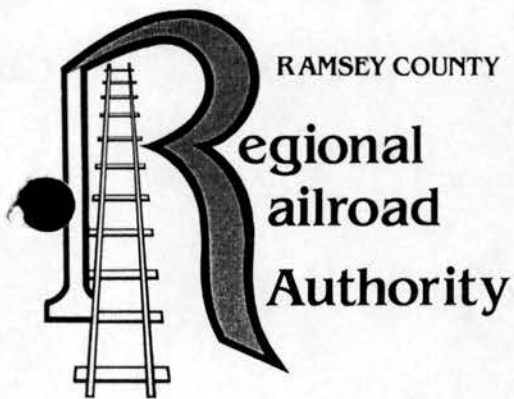




Ramsey County Regional Railroad Authority.
Records.

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

Kathy DeSpiegelaere

RCRRAuthority Documentation

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, May 2, 1989

* 1:00 P.M. - LARGE CONFERENCE ROOM - 316

*Please note - Special Time.

1. Report on meeting with Urban Mass Transportation Administration staff.
2. * Legislation on Light Rail Transit.
3. Chairman's Comments.

*ACTION IS REQUIRED.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

<u>RCRRA</u>		Board Action Requested
Originating Department		Report on Meeting with Staff of Urban Mass Transportation Administration to discuss federal grant for light rail transit
<u>K. DeSpiegelaere</u>	<u>4/26/89</u>	
Authorized Signature	Date	
		DISCUSSION ONLY

Request Justification
See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting _____
County Attorney Reviewed by Kris Wendorf 4/27/89
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
May 2, 1989

J L Henderson
Signature

Date
4/27/89
Date

Board Date



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

John T. Finley, Chairman

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MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Meeting with Federal Staff

DATE: April 26, 1989

On April 21 Jim Tolaas and I met with staff of the Urban Mass Transportation Administration (UMTA) to discuss the federal grant process for light rail transit projects.

PROCESS

The process that Ramsey County is following for the Midway Corridor, preparing an environmental impact statement, conducting preliminary engineering and final design, is the same process as required for the federal guidelines. It will be necessary for us to stay in touch with UMTA as we proceed with light rail transit to ensure that we meet the federal requirements. For example, we received at our meeting a copy of the guidelines to use for hiring consulting services.

GRANT AVAILABILITY

Funds for rail transit assistance are in short supply. There are currently 69 cities in line for grants to finance construction of rail systems. No federal funds have been granted in recent years for rail projects without congressional earmarking. It is probably too soon in the process of LRT development in Ramsey County to apply for a federal grant for LRT, but we should and will follow the appropriate federal guidelines to ensure later eligibility.

OVERMATCH INITIATIVE

The new secretary of transportation, Samuel Skinner, announced a program in March that streamlines the federal

process for rail planning and that rewards those who propose to fund rail systems with a greater local match. Previously federal funds supplied 75% of capital costs when a grant was awarded. Now grants are more likely to be awarded based on a larger percentage of local match. The new program is called overmatch initiative. Previous requirements to complete an Alternatives Analysis, a document comparing light rail transit to busway, high occupancy vehicle lanes or other alternatives, have been relaxed as of March, 1989.

HENNEPIN COUNTY'S GRANT REQUEST

The UMTA staff we met with were not certain when Hennepin County's request for \$25.5 million in federal funds would be granted or denied. Hennepin's request was viewed favorably for two reasons, we were told. The request includes a 75% local match for federal funds and includes a privatization aspect in a potential turnkey implementation method for light rail transit. The federal grant will not be awarded unless the local match is guaranteed.

RECOMMENDATION:

[Now that we are certain of the federal process and guidelines, we will proceed with preparation of a request for proposal and a recommendation for consultant services for preliminary engineering and an Environmental Impact Statement for the Midway Corridor. It is anticipated that a contract would be considered at your June 27 Regional Railroad Authority meeting for consultant services to perform that work.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>RCRRA</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature <u>4/26/89</u> Date		Board Action Requested Approve position on bills relating to light rail transit ACTION IS REQUESTED
---	--	---

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Copies of S.F. 1202 and H.F. 1408

Budgeting and Accounting County Attorney <u>Reviewed by K. DeSpiegelaere 4/27/89</u> Risk Manager Data Processing Previous Action taken on Request	Date / Time Received By
--	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 2, 1989	<u>F. L. Hendenning</u>	4/27/89
Board Date	Signature	Date



Room 316 Courthouse
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St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

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District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Legislation Relating to Light Rail Transit

DATE: April 26, 1989

I have been requested to prepare information about S.F. 1202 (Novak bill) and H.F. 1408 (Carruthers bill) that would assist you in determining provisions of each that you prefer. Copies of the bills are attached. This information will assist in conveying Ramsey County's position to a conference committee. As this memo is being written, the Carruthers bill has passed the House and the Novak bill has been passed in three committees.

Each of the bills restructures the Regional Transit Board and adds elected officials to the Board. Each provides for regional oversight of light rail transit. Each retains regional railroad authorities. Neither of the bills provides funding for LRT work. There are, however, many differences between the bills. Some provisions that are of interest to Ramsey County Regional Railroad Authority (RCRRA) are:

Structure of Planning Board

S.F. 1202 provides for regional coordination and oversight of LRT by the Regional Transit Board.

H.F. 1408 provides for regional coordination and/or oversight of LRT by:

- o joint planning board comprised primarily of county railroad authority members appointed by their respective agencies

- o Regional Transit Board (RTB)
(members appointed by
Metropolitan Council, includes
11 members, six of which must
be elected officials)
- o Metropolitan Council
(appointed members).

Membership of RTB

S.F. 1202, Page 6, establishes the RTB with 11 members appointed by the governor (three) and Metropolitan Council (eight). The members appointed by the governor are the chair, a person 65 or older and a person with a disability. The remaining eight are to be appointed by Metropolitan Council districts. Four must be elected county officials and four elected city officials.

H.F. 1408, Page 13, establishes the RTB with 11 members appointed by the Metropolitan Council. Eight are to be appointed by council districts and at least six must be elected officials of cities, towns or counties. At least two must be County Board members and must be from different counties. Nominations will be requested from associations of local elected officials. Three are to be citizen appointments. A member of the joint planning board is not eligible. Members elect a chair.

Responsibility and content for LRT management plan

S.F. 1202, Page 6, requires the RTB to develop a long-range plan for light rail transit. It is to include:

- o corridors for LRT
- o standards for right of way, tracks, vehicles, stations
- o coordination with bus systems
- o financing method that depends on property tax revenues for no more than 35 percent of the operating cost.

No date is specified for the plan.

H.F. 1408, Page 3, requires the joint planning board to prepare a regional management plan for LRT. The first part of the plan, to be completed by January 1, 1990, requires a system-wide capital development and financial plan. Page 4, line 15, specifies that the financial plan include costs for subsurface alignments. The second part of the plan, to be completed by July 1, 1990, is a system-wide implementation plan and would address system standards, operating and performance specifications. The plan is to be submitted to the RTB for approval, to Mn/DOT for review, to the Metropolitan Council for review, to a peer review panel of LRT experts and to a public hearing.

Exceptions to management plan

S.F. 1202, Page 4, indicates that, "If a regional rail authority is an eligible recipient of federal funds and the secretary of transportation preliminarily awards or indicates an intent to award federal funds to the regional rail authority for a light rail transit system, then no plans of the regional transit board shall interfere with that award."

H.F. 1408, Page 18, line 10, specifies that "The location of a light rail transit line, stations, yards, and shops for which a federal grant has been applied by April 1, 1989, is not subject to the management plan or approval . . . if the grant is awarded . . . "

Approvals

S.F. 1202 provides for local review and for RTB approval of preliminary and final design plans.

H.F. 1408 provides for review and approval of preliminary and final design plans by the joint planning board, Metropolitan Council (Page 8, line 28) and the Regional Transit Board. Local review is required.

MTC as operator of LRT

Both S.F. 1202 and H.F. 1408 specify that the Metropolitan Transit Commission will operate LRT.

