVEL							
021407	AA	JE0250	6,000.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
		OBJECT TOTAL	0.00		0.00		0.00		
		VOLUNTEER/COMMITTEE MEETING EXPENSES							
021408	AA	JE0250	750.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
		OBJECT TOTAL	0.00		0.00		0.00		
		MAJ OBJ TOTAL	1,047.29		1,047.29		1,047.29		
		ORG.UNIT TOTAL	1,047.29		1,047.29		1,047.29	REG TRANSACTIONS = 2 TRANSFERS = 25 PAYROLL TRANSACTIONS =	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 890331

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RFC FUND 591 ORG. UNIT 59104 RCRA ENVIRONMENTAL IMPACT STUDY

OBJECT CODE	CLAIM ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO.
CONSULTING SERVICES								
020102	AA JE0250	366,000.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
COUNTY ATTORNEY SERVICES								
020174	AA JE0250	8,454.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES								
020176	AA JE0250	11,398.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
BUDGETING & ACCOUNTING SERVICES								
020179	AA JE0250	3,572.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE								
020185	AA JE0250	754.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES								
020193	AA JE0250	55,354.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
POSTAGE								
020202	AA JE0250	856.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
PUBLISHING MINUTES & NOTICES								
020401	AA JE0250	1,264.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
PRINTING & STATIONERY								
020501	AA JE0250	4,348.00		0.00	021789	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
	OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL		0.00		0.00		0.00		
ORG.UNIT TOTAL		0.00		0.00		0.00	REG TRANSACTIONS = TRANSFERS = 9	
							PAYROLL TRANSACTIONS =	
ACTIV. TOTAL		520,164.07		89,270.70		520,164.07		
FUNCT. TOTAL		520,164.07		89,270.70		520,164.07		
FUND-TOTAL		520,164.07		89,270.70		520,164.07	REG TRANSACTIONS = 145 TRANSFERS = 90	
							PAYROLL TRANSACTIONS =	
							TOT CURR DISBURSEMENTS	25,315.85
							TOTAL RESERVE R88	1,803.64
							TOTAL DISBURSEMENTS	27,119.49
							TOTAL TRANSFERS (IC)	62,151.21
							TOTAL CREDITS	.00
							ADJUSTED TOTAL	89,270.70

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							
020102	CONSULTING SERVICES	10,000.00	0.00	10,000.00	10,000.00	0.00	931,000.00	
020122	STATE AUDITOR	579.50	823.50	244.00CR	244.00CR	579.50	0.00	142.11
020174	COUNTY ATTORNEY SERVICES	11,125.00	0.00	11,125.00	11,125.00	0.00	44,498.00	
020176	EXECUTIVE DIRECTOR-SERVICES	46,988.00	1,285.25	45,702.75	45,702.75	32,000.00	60,000.00	2.74
020179	BUDGETING AND ACCOUNTING SERVICES	4,120.50	0.00	4,120.50	4,120.50	0.00	19,379.50	
020185	DATA PROCESSING SERVICES-MTCE	3,342.00	1,717.54	1,624.46	1,624.46	2,350.00	3,968.00	51.39
020193	COUNTY PROJECT MANAGEMENT SERVICES	86,196.00	3,790.78	82,405.22	82,405.22	0.00	276,724.00	4.40
020202	POSTAGE	1,126.00	180.00	946.00	946.00	0.00	4,504.00	15.99
020207	TELEPHONE LONG DISTANCE CHARGES	369.00	70.82	298.18	298.18	0.00	0.00	19.19
020208	TELEPHONE-LOCAL SERVICE	740.00	20.58	719.42	719.42	200.00	0.00	2.78
020401	PUBLISHING MINUTES & NOTICES	1,663.00	1,108.27	554.73	554.73	0.00	6,650.00	66.64
020501	PRINTING & STATIONERY	5,720.00	1,618.65	4,101.35	4,101.35	0.00	22,882.00	28.30
020909	PARKING SPACE	1,275.00	255.00	1,020.00	1,020.00	0.00	0.00	20.00
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	250.00	0.00	250.00	250.00	0.00	0.00	