Membership of joint planning board

Not applicable to S.F. 1202.

H.F. 1408 establishes a joint planning board for LRT to coordinate activities of regional railroad authorities. Membership would be:

- o two members of regional railroad authorities that receive state funding for preliminary engineering for LRT
- o one additional member of Hennepin County Regional Railroad Authority (HCRRA)
- o one member of regional railroad authorities that receive funds from the State for planning for LRT (unless represented under preliminary engineering provisions)

- o two members of the Metropolitan Transit Commission (MTC)
- o a representative of the Minnesota Department of Transportation (Mn/DOT).

Appointments are made by the respective agencies. Under these provisions, there would be three HCRRA members and two RCRRRA members. Anoka County would most likely have two members and other counties one member. A joint planning board member is not permitted to serve as an RTB member.

Alignment selection

An amendment that was deleted from S.F. 1202 was intended to specify an alignment for LRT in Ramsey County.

Not applicable to H.F. 1408.

Taxing authority

S.F. 1202 previously contained an amendment that would prohibit regional railroad authorities from levying a property tax until the regional LRT plan was completed. Since levies are made in October, no planning funds would have been available to RCRRRA in 1990, had this amendment been retained.

Not applicable to H.F. 1408.

A new amendment to S.F. 1202 places regional railroad authorities under county property tax levy limits. This severely constrains RCRRRA's ability to levy.

Transit assistance fund

S.F. 1202, Pages 1 and 2, discusses a transit assistance fund. Portions of this could be available to regional railroad authorities. Distribution was previously made by Mn/DOT, but is now proposed to be made by the RTB. A restriction of 60 percent to a single county is retained.

Not applicable to H.F. 1408.

Joint powers

Not applicable to S.F. 1202.

H.F. 1408, Page 1, permits joint powers agreements between regional railroad authorities.

OPTIONS FOR YOUR CONSIDERATION:

Structure of Planning Board

- o Regional coordination/oversight by joint planning board
- o Regional coordination/oversight by RTB
- o Oversight by Metropolitan Council *out*
- o Two or three of the above options
- o None of the options.

Membership of joint planning board

- o Acceptable as proposed
- o Add one RCRRA member
- o Delete one HCRRA member
- o Approve or disapprove of provision that prohibits same member to be on RTB and joint planning board.

Membership of RTB

- o Eleven member RTB comprised primarily of elected officials is acceptable
- o Specify which counties and/or cities shall have members on the board
- o Appointment by Metropolitan Council *out*
- o Appointment by governor
- o Specify the number of elected officials (six - H.F. 1408; eight - S.F. 1202)
- o Selection of chair by governor
- o Selection of chair by members
- o Restriction on overlapping membership of RTB and joint planning board should be removed.

Responsibility and content for LRT management plan

- o Support management plan preparation
- o Have RTB prepare management plan
- o Have joint planning board prepare plan
- o Do not support management plan preparation
- o Content of management plan should include more specificity than S.F. 1202 to ensure that a capital improvement plan is developed so that resources are not depleted for counties that may be at a later stage of LRT development
- o Support review and/or approval of management plan by
 - counties
 - RTB
 - Metropolitan Council
 - Mn/DOT
 - Peer review panel
- o Suggest that the proposed dates for plan elements be specified in a realistic manner
- o Suggest that funds be allocated for preparation of the plan.

Exceptions to management plan

- o Specify that a federal grant award does not exempt an LRT plan from the requirements of a management plan and/or the designated review and approval process
- o Accept the provisions as indicated in the bills.

Approvals

- o Specify that it is important that both preliminary and final design plans go through review/approval process
- o Local review
- o Joint planning board review and/or approval
- o Metropolitan Council review and/or approval
- o RTB review and/or approval.

Alignment selection

Support the LRT plan development process for alignment selection. The decision on alignment should be retained as a regional railroad authority responsibility and should not be prematurely determined.

Taxing authority

Oppose restrictions on RCRRRA's property tax levy authority. The current two mill cap is acceptable.

MTC as operator of LRT

Support the MTC as operator of LRT.

Transit assistance fund

RCRRRA previously supported the 60 percent restriction and distribution by Mn/DOT. Is distribution by Mn/DOT, rather than RTB preferred?

Joint powers

RCRRRA previously supported this provision and continues to do so.

ADDITIONAL CONSIDERATIONS

As S.F. 1202 and H.F. 1408 have proceeded through the legislative process, the bills have been substantially amended. You may want to consider an overall perspective on LRT, in addition to focusing on the details of the bills. Some general principles for your consideration are:

1. Efforts to improve regional coordination of LRT are supported by RCRRRA. Some of the structural requirements of LRT bills are, however, unwieldy. The review/approval process could be lengthy. Simplification is needed if there is a desire to advance LRT plans.
2. Timelines for management plans should be attainable.
3. Requirements for LRT planning should be balanced against funding availability and restrictions. One bill requires completion of substantive tasks by regional railroad authorities. Another restricts the ability to raise funds to perform that work.
4. An LRT capital improvement plan should ensure that the County that may be ready to construct LRT first does not deplete the regional resources for LRT development.

5. Whatever legislation is adopted should be a long-term, rather than intermediate measure. Changing responsibilities is costly in terms of staff development. A well-thought approach to LRT will not require frequent changes and will allow consistency.

KD/clm
Attachments
000451

338

State of Minnesota
HOUSE OF REPRESENTATIVES

SEVENTY-SIXTH }
SESSION

H. F. No. 1408

Introduced by Carruthers, Battaglia, Kalis, Onnen and McLaughlin.
Read First Time Mar. 28, 1989 and Referred to the Committee on Transportation.
Committee Recommendation and Adoption of Report:
To Pass as Amended and Re-referred to the Committee on
Local Government and Metropolitan Affairs Apr. 10, 1989.
To Pass as Amended Apr. 17, 1989.
Read Second Time Apr. 17, 1989.
Special Orders, Continued Apr. 20, 1989.
Special Orders, Amended and Read Third Time as Amended Apr. 24, 1989.
Passed by the House as Amended Apr. 24, 1989.
Transmitted to the Senate Apr. 24, 1989.

1 A bill for an act
2 relating to metropolitan transit; requiring joint
3 planning for light rail transit; establishing a joint
4 planning board; requiring approval of light rail
5 transit plans by the regional transit board;
6 specifying the composition of the regional transit
7 board and the metropolitan transit commission;
8 changing various provisions relating to metropolitan
9 transit programs and authorities; amending Minnesota
10 Statutes 1988, sections 398A.04, subdivision 9;
11 473.169, subdivisions 1, 3, 4, and 5; 473.17; 473.373,
12 subdivisions 1a, 4, 5, and by adding a subdivision;
13 473.375, subdivisions 8 and 13; and 473.404,
14 subdivisions 2, 3, and 5; proposing coding for new law
15 in Minnesota Statutes, chapter 473; repealing
16 Minnesota Statutes 1988, sections 473.1691 and 473.398.

17 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

18 Section 1. Minnesota Statutes 1988, section 398A.04,
19 subdivision 9, is amended to read:

20 Subd. 9. ~~[MUNICIPAL AGREEMENTS.]~~ The authority may enter
21 into joint powers agreements under section 471.59 or other
22 agreements with the municipality or municipalities named in the
23 organization agreement, or with other municipalities situated in
24 the counties named in the resolution, respecting the matters
25 referred to in section 398A.06 or with another authority about
26 any matter subject to this chapter.

27 Sec. 2. [473.1685] [REGIONAL RAILROAD AUTHORITIES; JOINT
28 PLANNING.]

29 Subdivision 1. [JOINT PLANNING BOARD; CREATION;
30 PURPOSE.] There is established a joint planning board for light
31 rail transit, to:

1 (1) coordinate the activities of individual county regional
2 railroad authorities in planning light rail transit facilities
3 in the metropolitan area; and

4 (2) ensure that the facilities are acquired, developed, and
5 capable of operation in (i) an efficient, cost-effective manner,
6 and (ii) a coordinated manner as an integrated and unified
7 system on a multicounty basis in coordination with buses and
8 other transportation modes and facilities.

9 Subd. 2. [MEMBERSHIP.] The joint planning board consists
10 of:

11 (1) two members of the governing board of each regional
12 railroad authority that applies for and receives state funding
13 for preliminary engineering of light rail transit facilities;

14 (2) one member, in addition to those under clause (1), of
15 the governing board of the Hennepin county regional railroad
16 authority;

17 (3) one member of the governing board of each regional
18 railroad authority not represented under clause (1) that applies
19 for and receives state funding for planning of light rail
20 transit facilities;

21 (4) two members of the metropolitan transit commission; and

22 (5) the commissioner of transportation or an employee of
23 the department designated by the commissioner.

24 Appointments under clauses (1) to (3) are made by the
25 respective authorities, and appointments under clause (4) are
26 made by the commission. The regional transit board shall make
27 the appointment for any appointing authority that fails to make
28 the required appointments by August 1, 1989. Members serve at
29 the pleasure of the agency making the appointment.

30 Subd. 3. [CHAIR.] The joint planning board shall annually
31 elect a chair from among its members.

32 Subd. 4. [ADMINISTRATION.] Staff and administrative
33 services for the board must be provided by the organizations
34 represented. The board may apply for financial assistance from
35 the state or the regional transit board. The joint planning
36 board may create technical and staff advisory committees as it

1 deems appropriate to assist the board in fulfilling its
2 responsibilities.

3 Sec. 3. [473.1686] [LIGHT RAIL TRANSIT; REGIONAL
4 MANAGEMENT PLAN.]

5 Subdivision 1. [REQUIREMENT; PURPOSE.] (a) The joint
6 planning board established under section 2 shall prepare a
7 regional management plan for light rail transit.

8 (b) Nothing in this section should be interpreted to
9 require the elimination of regional railroad authorities or to
10 forbid one or more authorities to act independently, so long as
11 their activities are consistent with the regional management
12 plan.

13 (c) The plan must ensure that light rail transit facilities
14 in the metropolitan area will be acquired, developed, owned, and
15 capable of operation in (i) an efficient, cost-effective manner,
16 and (ii) a coordinated manner as an integrated and unified
17 system on a multicounty basis in coordination with buses and
18 other transportation modes and facilities.

19 (d) The joint board shall complete the first part of the
20 management plan by January 1, 1990. The first part consists of
21 a system-wide capital development and financial plan, which must
22 include the following elements:

23 (1) a statement of objectives for capital development for a
24 prospective ten-year period, describing priorities and needs
25 based on capacity requirements and ridership projections for the
26 various segments of the system, the total capital costs, and a
27 general plan and recommendations for long-term capital
28 financing;

29 (2) a five-year capital improvements plan, setting forth a
30 schedule of specific capital improvements and acquisitions for a
31 five-year period following the commencement of construction of
32 facilities;

33 (3) a five-year financial plan showing, for the
34 improvements and acquisitions scheduled in the capital
35 improvements plan: (i) the anticipated capital expenditures,
36 (ii) total annual debt service requirements, (iii) anticipated

1 annual operating costs, (iv) anticipated annual operating
2 revenues based on ridership projections, both for total riders
3 and for new riders attributable to the light rail facilities,
4 (v) annual operating subsidy levels, and (vi) policies and
5 recommendations on the source of funds for capital expenditures,
6 debt service, and the operating subsidy, including the share of
7 the subsidy to be paid by regional railroad authorities; and
8 (4) a general plan for organizing and coordinating
9 acquisition, construction, ownership, and operation of the
10 system, including in particular, coordination of vehicle
11 specifications, provisions for a single light rail transit
12 operator for the system, and the organization and coordination
13 method required if a turn-key approach to facility acquisition
14 is used by a regional railroad authority.

15 For any segments of rail line that may be constructed below
16 the surface elevation, the financial plan must estimate the
17 additional capital costs, debt service, and subsidy level that
18 are attributable to the below grade construction.

19 (e) The joint board shall complete the second part of the
20 management plan by July 1, 1990. The second part consists of a
21 system-wide implementation plan, which must include the
22 following elements:

23 (1) specifications and standards to ensure joint or
24 coordinated procurement of vehicles, electrification,
25 communications and ticketing facilities, yards and shops, and
26 other facilities that must be or should be operated on a
27 systemwide basis;

28 (2) systemwide operating and performance specifications and
29 standards;

30 (3) bus and park-and-ride coordination policies, standards,
31 and plans;

32 (4) a method for ensuring ongoing coordination of
33 development, design, and operational plans, including a
34 description of the requirements for joint board review of design
35 plans under subdivision 4; and

36 (5) other matters that the joint planning board deems

1 prudent and necessary to ensure that light rail transit
2 facilities are acquired, developed, owned, and capable of
3 operation in (i) an efficient and cost-effective manner, and (ii)
4 a coordinated manner as an integrated and unified system on a
5 multicounty basis in coordination with buses and other
6 transportation modes and facilities.

7 (f) The plan must provide for the operation of light rail
8 transit by the metropolitan transit commission.

9 (g) If two or more regional railroad authorities have
10 agreed on aspects of the regional management plan set forth in
11 clause (c), the board shall consider incorporating those aspects
12 into its regional management plan.

13 Subd. 2. [APPROVAL BY REGIONAL TRANSIT BOARD.] The joint
14 planning board shall submit the management plan prepared under
15 subdivision 1 to the regional transit board for review. The
16 first part of the plan, under paragraph (d), must be submitted
17 by January 1, 1990. The second part of the plan, under
18 paragraph (e), must be submitted by July 1, 1990. The transit
19 board shall determine whether the plan satisfies the
20 requirements specified in subdivision 1. The transit board
21 shall either approve the plan or, if it determines that the plan
22 does not satisfy the requirements, disapprove the plan, in whole
23 or in part, and recommend modifications in the plan that are
24 necessary in order to secure approval. Before completing its
25 review, the transit board shall:

26 (1) submit the plan to the council and the commissioner of
27 transportation for review and comment;

28 (2) assemble a peer review panel of transit and light rail
29 transit experts of national stature to review and comment on the
30 plan; and

31 (3) hold a public hearing on the plan to receive the
32 comments and suggestions of the public.

33 The transit board may not include on the peer review panel any
34 person who is employed by, or under contract as a consultant or
35 for professional services to, regional railroad authorities, a
36 firm employed as a consultant to regional railroad authorities,

1 the transit commission, or the transit commission's management
2 contractor. The transit board has 120 days from the date of
3 submission to complete its review of the plan, plan part, or
4 plan modifications required for approval. Failure to respond
5 within the time period is deemed to be approval, unless an
6 extension of time is agreed to by the transit board and the
7 joint planning board. The transit board shall report on the
8 results of its review to the legislature.

9 Subd. 3. [APPROVAL REQUIRED.] The regional management plan
10 must be prepared, reviewed, and approved as required by this
11 section before any regional railroad authority may begin
12 construction of light rail transit facilities and before any
13 authority is eligible for state financial assistance for
14 constructing light rail transit facilities.

15 Subd. 4. [IMPLEMENTATION; CONFORMITY WITH PLAN.] Following
16 approval of the regional management plan or part thereof, each
17 regional railroad authority or other developer of light rail
18 transit in the metropolitan area shall act in conformity with
19 the approved plan or plan part. To the extent and in the manner
20 prescribed in the regional management plan, each authority or
21 proposer shall prepare or amend its preliminary and final light
22 rail transit design plans as necessary to make the local plans
23 consistent with the approved regional management plan or plan
24 part. Each authority shall submit its preliminary and final
25 design plans to the joint planning board for review for
26 consistency with the regional management plan. The joint board
27 shall approve the local plans if it determines that they are
28 consistent with the management plan; otherwise the joint board
29 shall disapprove the plans, in whole or in part, and recommend
30 modifications in the plans that are necessary in order to secure
31 approval. The joint board has 60 days to complete its review.

32 Subd. 5. [PLAN AMENDMENT.] Amendments to the regional
33 management plan must be adopted and submitted for review and
34 approval or disapproval by the regional transit board.