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							
								* CONTINUED *
	INTEREST							
021192	11,813.00	0.00	0.00	11,813.00	11,813.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	0.00	95.00	0.00	95.00CR	95.00CR	0.00	4,000.00	
	MEMBERSHIP & DUES							
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	CONFERENCE & SEMINAR EXPENSES							
021403	3,700.00	0.00	0.00	3,700.00	3,700.00	0.00	0.00	
	OTHER TRAVEL							
021407	1,000.00	9,956.85	0.00	8,956.85CR	8,956.85CR	0.00	16,000.00	995.69
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	0.00	50.00	0.00	50.00CR	50.00CR	0.00	3,000.00	
TOTL 02	190,507.00	20,972.24	0.00	169,534.76	169,534.76	35,129.50	1,392,605.50	11.01
	OFFICE SUPPLIES							
030101	825.00	22.06	0.00	802.94	802.94	0.00	0.00	2.67
	EQUIPMENT							
040300	2,650.00	0.00	0.00	2,650.00	2,650.00	1,450.00	0.00	
	CONTINGENT APPROPRIATIONS							
061001	200,000.00	0.00	0.00	200,000.00	200,000.00	0.00	300,000.00	
	DUE TO COUNTY REVENUE							
070201	125,000.00	0.00	0.00	125,000.00	125,000.00	0.00	0.00	
CURR ORG-TOT	518,982.00	20,994.30	0.00	497,987.70	497,987.70	36,579.50	1,692,605.50	4.05

BUDGET CONDITION REPORT
RFBA113 89 03 31

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PCT OF YEAR ELAPSED = 24.66

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
R88-59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	70,851.00	46,953.48	0.00	23,897.52	23,897.52	0.00	41,474.00	66.27
URG-TOT	589,833.00	67,947.78	0.00	521,885.22	521,885.22	36,579.50	1,734,079.50	11.52

BUDGET COMPARISON REPORT
RFBA113 89 03 31

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PCT OF YEAR ELAPSED = 24.66

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
59102	RCRRA - COMPREHENSIVE LRT PLAN							
020102	CONSULTING SERVICES	460,000.00	12,467.98	430,893.37	447,532.02	16,638.65	460,000.00	0.00
020174	COUNTY ATTORNEY SERVICES	10,680.00	0.00	0.00	10,680.00	10,680.00	10,680.00	0.00
020176	EXECUTIVE DIRECTOR-SERVICES	14,398.00	0.00	0.00	14,398.00	14,398.00	14,398.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	4,512.00	0.00	0.00	4,512.00	4,512.00	4,512.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	952.00	0.00	0.00	952.00	952.00	952.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	87,127.00	6,599.53	0.00	80,527.47	80,527.47	87,127.00	0.00
020202	POSTAGE	1,081.00	292.56	0.00	788.44	788.44	1,081.00	0.00
020401	PUBLISHING MINUTES & NOTICES	2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00
020501	PRINTING & STATIONERY	8,000.00	832.20	0.00	7,167.80	7,167.80	8,000.00	0.00
021226	COMMITTEE COMPENSATION	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00
021401	MEMBERSHIP & DUES	0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00
021403	CONFERENCE & SEMINAR EXPENSES	0.00	0.00	0.00	0.00	0.00	2,250.00	2,250.00
021407	OTHER TRAVEL	10,000.00	74.25	0.00	9,925.75	9,925.75	10,000.00	0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	2,250.00	9.11	0.00	2,240.89	2,240.89	2,250.00	0.00
ORG-TOT	604,000.00	20,275.63	430,893.37	583,724.37	152,831.00	616,250.00	12,250.00	3.36

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
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES 1,110,000.00	0.00	0.00	1,110,000.00	1,110,000.00	1,110,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 25,364.00	0.00	0.00	25,364.00	25,364.00	25,364.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 34,194.00	0.00	0.00	34,194.00	34,194.00	34,194.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 10,716.00	0.00	0.00	10,716.00	10,716.00	10,716.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 2,262.00	0.00	0.00	2,262.00	2,262.00	2,262.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 99,227.00	1,047.29	0.00	98,179.71	98,179.71	99,227.00	0.00	1.06
020202	POSTAGE 2,567.00	0.00	0.00	2,567.00	2,567.00	2,567.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,386.00	0.00	0.00	3,386.00	3,386.00	3,386.00	0.00	
020501	PRINTING & STATIONERY 10,534.00	0.00	0.00	10,534.00	10,534.00	10,534.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
021407	OTHER TRAVEL 6,000.00	0.00	0.00	6,000.00	6,000.00	6,000.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 750.00	0.00	0.00	750.00	750.00	750.00	0.00	
ORG-TOT	1,306,000.00	1,047.29	0.00	1,304,952.71	1,304,952.71	1,306,000.00	0.00	.08

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
59104	RCRRA ENVIRONMENTAL IMPACT STUDY							
020102	CONSULTING SERVICES 366,000.00	0.00	0.00	366,000.00	366,000.00	366,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 8,454.00	0.00	0.00	8,454.00	8,454.00	8,454.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 11,398.00	0.00	0.00	11,398.00	11,398.00	11,398.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 3,572.00	0.00	0.00	3,572.00	3,572.00	3,572.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 754.00	0.00	0.00	754.00	754.00	754.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 55,354.00	0.00	0.00	55,354.00	55,354.00	55,354.00	0.00	
020202	POSTAGE 856.00	0.00	0.00	856.00	856.00	856.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 1,264.00	0.00	0.00	1,264.00	1,264.00	1,264.00	0.00	
020501	PRINTING & STATIONERY 4,348.00	0.00	0.00	4,348.00	4,348.00	4,348.00	0.00	
ORG-TOT	452,000.00	0.00	0.00	452,000.00	452,000.00	452,000.00	0.00	
ACT-TOT	2,951,833.00	89,270.70	430,893.37	2,862,562.30	2,431,668.93	2,410,829.50	1,746,329.50	3.02
FCT-TOT	2,951,833.00	89,270.70	430,893.37	2,862,562.30	2,431,668.93	2,410,829.50	1,746,329.50	3.02
FUND CURR TOT	2,880,982.00	42,317.22	430,893.37	2,838,664.78	2,407,771.41	2,410,829.50	1,704,855.50	1.47
FUND PBO TOT	70,851.00	46,953.48	0.00	23,897.52	23,897.52	0.00	41,474.00	66.27
FUND TOTAL	2,951,833.00	89,270.70	430,893.37	2,862,562.30	2,431,668.93	2,410,829.50	1,746,329.50	3.02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA
Originating Department

K. DeSpiegelaere
Authorized Signature

4/14/89
Date

Board Action Requested

Information and discussion on legislation;
consider resolution approved by Board of
County Commissioners on legislative principles

ACTION IS REQUESTED

Request Justification

See attached: Memorandum from K. DeSpiegelaere
Proposed resolution
Resolution adopted by Board of County Commissioners
Resolutions adopted by Board of County Commissioners
on April 11, 1989 and April 18, 1989

Reviewed by
Budgeting and Accounting *Ed Glantz* *4/21/89*
County Attorney *Kris Wenzel* *4/20/89*
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

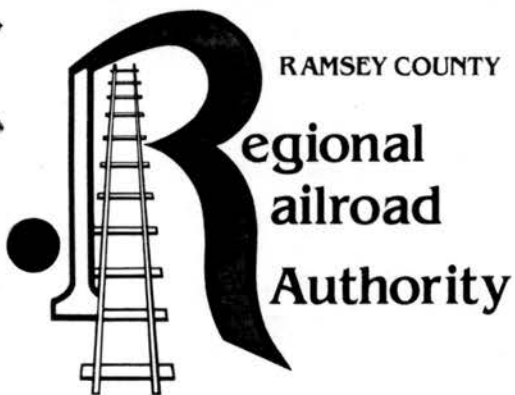
Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____
Committee / Meeting Date
April 25, 1989
Board Date _____

Signature _____
Signature *F L Glendinning*
Signature _____

Date _____
Date
4/20/89
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: Legislation

DATE: April 12, 1989

At the time this memorandum is being written, bills relating to light rail transit are being heard by the legislature. They are:

Senator Steve Novak's bill to restructure the Regional Transit Board and add elected officials to its board.