35 Sec. 4. Minnesota Statutes 1988, section 473.169,
36 subdivision 1, is amended to read:

1 Subdivision 1. [REQUIREMENT DEFINITIONS AND REQUIREMENTS.]

2 ~~Before-constructing-a-light-rail-transit-facility, the political~~
3 ~~subdivision-proposing-the-facility-must-hold-a-public-hearing-on~~
4 ~~the-preliminary-design-plans-as-provided-in-subdivision-2, and~~
5 ~~submit-the-preliminary-and-final-design-plans-for-review-as~~
6 ~~provided-in-subdivisions-3-to-5:~~ (a) "Preliminary design plan"
7 means a plan that identifies the following: location, length,
8 and termini of routes; general dimension, elevation, alignment,
9 and character of routes and crossings, including whether the
10 track is elevated, on the surface, or below ground; approximate
11 station locations; intermodal coordination, with bus operations
12 and routes and park and ride, parking, and other transportation
13 facilities; an implementation method; ridership; capital costs;
14 operating costs and revenues; and funding for final design,
15 construction, and operation.

16 (b) "Final design plan" means a plan that includes the
17 items in the preliminary design plan for the facilities proposed
18 for construction, but with greater detail and specificity. The
19 final design plan must include, at a minimum: the right-of-way
20 definition; civil engineering; standards and specifications for
21 facilities and equipment; environmental impacts and mitigation
22 measures; engineering plans for vehicles, track, stations,
23 parking, access, electrification, communication, and other
24 facilities; operational rules, procedures and strategies;
25 capital costs; operating costs and revenues; financing for
26 construction and operation; and other similar matters, all
27 stated with sufficient particularity and detail to allow the
28 proposer to begin the acquisition and construction of operable
29 facilities.

30 (c) The design plans must include a plan for handicapped
31 accessibility.

32 Sec. 5. Minnesota Statutes 1988, section 473.169,
33 subdivision 3, is amended to read:

34 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
35 least 30 days before the hearing under subdivision 2, the
36 proposer ~~must~~ shall submit the preliminary design plans to the

1 governing body of each statutory and home rule charter city,
2 county, and town in which the route is proposed to be located.
3 The city, county, or town ~~must~~ shall hold a public hearing,
4 except that a county board need not hold a hearing if the county
5 board membership is identical to the membership of the regional
6 rail authority submitting the plan for review. Within 45 days
7 after the hearing under subdivision 2, the city, county, or town
8 ~~must~~ shall review and approve or disapprove the plans for the
9 route to be located in the city, county, or town. A local unit
10 of government that disapproves the plans shall describe specific
11 amendments to the plans that, if adopted, would cause the local
12 unit to withdraw its disapproval. Failure to approve or
13 disapprove the plans in writing within 45 days after the hearing
14 is deemed to be approval, unless an extension of time is agreed
15 to by the city, county, or town and the proposer. ~~if-the~~
16 ~~preliminary-design-plans-are-approved-by-each-city,-county,-and~~
17 ~~town-in-which-the-route-is-proposed-to-be-located,-the-proposer~~
18 ~~may-proceed-with-final-design-plans-under-subdivision-5-~~

19 Sec. 6. Minnesota Statutes 1988, section 473.169,
20 subdivision 4, is amended to read:

21 Subd. 4. [PRELIMINARY DESIGN PLANS; METROPOLITAN-COUNCIL
22 REFERRAL REVIEW BY REGIONAL TRANSIT BOARD.] ~~if-the-governing~~
23 ~~body-of-one-or-more-cities,-counties,-or-towns-disapproves-the~~
24 ~~preliminary-design-plans-within-the-period-allowed~~ (a) After
25 review under subdivision 3, the proposer ~~may-refer~~ shall submit
26 the plans, along with any comments of local jurisdictions, to
27 the metropolitan-council regional transit board.

28 (b) The board shall refer the plans to the metropolitan
29 council for review, comment, and approval or disapproval for
30 conformity with metropolitan transportation system plans. The
31 ~~council-must~~ board shall hold a hearing on the plan, giving the
32 proposer ~~and-the,~~ any disapproving local governmental units, and
33 other persons an opportunity to present ~~the-case-for-or-against~~
34 ~~approval-of~~ their views on the plans. The ~~council~~ board may
35 conduct independent study as it deems desirable and may mediate
36 and attempt to resolve disagreements about the plans. ~~Within-90~~

1 ~~days-after-the-referral,-the-council-must-either-approve-the~~
2 ~~plans-as-submitted-by-the-proposer-or-recommend-amended-plans-to~~
3 ~~accommodate-the-objections-presented-by-the-disapproving-local~~
4 ~~governmental-units.~~

5 (c) The board shall review the preliminary design plans to
6 determine the compatibility of the plans with other light rail
7 transit plans and facilities in the metropolitan area, the
8 adequacy of the plans for handicapped accessibility, the
9 conformity of the plans with metropolitan transportation system
10 plans, and the conformity of the plans with the regional capital
11 development and financial plan prepared under section 3,
12 subdivision 1, paragraph (d). The board may comment on any
13 aspect of the plans. If the board determines that the plans do
14 not satisfy the standard stated in this paragraph, the board
15 shall recommend modifications in the plans that are necessary in
16 order to satisfy the board. The board may disapprove and
17 require modification in the plans for failure to conform to an
18 adopted and approved regional capital development and financial
19 plan. Board review and approval of preliminary design plans
20 before completion and approval of the regional capital
21 development and financial plan is conditional, and after
22 approving the regional development and financial plan, the board
23 shall again review any previously reviewed design plans to
24 ensure conformity with the regional plan.

25 (d) The board has 120 days from the date of submission to
26 complete its review of plans or plan modifications. Failure to
27 respond-within-the-time-period-is-deemed-to-be-approval,-unless
28 an-extension-of-time-is-agreed-to-by-the-council-and-the
29 proposer.

30 (e) Following approval-or-recommendation completion of
31 preliminary design plans by-the-council, the proposer may
32 proceed with final design plans under subdivision 5.

33 Sec. 7. Minnesota Statutes 1988, section 473.169,
34 subdivision 5, is amended to read:

35 Subd. 5. [FINAL DESIGN PLANS.] (a) ~~After-the-approval-of~~
36 ~~preliminary-design-plans-under-subdivision-3-or-review-by-the~~

1 ~~council-following-referral-to-the-council-under-subdivision-4,~~
2 ~~the-proposer-may-prepare-final-design-plans.~~
3 (b) Before ~~proceeding-with~~ beginning construction, the
4 proposer ~~must~~ shall submit the final design plans to the
5 governing body of each statutory and home rule city, county, and
6 town in which the route is proposed to be located. Within 60
7 days after the submission of the plans, the city, county, or
8 town ~~must~~ shall review and approve or disapprove the plans for
9 the route located in the city, county, or town. A local unit of
10 government that disapproves the plan shall describe specific
11 amendments to the plan that, if adopted, would cause the local
12 unit to withdraw its disapproval. Failure to approve or
13 disapprove the plans in writing within the time period is deemed
14 to be approval, unless an extension is agreed to by the city,
15 county, or town and the proposer. ~~If-the-final-design-plans-are~~
16 ~~approved-by-each-city,-county,-and-town-in-which-the-route-is~~
17 ~~proposed-to-be-located,-the-proposer-may-proceed-with~~
18 ~~construction-on-that-route.~~
19 (c) ~~If-the-governing-body-of-one-or-more-cities,-counties,~~
20 ~~or-towns-disapproves-the-final-design-plans-within-the-period~~
21 ~~allowed~~ (b) After review under paragraph (b) (a), the
22 proposer ~~may-refer~~ shall submit the final design plans, along
23 with any comments of local jurisdictions, to the metropolitan
24 council regional transit board. The ~~council-must~~ board shall
25 review the final design plans under the same procedure ~~and-with~~
26 ~~the-same-effect~~ and according to the same standards as provided
27 in subdivision 4 for preliminary design plans, except that the
28 board shall also review the final design plans to determine
29 whether the plans conform to the approved regional management
30 plan required by section 3. The board shall either approve the
31 plans or, if it determines that the plans do not satisfy the
32 standards, disapprove the plans, in whole or in part, and
33 recommend modifications in the plans that are necessary in order
34 to secure approval.
35 (c) Following approval ~~or-recommendation~~ of final design
36 plans by the ~~council~~ board, the proposer may proceed with

1 construction. A proposer may not proceed with construction
2 unless its design plans have been approved by the board.
3 Following approval of final design plans by the transit board,
4 if a regional railroad authority wishes to select a bid or a
5 response to a request for proposal that is more than ten percent
6 higher than the capital costs indicated in the final design
7 plans for the facility, the authority may not proceed with
8 construction until it has resubmitted the final design plans to
9 the transit board for further review and approval or disapproval.

10 Sec. 8. Minnesota Statutes 1988, section 473.17, is
11 amended to read:

12 473.17 [COOPERATION AND COORDINATION IN LIGHT RAIL
13 TRANSIT.]

14 ~~Notwithstanding section 473.398,~~ Subdivision 1. [REGIONAL
15 AGENCIES.] The metropolitan council and the regional transit
16 board shall cooperate with regional rail authorities in the
17 study, planning, and design of regional rail authority light
18 rail transit systems, and the metropolitan transit commission
19 shall cooperate with regional rail authorities in the
20 operational planning and operation of regional rail authority
21 light rail transit systems.

22 Subd. 2. [COUNCIL REVIEW.] The council may review,
23 comment, and recommend changes with respect to any aspect of the
24 joint management plan and preliminary and final design plans and
25 may transmit its comments and recommendations to the transit
26 board, the joint board, regional rail authorities, and the
27 commissioner of transportation.

28 Subd. 3. [COORDINATION BY REGIONAL TRANSIT BOARD.] The
29 transit board shall ensure coordination of the activities of
30 individual regional railroad authorities and shall ensure that
31 light rail transit facilities in the metropolitan area are
32 acquired, developed, owned, and operated in a coordinated manner
33 as an integrated and unified system on a multicounty basis in
34 coordination with buses and other transportation modes and
35 facilities.

36 Subd. 4. [LIMITATION.] Nothing in this section should be

1 interpreted to require the elimination of regional rail
2 authorities or to forbid one or more authorities to act
3 independently, so long as the activities are consistent with the
4 coordination required by this section.

5 Sec. 9. Minnesota Statutes 1988, section 473.373,
6 subdivision 1a, is amended to read:

7 Subd. 1a. [PURPOSE.] (a) The purposes of the board are:

8 (1) to foster effective delivery of existing transit
9 services and encourage innovation in transit service;

10 (2) to increase transit service in suburban areas;

11 (3) to prepare implementation and financial plans for the
12 metropolitan transit system;

13 ~~(3)~~ (4) to set policies and standards for implementing the
14 transit policies and programs of the state and the transit
15 policies of the metropolitan council in the metropolitan area;

16 (5) to advise and work cooperatively with local
17 governments, regional rail authorities, and other public
18 agencies, transit providers, developers, and other persons in
19 order to coordinate all modes of transit and to increase the
20 availability of transit services;

21 ~~(4)~~ (6) to conduct transit research and evaluation; and

22 ~~(5)~~ (7) to administer state and metropolitan transit
23 subsidies.

24 (b) The board shall arrange with others for the delivery
25 and provision of transit services and facilities. The board
26 shall avoid, to the greatest extent possible, direct operational
27 planning, administration, and management of specific transit
28 services and facilities.

29 (c) The board shall advise the council, the council's
30 transportation advisory board, the department of transportation,
31 local political subdivisions, and private developers on the
32 transit aspects and effects of proposed transportation plans and
33 development projects and on methods of improving the
34 coordination, availability, and use of transit services as part
35 of an efficient and effective overall transportation system.

36 Sec. 10. Minnesota Statutes 1988, section 473.373, is

1 amended by adding a subdivision to read:

2 Subd. 2a. [MEMBERS.] (a) The board consists of 11 members
3 appointed by the council.

4 (b) Eight members are appointed from each of the following
5 agency districts:

- 6 (1) district A, consisting of council districts 1 and 2;
7 (2) district B, consisting of council districts 3 and 6;
8 (3) district C, consisting of council districts 4 and 5;
9 (4) district D, consisting of council districts 7 and 9;
10 (5) district E, consisting of council districts 8 and 10;
11 (6) district F, consisting of council districts 11 and 12;
12 (7) district G, consisting of council districts 13 and 14,

13 excluding the cities of Lakeville and Burnsville;

14 (8) district H, consisting of council districts 15 and 16,
15 including the cities of Lakeville and Burnsville.

16 The members must be residents of the districts for which
17 they are appointed and at least six must be elected officials of
18 statutory or home rule charter cities, towns, or counties. At
19 least two of the members must be county board members, each from
20 a different county. At least 30 days before the expiration of a
21 term, or upon the occurrence of a vacancy, the council shall
22 request nominations for the position from relevant organizations
23 of local elected officials, such as the association of
24 metropolitan municipalities, the metropolitan intercounty
25 association, the association of urban counties, and where
26 applicable the association of townships. Each relevant
27 organization shall nominate at least two persons for each
28 position. A local unit of government that is not a member of an
29 association of local elected officials may submit a nomination
30 independently. The council shall make the appointment from the
31 nominees submitted to it, to the extent possible consistent with
32 the other requirements of this paragraph and with a fair
33 representation of the diverse areas and constituencies affected
34 by transit.

35 (c) Three citizen members with governmental or management
36 experience are appointed to represent the interests of the

1 metropolitan area at large. In making these appointments, the
2 council shall follow the procedures required by section 473.141,
3 subdivision 2.

4 (d) No single city or town may have more than three of its
5 residents on the board at once. A member of the joint planning
6 board established by section 2 is not eligible to serve as a
7 member of the regional transit board.

8 (e) Appointments are subject to the advice and consent of
9 the senate as provided in section 15.066.

10 Sec. 11. Minnesota Statutes 1988, section 473.373,
11 subdivision 4, is amended to read:

12 Subd. 4. [TERMS.] The initial terms of members ~~and the~~
13 ~~chair appointed under Laws 1984, chapter 654, article 3, section~~
14 ~~116, section 10~~ commence on the first day after July 1, 1984,
15 ~~that the chair and at least seven other members have been~~
16 ~~appointed and qualified and~~ July 1, 1989. The terms of members
17 and the chair serving on the effective date of this section
18 expire on the first day that the chair and eight members
19 appointed under section 473.141 and this section 10 are
20 appointed and qualified under section 473.141, subdivision
21 4. By August 1, 1985, the appointing authorities shall appoint
22 a chair and eight members from the districts defined in section
23 473.141. The initial terms of members and the chair appointed
24 in 1985 are as follows: members representing commission
25 districts A, B, C, and D and the chair of the board for terms
26 ending the first Monday in January of the year ending in the
27 numeral "7"; members representing commission districts E, F, G,
28 and H for terms ending the first Monday in January of the year
29 ending in the numeral "9". At least one of the members
30 appointed by the council must be 65 years of age or older at the
31 time of the appointment. The council shall appoint half of the
32 members initially appointed under subdivision 2a, paragraph (b),
33 to terms of two years and half to terms of four years.
34 Thereafter the term of each member ~~and the chair~~ appointed under
35 subdivision 2a, paragraph (b), is four years, subject to the
36 provisions on apportionment, successor qualification, removal,

1 and vacancy of section 473.141, subdivisions 4a, 5, and 6. The
2 council shall appoint two of the members initially appointed
3 under subdivision 2a, paragraph (c), to a term of two years and
4 one to a term of four years. Thereafter the term of each member
5 appointed under subdivision 2a, paragraph (c), is four years,
6 subject to the provisions on successor qualification, removal,
7 and vacancy of section 473.141.

8 Sec. 12. Minnesota Statutes 1988, section 473.373,
9 subdivision 5, is amended to read:

10 Subd. 5. [CHAIR.] (a) The board shall elect a member to
11 serve as the chair of the board for a term of two years.

12 (b) The chair is paid a per diem compensation for each
13 meeting and other services as authorized by the board and is
14 reimbursed for expenses as provided in section 473.141,
15 subdivision 7, except that the chair's per diem is 2 times the
16 per diem paid to members.