Representative Phil Carruther's amendment that would restructure the Regional Transit Board and set up a joint light rail transit management board comprised primarily of county railroad authority members.

Substantive amendments are being made to these bills. You previously received a copy of the bills and the summaries of them and this information was discussed at your March 28 Regional Railroad Authority meeting and April 10 work session.

At your April 11 Ramsey County Board meeting, a resolution was adopted relating to the position of Ramsey County Regional Railroad Authority on legislation that affects light rail transit. A copy of that resolution and the proposed resolution (same language) to be considered at your April 25 Ramsey County Regional Railroad Authority meeting is attached.

Commissioners Hunt and Finley and staff are monitoring the legislation and will be able to provide you with an update on events at your April 25 meeting.

Recommendation:

A resolution for your consideration is attached that specifies principles considered important for the Regional Railroad Authority in regard to legislation.

KD/clm
Attachment
000425



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority envisions light rail transit as an additional mode of transportation which will be needed in the Twin Cities metropolitan area in order to avoid increasing traffic congestion and eventual gridlock; and

WHEREAS, Several bills have been introduced at the 1989 session of the legislature relating to the activities of Ramsey County Regional Railroad Authority; Now, Therefore Be It

RESOLVED, That the following general principles received consensus from Ramsey County Regional Railroad Authority relating to the issues presented in the bills:

- o Joint powers legislation for regional railroad authorities has, by previous resolution, been endorsed by Ramsey County Regional Railroad Authority.
- o Elected officials should be the major representation on the governing body for light rail transit activities and this unit of government should be represented on that governing body.
- o The Minnesota Department of Transportation, because potential alignments impact state highways, should be a participant in the light rail transit process.
- o The responsibilities of agencies related to light rail transit should be clearly defined in legislation.
- o The major method of funding light rail transit should not be property taxes.
- o The agency expected to operate a light rail transit should be integrated into the process of planning, design and construction of light rail transit.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary 2



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, It appears that there has been a misunderstanding and/or miscommunication of the schedule and proceedings that have taken place and will take place by the Ramsey County Regional Railroad Authority regarding its process for approving a comprehensive plan and specific alignment within the Midway Corridor; and

WHEREAS, The Ramsey County Regional Railroad Authority has attempted to maintain a consistent deliberate approach to making decisions on important issues within a comprehensive plan and specific alignments within the Midway Corridor by providing maximum public input and proceeding on a timetable that is consistent with its three (3) grant applications to Mn/DOT in September 1988 which were reviewed and approved by the Regional Transit Board, Metropolitan Council and, ultimately, the Minnesota Department of Transportation; and

WHEREAS, It is in the best interest of Ramsey County that its citizens and representatives on the Ramsey County Regional Railroad Authority maintain a consistent schedule providing for maximum public input during its process of making multi-million dollar decisions; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority, which consists of the same membership as the Ramsey County Board of Commissioners, reaffirms its scheduling for completion of the comprehensive plan and decision making process regarding the Midway Corridor and its specific alignment, which is as follows:

- 1) Comprehensive Plan Commencement -- January, 1989
Preliminary Draft -- June, 1989
Citizen Involvement -- January, 1989 - November, 1989
Final Completion and Approval -- November, 1989

This comprehensive plan has been funded 50% by County property tax and 50% by the State of Minnesota by a grant from Mn/DOT.