17 (c) The duties of the chair are:

18 ~~(a)~~ (1) to preside over all board meetings attended;

19 ~~(b)~~ (2) to serve as ~~the principal~~ a transit spokesperson
20 within the metropolitan area before the legislature, other state
21 and regional agencies, local units of government, and the
22 general public;

23 ~~(c)~~ (3) to present to the governor and the legislature,
24 after approval by the council, the board's financial plan for
25 public transit in the metropolitan area;

26 ~~(d)~~ (4) to convene and preside at an annual regional
27 transit conference of transit providers, operators, and users;
28 and

29 ~~(e)~~ (5) to perform other duties assigned by law or by the
30 board.

31 Sec. 13. Minnesota Statutes 1988, section 473.375,
32 subdivision 8, is amended to read:

33 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept
34 and disburse gifts, grants, or loans from the United States, the
35 state, or from any person on behalf of itself or any of its
36 contract recipients, for any of its purposes. It may enter into

1 an agreement required for the gifts, grants, or loans and may
2 hold, use, and dispose of money or property received therefrom
3 according to the terms of the gift, grant, or loan. The board
4 may not be a recipient of federal operating or capital
5 assistance distributed by formula or block grant. ~~The board may~~
6 ~~not be a recipient of federal discretionary capital grants for~~
7 ~~light rail and other fixed guideway transit systems.~~

8 No political subdivision within the metropolitan area may
9 apply for federal transit assistance unless its application has
10 been submitted to and approved by the board.

11 Sec. 14. Minnesota Statutes 1988, section 473.375,
12 subdivision 13, is amended to read:

13 Subd. 13. [FINANCIAL ASSISTANCE.] The board may provide
14 financial assistance to the commission and other providers as
15 provided in sections 473.371 to 473.449 in furtherance of and in
16 conformance with the implementation plan of the board. The
17 board may not use the proceeds of bonds issued by the council
18 under section 473.39 to provide capital assistance to private,
19 for-profit operators of public transit.

20 Sec. 15. Minnesota Statutes 1988, section 473.404,
21 subdivision 2, is amended to read:

22 Subd. 2. [MEMBERSHIP.] The transit commission consists
23 of ~~three~~ five members appointed by the transit board. One
24 member must be a resident of the city of Minneapolis, one must
25 be a resident of the city of St. Paul, ~~and one~~ two must reside
26 in the service area of the commission outside of Minneapolis and
27 St. Paul, and one may reside anywhere in the metropolitan area.
28 At least one of the two members appointed as residents of the
29 service area outside of the two cities must reside in the
30 commission's full-peak and off-peak service area, as defined for
31 tax purposes in section 473.446. Appointments are ~~not~~ subject
32 to the advice and consent of the senate as provided in section
33 15.066. ~~Appointments are not subject to the advice and consent~~
34 ~~of the senate.~~

35 Sec. 16. Minnesota Statutes 1988, section 473.404,
36 subdivision 3, is amended to read:

1 Subd. 3. [TERMS.] (a) The term of each member of the
2 commission is three years and until a successor is appointed and
3 qualified.

4 (b) The initial terms of members authorized in 1984
5 commence on the first day after August 1, 1984, that all three
6 members have been appointed and qualified. One member must be
7 appointed to an initial term of one year, one to an initial term
8 of two years, and one to an initial term of three years. The
9 terms of members of the transit commission appointed and serving
10 on August 1, 1984, pursuant to Minnesota Statutes 1982, section
11 473.141, expire on the day that the terms of members appointed
12 pursuant to this section commence.

13 (c) The initial terms of the two added members, first
14 appointed in 1989, commence August 1, 1989. One member must be
15 appointed to an initial term of two years and one to an initial
16 term of three years.

17 Sec. 17. Minnesota Statutes 1988, section 473.404,
18 subdivision 5, is amended to read:

19 Subd. 5. [QUALIFICATION.] Each member of the commission
20 must have transit, governmental, or management experience. A
21 member shall not during a term of office be a member of the
22 metropolitan council, the regional transit board, the
23 metropolitan waste control commission, the metropolitan airports
24 commission, the metropolitan sports facilities commission, or
25 any other independent regional commission, board, or agency, or
26 hold any judicial office. Each member shall qualify by taking
27 and subscribing to the oath of office prescribed by the
28 Minnesota Constitution, article 5, section 5. The oath, duly
29 certified by the official administering it, must be filed with
30 the metropolitan council.

31 Sec. 18. [TRANSIT COMMISSION; LIGHT RAIL.]

32 The transit commission shall be the operator of a light
33 rail transit system upon completion of construction of a light
34 rail transit shop, yard, and line segment by a regional rail
35 authority.

36 Sec. 19. [ELIGIBILITY FOR FEDERAL FUNDS; PROTECTION OF

1 GRANT AWARDS.] Nothing in sections 1 to 18 should be interpreted
2 to forbid, restrict, or delay an application for federal
3 financial assistance of any regional railroad authority acting
4 independently, or to impair, limit, or transfer to another
5 entity the authority of a regional railroad authority to receive
6 such assistance individually, independently, and directly, as
7 long as the facilities or activities for which the funds are
8 awarded conform to the requirements of sections 1 to 18. A
9 regional rail authority is specifically authorized to apply for
10 and receive, in its own name, federal financial assistance. The
11 location of a light rail transit line, stations, yards, and
12 shops for which a federal grant has been applied by April 1,
13 1989, is not subject to the management plan or approval under
14 sections 1 to 18, if the grant is awarded or a notice of intent
15 to award the grant is received.

16 Sec. 20. [APPLICATION.]

17 Sections 1 to 21 are effective the day following final
18 enactment. Sections 2 to 19 apply in the counties of Anoka,
19 Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

20 Sec. 21. [REPEALER.]

21 Minnesota Statutes 1988, sections 473.1691 and 473.398, are
22 repealed.

04/27/89 22:05

[RESDEPT] KB/jb H1734A13

LRT

1 Kelly moves to amend H. F. No. 1734, as follows:
2 Page 73, after line 22, insert: (ie omnibus tax bill)
3 "Sec. 2. Minnesota Statutes 1988, section 275.50,
4 subdivision 2, is amended to read:
5 Subd. 2. [GOVERNMENTAL SUBDIVISION.] (a) "Governmental
6 subdivision" means a county, a home rule charter city, or a
7 statutory city, except a home rule charter or statutory city
8 that has a population of less than 2,500 according to the most
9 recent federal census.
10 (b) "Governmental subdivision" also includes any home rule
11 charter or statutory city or town that receives a distribution
12 from the taconite municipal aid account in the levy year.
13 (c) "Governmental subdivision" also includes a regional
14 rail authority."
15 Renumber remaining sections in article 6
16 Page 87, line 15, delete "13, 15, and 16" insert "14, 16,
17 and 17"
18 Page 87, line 17, delete "14" insert "15"
19 Amend the title accordingly

275.47 [Repealed, 1984 c 593 s 46]

275.48 ADDITIONAL TAX LEVIES IN CERTAIN MUNICIPALITIES.

When by virtue of chapter 278, sections 270.07, 375.192, or otherwise, the gross tax capacity of a city, township or school district for a taxable year is reduced after the taxes for the year have been spread by the county auditor, and when the tax capacity rate determined by the county auditor based on the original gross tax capacity is applied on the reduced gross tax capacity and does not produce the full amount of taxes actually levied and certified for that taxable year on the original gross tax capacity, the city, township or school district may include an additional amount in its tax levy made following final determination and notice of the reduction in gross tax capacity. The amount shall equal the difference between the total amount of taxes actually levied and certified for that taxable year upon the original gross tax capacity, not exceeding the maximum amount which could be raised on the gross tax capacity as reduced, within existing tax capacity rate limitations, if any, and the amount of taxes collected for that taxable year on the reduced gross tax capacity. The total tax levy authorized for a school district by this section shall be reduced by the total amount of any abatement adjustments received by the district pursuant to section 124.214, subdivision 2, in the same calendar year in which the levy is certified. As part of the certification required by section 275.125, subdivision 10, the commissioner of education shall certify the amount of the abatement levy limitation adjustment for each school district headquartered in that county.