- 2) Preliminary Engineering and EIS - Phase I -- May, 1989 - May, 1990, which will provide preliminary engineering on the Burlington Northern alignment, I-94 and University Avenue for the purpose of determining whether or not perceived problems such as parking, safety, pedestrian access, handicapped access, at-grade crossings and interference with existing businesses during construction, access to stations and pollution issues

-- continued --

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

Page Two

can be resolved in each of the alignments within the Midway Corridor. This first phase has been funded 50% by Ramsey County Regional Railroad Authority and 50% by the State of Minnesota through a grant from Mn/DOT.

- 3) At the completion of the first phase of preliminary engineering and prior to the commencement of the Second Phase of Preliminary Engineering, the Ramsey County Regional Railroad Authority will select an alignment within the Midway Corridor as its first priority for construction within the overall comprehensive plan for light rail transit within Ramsey County. Preliminary Engineering Phase II is estimated to be \$2 million, of which grant funds of \$1 million were requested from the Minnesota Department of Transportation in 1988, but were not granted, although it is considered to be a high priority if there is a reallocation of funds to Mn/DOT by the State Legislature for the process of continuing preliminary engineering in a specific chosen alignment in the Midway Corridor; and Be It Further

RESOLVED, That the EIS process requires all alternatives, to a specific alignment, be studied, considered and eliminated based on sound data and an EIS is recommended for a project of this scope and is consistent with the Mn/DOT guidelines for allocation of State grant funds; and Be It Further

RESOLVED, That this resolution be forwarded to all interested persons including the other metropolitan counties, State Legislature, RTB, MTC and Metropolitan Council.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary 4

Resolution

Board of
Ramsey County Commissioners

Presented By COMMISSIONER FINLEY Date APRIL 11, 1989 No. _____
Attention: Budget & Accounting

WHEREAS, The Ramsey County Regional Railroad Authority envisions light rail transit as an additional mode of transportation which will be needed in the Twin Cities metropolitan area in order to avoid increasing traffic congestion and eventual gridlock; and

WHEREAS, Several bills have been introduced at the 1989 session of the legislature relating to the activities of Ramsey County Regional Railroad Authority; Now, Therefore Be It

RESOLVED, That the following general principles received consensus from Ramsey County Regional Railroad Authority relating to the issues presented in the bills:

- o Joint powers legislation for regional railroad authorities has, by previous resolution, been endorsed by Ramsey County Regional Railroad Authority.
- o Elected officials should be the major representation on the governing body for light rail transit activities and this unit of government should be represented on that governing body.
- o The Minnesota Department of Transportation, because potential alignments impact state highways, should be a participant in the light rail transit process.
- o The responsibilities of agencies related to light rail transit should be clearly defined in legislation.
- o The major method of funding light rail transit should not be property taxes.
- o The agency expected to operate a light rail transit should be integrated into the process of planning, design and construction of light rail transit.

Hal A. Norgard, Chairman

By Donnie Chacheler
Chief Clerk - County Board

Resolution

Board of
Ramsey County Commissioners

Presented By Commissioner Finley Date April 18, 1989 No. 89-362

Attention: Budget & Accounting
Terry Lindeke
Wy Spano
Commissioner Hunt
Legislative delegation

Page 1 of 2

WHEREAS, It appears that there has been a misunderstanding and/or miscommunication of the schedule and proceedings that have taken place and will take place by the Ramsey County Regional Railroad Authority regarding its process for approving a comprehensive plan and specific alignment within the Midway Corridor; and

WHEREAS, The Ramsey County Regional Railroad Authority has attempted to maintain a consistent deliberate approach to making decisions on important issues within a comprehensive plan and specific alignments within the Midway Corridor by providing maximum public input and proceeding on a timetable that is consistent with its three (3) grant applications to Mn/DOT in September 1988 which were reviewed and approved by the Regional Transit Board, Metropolitan Council and, ultimately, the Minnesota Department of Transportation; and

WHEREAS, It is in the best interest of Ramsey County that its citizens and representatives on the Ramsey County Regional Railroad Authority maintain a consistent schedule providing for maximum public input during its process of making multi-million dollar decisions; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority, which consists of the same membership as the Ramsey County Board of Commissioners, reaffirms its scheduling for completion of the comprehensive plan and decision making process regarding the Midway Corridor and its specific alignment, which is as follows:

- 1) Comprehensive Plan Commencement -- January, 1989
Preliminary Draft -- June, 1989
Citizen Involvement -- January, 1989 - November, 1989
Final Completion and Approval -- November, 1989

This comprehensive plan has been funded 50% by County property tax and 50% by the State of Minnesota by a grant from Mn/DOT.

Hal Norgard, Chairman

(Continued)

By Chief Clerk - County Board

6

Resolution

Board of
Ramsey County Commissioners

Presented By Commissioner Finley Date April 18, 1989 No. 89-362

Attention: Budget & Accounting
Terry Lindeke
Wy Spano
Commissioner Hunt
Legislative delegation

Page 2 of 2

- 2) Preliminary Engineering and EIS - Phase I -- May, 1989 - May, 1990, which will provide preliminary engineering on the Burlington Northern alignment, I-94 and University Avenue for the purpose of determining whether or not perceived problems such as parking, safety, pedestrian access, handicapped access, at-grade crossings and interference with existing businesses during construction, access to stations and pollution issues can be resolved in each of the alignments within the Midway Corridor. This first phase has been funded 50% by Ramsey County Regional Railroad Authority and 50% by the State of Minnesota through a grant from Mn/DOT.
- 3) At the completion of the first phase of preliminary engineering and prior to the commencement of the Second Phase of Preliminary Engineering, the Ramsey County Regional Railroad Authority will select an alignment within the Midway Corridor as its first priority for construction within the overall comprehensive plan for light rail transit within Ramsey County. Preliminary Engineering Phase II is estimated to be \$2 million, of which grant funds of \$1 million were requested from the Minnesota Department of Transportation in 1988, but were not granted, although it is considered to be a high priority if there is a reallocation of funds to Mn/DOT by the State Legislature for the process of continuing preliminary engineering in a specific chosen alignment in the Midway Corridor; and Be It Further

RESOLVED, That the EIS process requires all alternatives, to a specific alignment, be studied, considered and eliminated based on sound data and an EIS is recommended for a project of this scope and is consistent with the Mn/DOT guidelines for allocation of State grant funds; and Be It Further

RESOLVED, That this resolution be forwarded to all interested persons including the other metropolitan counties, State Legislature, RTB, MTC and Metropolitan Council.

Hal Norgard, Chairman

By

Donnie Chacheler
Chief Clerk - County Board

7

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA _____ Originating Department <i>K. DeSpiegelaere</i> <u>4/14/89</u> Authorized Signature Date	Board Action Requested Update on Anoka County Comprehensive LRT Plan by Paul McCarron, Chairman, Anoka County Regional Railroad Authority DISCUSSION ONLY
--	---

Request Justification

See attached memorandum from K. DeSpiegelaere

<i>Reviewed by Ed Glantz 4/21/89</i> Budgeting and Accounting _____ County Attorney <i>reviewed by Eric Wendoff 4/20/89</i> _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	<i>JL Glendenning</i>	Date
April 25, 1989	Signature	4/20/89
Board Date		Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

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: Anoka County Regional Railroad Authority
Comprehensive LRT Plan