Except for school districts, the amount of taxes so included shall be levied separately and shall be levied in addition to all limitations imposed by law; and further shall not result in any penalty in the nature of a reduction in state aid of any kind.

History: 1943 c 523 s 1,2; 1973 c 123 art 5 s 7; 1975 c 432 s 82; 1978 c 764 s 112; 1982 c 548 art 6 s 23; 1988 c 719 art 5 s 84

275.49 [Repealed, 1988 c 719 art 5 s 81]

275.50 LEVY LIMITS; DEFINITIONS.

Subdivision 1. As used in sections 275.50 to 275.56, the terms defined herein have the meanings given to them.

Subd. 2. **Governmental subdivision.** (a) "Governmental subdivision" means a county, a home rule charter city, or a statutory city, except a home rule charter or statutory city that has a population of less than 2,500 according to the most recent federal census.

(b) "Governmental subdivision" also includes any home rule charter or statutory city or town that receives a distribution from the taconite municipal aid account in the levy year.

Subd. 3. [Repealed, 1988 c 719 art 5 s 81]

Subd. 4. "Special assessments" means assessments made against real property for purposes of financing, wholly or in part, only those types of improvements enumerated in sections 429.021, subdivision 1 and 429.101, whether imposed pursuant to such sections or pursuant to home rule charter provisions. General tax levies spread upon real estate not specifically benefited by the improvements, and on the benefited real estate as part of the gross tax capacity of the governmental subdivision, are not considered special assessments.

Subd. 5. Notwithstanding any other law to the contrary for taxes levied in 1988 payable in 1989 and subsequent years, "special levies" means those portions of ad valorem taxes levied by governmental subdivisions to:

(a) pay the costs not reimbursed by the state or federal government, of payments made to or on behalf of recipients of aid under any public assistance program authorized by law, and the costs of purchase or delivery of social services. Except for the costs of general assistance as defined in section 256D.02, subdivision 4, general assistance

medical care under section 256D.03 and the costs of hospital care pursuant to section 261.21, the aggregate amounts levied pursuant to this clause are subject to a maximum increase of 18 percent over the amount levied for these purposes in the previous year. Effective with taxes levied in 1989, the portion of this special levy for income maintenance programs identified in section 273.1398, subdivision 1, paragraph (i), is eliminated;

(b) pay the costs of principal and interest on bonded indebtedness except on bonded indebtedness issued under section 471.981, subdivisions 4 to 4c or to reimburse for the amount of liquor store revenues used to pay the principal and interest due in the year preceding the year for which the levy limit is calculated on municipal liquor store bonds;

(c) pay the costs of principal and interest on certificates of indebtedness, except tax anticipation or aid anticipation certificates of indebtedness, issued for any corporate purpose except current expenses or funding an insufficiency in receipts from taxes or other sources or funding extraordinary expenditures resulting from a public emergency; and to pay the cost for certificates of indebtedness issued pursuant to sections 298.28 and 298.282;

(d) fund the payments made to the Minnesota state armory building commission pursuant to section 193.145, subdivision 2, to retire the principal and interest on armory construction bonds;

(e) provide for the bonded indebtedness portion of payments made to another political subdivision of the state of Minnesota;

(f) pay the amounts required, in accordance with section 275.075, to correct for a county auditor's error of omission but only to the extent that when added to the preceding year's levy it is not in excess of an applicable statutory, special law or charter limitation, or the limitation imposed on the governmental subdivision by sections 275.50 to 275.56 in the preceding levy year;

(g) pay amounts required to correct for an error of omission in the levy certified to the appropriate county auditor or auditors by the governing body of a city or town with statutory city powers in a levy year, but only to the extent that when added to the preceding year's levy it is not in excess of an applicable statutory, special law or charter limitation, or the limitation imposed on the governmental subdivision by sections 275.50 to 275.56 in the preceding levy year;

(h) pay amounts required by law to be paid to pay the interest on and to reduce the unfunded accrued liability of public pension funds in accordance with the actuarial standards and guidelines specified in sections 356.215 and 356.216 reduced by 106 percent of the amount levied for that purpose in 1976, payable in 1977. For the purpose of this special levy, the estimated receipts expected from the state of Minnesota pursuant to sections 69.011 to 69.031 or any other state aid expressly intended for the support of public pension funds shall be considered as a deduction in determining the required levy for the normal costs of the public pension funds. No amount of these aids shall be considered as a deduction in determining the governmental subdivision's required levy for the reduction of the unfunded accrued liability of public pension funds;

(i) to compensate the state for the cost of a reassessment ordered by the commissioner of revenue pursuant to section 270.16; and

(j) pay the debt service on tax increment financing revenue bonds to the extent that revenue to pay the bonds or to maintain reserves for the bonds is insufficient as a result of the provisions of Laws 1988, chapter 719, article 5.

Subd. 6. [Repealed, 1983 c 342 art 3 s 9]

Subd. 7. [Repealed, 1988 c 719 art 5 s 81]

Subd. 8. [Repealed, 1988 c 719 art 5 s 81]

History: *Ex*1971 c 31 art 26 s 1; 1973 c 123 art 5 s 7; 1973 c 582 s 3; 1973 c 650 art 4 s 1-3; 1973 c 717 s 25; 1974 c 198 s 1; 1974 c 428 s 5; 1975 c 271 s 6; 1975 c 437 art

4 s 1; 1977 c 90 s 11; 1977 c 423 art 5 s 1; 1978 c 767 s 12; 1978 c 773 s 5; 1979 c 253 s 2; 1979 c 257 s 3; 1979 c 303 art 2 s 23; 1980 c 607 art 2 s 19; 1981 c 224 s 39; 1981 c 261 s 19; 1981 c 365 s 9; 1Sp1981 c 1 art 5 s 3,4; 1Sp1981 c 4 art 1 s 130,131; 3Sp1981 c 2 art 4 s 9; 1982 c 507 s 20; 1982 c 523 art 35 s 1; 1982 c 641 art 2 s 1; 1983 c 184 s 1; 1983 c 342 art 3 s 1-3; 1984 c 522 s 5; 1Sp1985 c 14 art 4 s 78; 1986 c 425 s 29; 1986 c 441 s 2; 1987 c 268 art 6 s 40; 1987 c 289 s 2; 1987 c 344 s 2; 1987 c 380 art 2 s 2; 1988 c 719 art 5 s 37,38,84

275.51 LEVY LIMITS.

Subdivision 1. Notwithstanding any provisions of law or municipal charter to the contrary which authorize ad valorem levies in excess of the limitations established by sections 275.50 to 275.56, but subject to section 275.56, the provisions of this section shall apply to the levies by governmental subdivisions for all purposes other than those for which special levies and special assessments are made.

Subd. 2. MS 1978 [Expired]

Subd. 3. [Repealed, 1975 c 437 art 4 s 10]

Subd. 3a. [Repealed, 1975 c 437 art 4 s 10]

Subd. 3b. [Repealed, 1977 c 423 art 5 s 7]

Subd. 3c. [Repealed, 1977 c 423 art 5 s 7]

Subd. 3d. [Repealed, 1Sp1981 c 1 art 5 s 13]

Subd. 3e. [Repealed, 1983 c 342 art 3 s 9]

Subd. 3f. **Levy limit base.** (a) The property tax levy limit base for governmental subdivisions for taxes levied in 1988 shall be equal to the total actual levy for taxes payable in 1988 plus the amount of any payments the governmental subdivision was certified to receive in 1988 under sections 477A.011 to 477A.014 and minus any special levies claimed for taxes payable in 1988 pursuant to Laws 1987, chapter 268, article 5, section 12, subdivision 4, clauses (1), (2), (3), and (4). A county's levy limit base will be increased by the amount of any increase in its levy under section 134.07 over that levied under section 134.07 for taxes payable in 1988 which is required under section 134.341. For governmental subdivisions located in the seven-county metropolitan area, the total actual levy for taxes payable in 1988 shall include the fiscal disparities distribution levy pursuant to Minnesota Statutes 1986, section 473F.08, subdivision 7a.