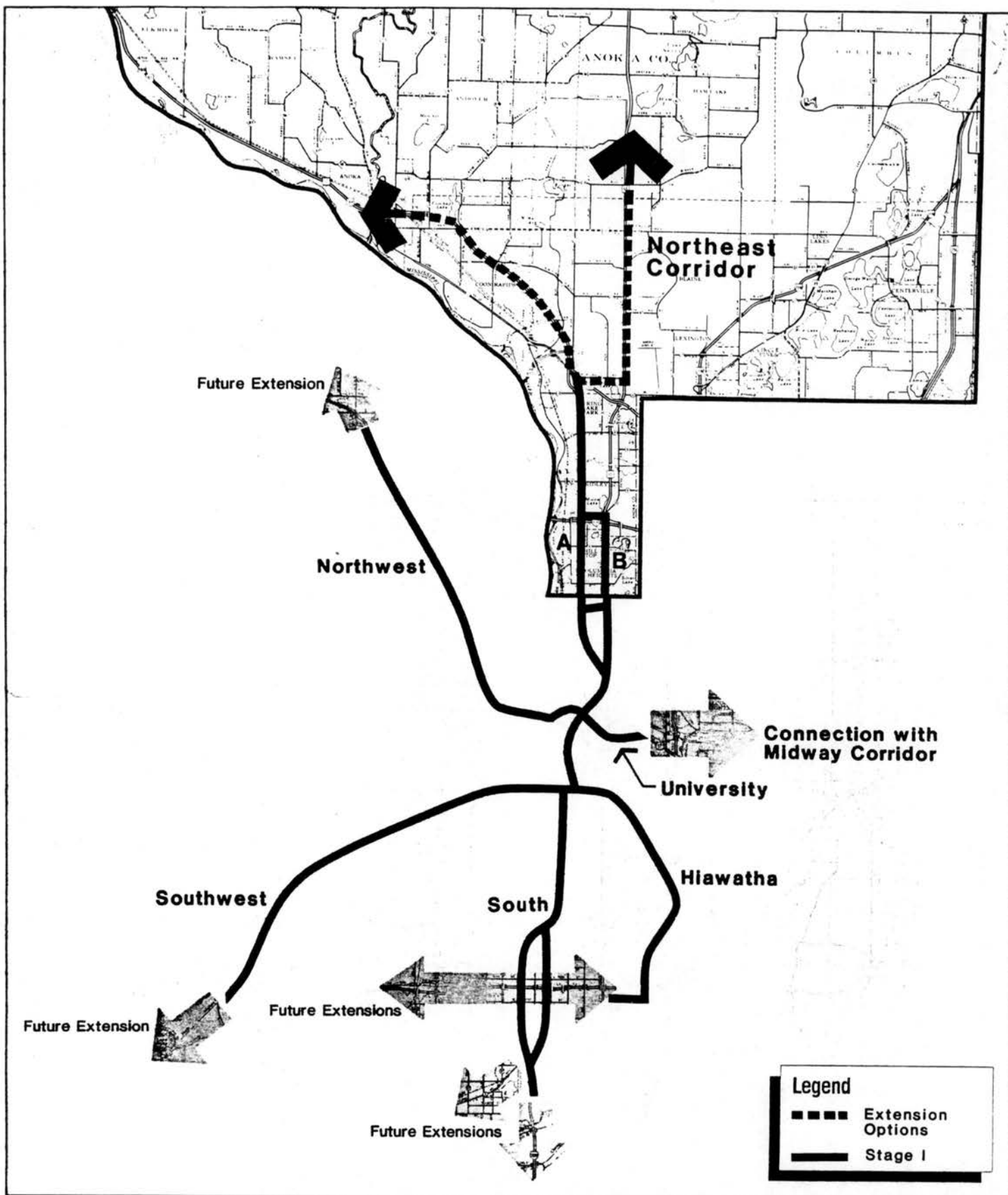
Date: April 12, 1989

Anoka County Regional Railroad Authority adopted a comprehensive light rail transit plan for Anoka County on February 28. Anoka County and Hennepin County have contracted to begin preliminary engineering and environmental impact statement work on the selected routes in the Northeast Corridor. It is anticipated that the work will be completed in about one year.

Anoka County staff or the Chairman of the Anoka County Regional Railroad Authority Paul McCarron will attend the April 25 Ramsey County Regional Railroad Authority meeting and provide you with a brief summary of information about the plan. Two maps indicating the potential routes (University or Central Avenues) being studied are attached.

Recommendation:

For your information.

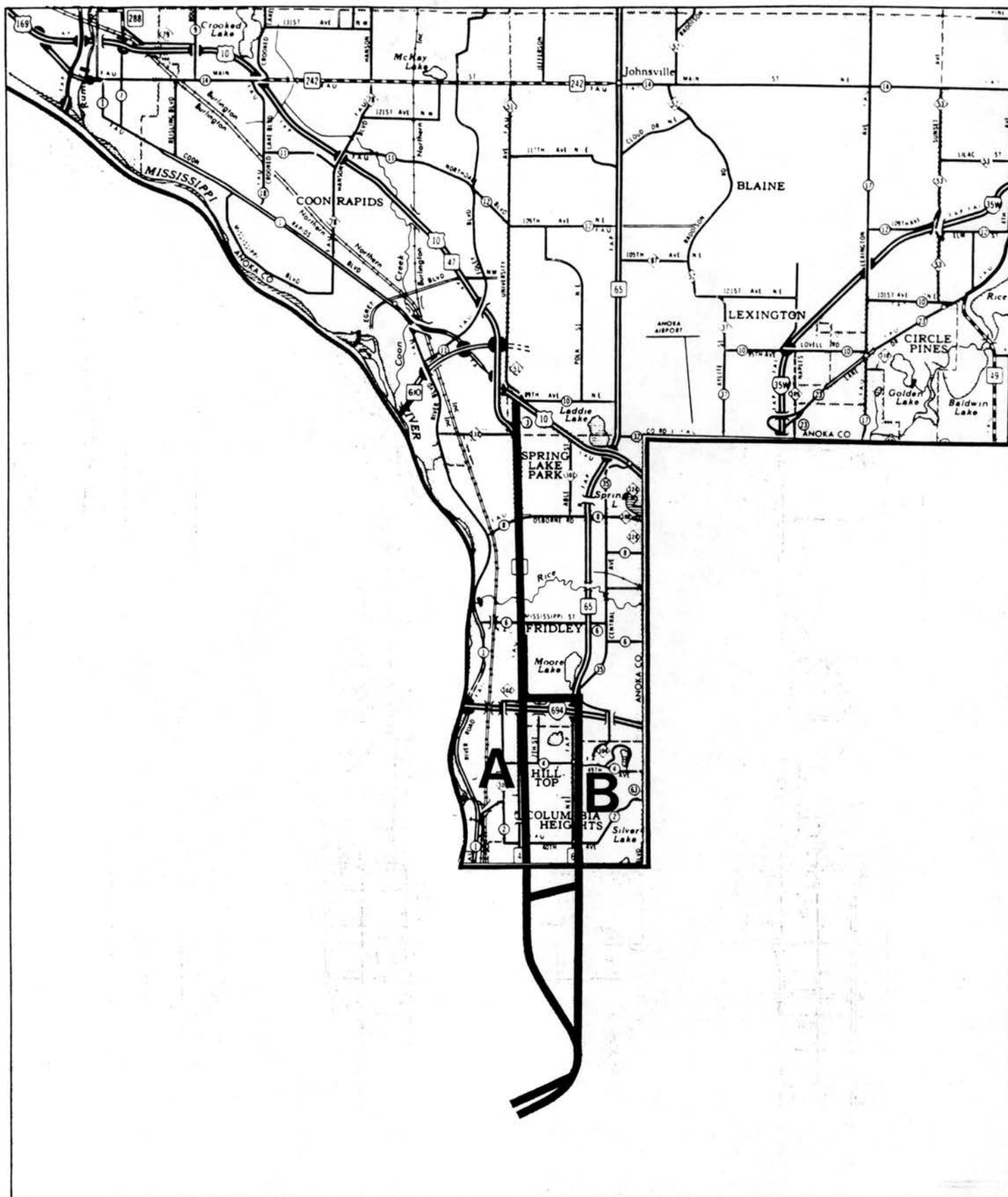


20 Year Comprehensive LRT System Plan

Figure 1

ACRRA Anoka County Regional Railroad Authority Comprehensive LRT System Plan





Stage I Plan

Figure 2

ACRRA *Anoka County Regional Railroad Authority* Comprehensive LRT System Plan



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>CHAIRMAN FINLEY</u> Originating Department <u>J. T. Finley</u> <u>4/20/89</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	Signature	Date
April 25, 1989	<i>F L Glendenning</i>	4/20/89
Board Date	Signature	Date