(b) For taxes levied in 1989 and subsequent years, a governmental subdivision's levy limit base is equal to its adjusted levy limit base for the preceding year not including the adjustment made under subdivision 3h, paragraph (c), plus for taxes levied in 1989 the administrative reimbursement aid received in 1988.

Subd. 3g. **Base adjustments.** Any governmental subdivision which reduced any of its unreserved, undesignated fund balances because of spending for nonspecial levy purposes in calendar year 1981 may apply to the commissioner of revenue to have its levy limit base increased for the taxes payable year 1984 by no more than the amount of the reduction in the fund balances.

Applications shall be in the form and accompanied by the data required by the commissioner. If approved by the commissioner, the subdivision may then pass a resolution stating the amount by which the levy limit base is proposed to be increased. Thereafter, the resolution shall be published for two successive weeks in the official newspaper of the governmental subdivision or if there is no official newspaper, in a newspaper of general circulation in the governmental subdivision, together with a notice fixing a date for a public hearing on the proposed increase. The hearing shall be held not less than two weeks nor more than four weeks after the first publication of the resolution. Following the public hearing, the governing body may determine to take no further action or, in the alternative, adopt a resolution authorizing the increase as originally proposed or approving an increase in the lesser amount it determines. The resolution authorizing an increase shall be published in the official newspaper of the governmental subdivision or if there is no official newspaper, in a newspaper of general

circulation in the governmental subdivision. If within 30 days thereafter a petition signed by voters equal in number to five percent of the votes cast in the governmental subdivision in the last general election or 2,000 voters, whichever is less, requesting a referendum on the proposed resolution is filed with the clerk or recorder of the governmental subdivision if the governmental subdivision is a city or town, or with the county auditor if the governmental subdivision is a county, the resolution shall not be effective until it has been submitted to the voters at a general or special election and a majority of votes cast on the question of approving the resolution are in the affirmative. The commissioner of revenue shall prepare a suggested form of question to be presented at the referendum. The referendum must be held at a special or general election prior to October 1, 1983.

Subd. 3h. Adjusted levy limit base. For taxes levied in 1988 and thereafter, the adjusted levy limit base is equal to the levy limit base computed pursuant to subdivision 3f, increased by:

(a) a percentage equal to four percent for taxes levied in 1988 and three percent for taxes levied in 1989 and subsequent years; and

(b) a percentage equal to the greater of the percentage increases in population or in number of households, if any, for the most recent 12-month period for which data is available, using figures derived pursuant to subdivision 6.

For taxes levied in 1989 and subsequent years, to the resulting product must be added the estimated reduction in a county's income maintenance aids as defined in section 273.1398, subdivision 1, pursuant to section 273.1398, subdivision 2, paragraph (d). The department of human services shall annually estimate the increase in income maintenance aids referred to in section 273.1398, subdivision 2, paragraph (d), and certify it by county to the department of revenue by July 15 of the levy year preceding that in which the aids are payable. If the actual increase in a county's income maintenance aid referred to in section 273.1398, subdivision 2, paragraph (d), is less than or greater than the amount added to a county's adjusted levy limit base in the prior year, its adjusted levy limit base for the subsequent year will be increased or decreased by the appropriate amount.

Subd. 3i. Levy limitation. The levy limitation for a governmental subdivision shall be equal to the adjusted levy limit base determined pursuant to subdivision 3h, reduced by the local government aid that the governmental subdivision has been certified to receive pursuant to sections 477A.011 to 477A.014.

This amount is the amount of property taxes which a governmental subdivision may levy for all purposes other than those for which special levies and special assessments are made.

Subd. 3j. Appeals. A governmental subdivision subject to the limitations in this section may appeal to the commissioner of revenue for an adjustment in its levy limit base under this section. If the governmental subdivision can provide evidence satisfactory to the commissioner that its levy for taxes payable in 1988 had been reduced because it had made expenditures from reserve funds, the commissioner may permit the governmental subdivision to increase its levy limit base under this section by the amount determined by the commissioner. The commissioner's decision is final.

Subd. 4. If the levy made by a governmental subdivision exceeds the limitation provided in sections 275.50 to 275.56, except when such excess levy is due to the rounding of the tax capacity rates of the governmental subdivision in accordance with section 275.28, subsequent distributions required to be made by the commissioner of finance from any formula aids pursuant to sections 477A.011 to 477A.014, shall be reduced 33 cents for each full dollar the levy exceeds the limitation.

Subd. 5. [Repealed, 1983 c 342 art 3 s 9]

Subd. 6. Population and household estimates. For the purpose of determining the amount of tax that a governmental subdivision may levy in accordance with limitation established by this chapter, the population or the number of households of the governmental subdivision shall be that established by the last federal census, by a census taken

pursuant to section 275.14, or by an estimate made by the metropolitan council, or by the state demographer made pursuant to section 116K.04, subdivision 4, whichever is the most recent as to the stated date of count or estimate, up to and including July 1 of the current levy year.

History: *Ex1971 c 31 art 26 s 2; 1973 c 123 art 5 s 7; 1973 c 492 s 14; 1973 c 582 s 3; 1973 c 650 art 4 s 4-8; 1974 c 198 s 2; 1975 c 437 art 4 s 2-5; 1977 c 423 art 5 s 2; 1978 c 767 s 13; 1979 c 303 art 2 s 24; art 8 s 5; 1980 c 607 art 4 s 5; art 10 s 4; 1Sp1981 c 1 art 5 s 5-7; art 6 s 8; 3Sp1981 c 2 art 4 s 10,11; 1983 c 289 s 115 subd 2; 1983 c 342 art 3 s 4-8; 1984 c 522 s 6; 1984 c 558 art 4 s 10; 1984 c 593 s 35,36; 1Sp1985 c 14 art 20 s 3; 1986 c 441 s 3,4; 1987 c 268 art 6 s 41; art 9 s 9; 1988 c 719 art 5 s 39-42,84*

275.515 [Repealed, 3Sp1981 c 2 art 4 s 16]

275.52 [Repealed, 1Sp1981 c 1 art 5 s 13]

275.53 Subdivision 1. [Repealed, 1Sp1981 c 1 art 5 s 13]

Subd. 1a. [Repealed, 1980 c 487 s 23; 1Sp1981 c 1 art 5 s 13]

Subd. 2. [Repealed, 1Sp1981 c 1 art 5 s 13]

Subd. 3. [Repealed, 1Sp1981 c 1 art 5 s 13]

Subd. 4. [Repealed, 1Sp1981 c 1 art 5 s 13]

275.54 CONSOLIDATION OF GOVERNMENTAL SUBDIVISIONS.

Subdivision 1. If all or part of the area included within two or more governmental subdivisions is consolidated, merged, or otherwise combined to constitute a single governmental subdivision, and differing limitations upon the amount of tax levy per capita apply to the governmental subdivisions from which the consolidated, merged, or otherwise combined governmental subdivision was formed, the limitation applicable to the surviving entity for purposes of sections 275.50 to 275.56 shall be equal to the highest limitation applicable to any one of the constituent subdivisions prior to the consolidation, merger or other combination.

Subd. 2. If a function or service of one governmental subdivision is transferred to another governmental subdivision, the levy limitations established by Extra Session Laws 1971, chapter 31, shall be adjusted by the commissioner of revenue in such manner so as to fairly and equitably reflect the reduced or increased property tax burdens of such subdivisions resulting from such transfer. The aggregate of the adjusted limitations shall not exceed the aggregate of such limitations prior to adjustment.

History: *Ex1971 c 31 art 26 s 5; 1973 c 582 s 3*

275.55 STATE REVIEW AND REGULATION OF LEVIES.

The commissioner of revenue, or designees, shall establish procedures by which levies of all governmental units shall be periodically reviewed. The commissioner shall be empowered to order withholding of state aids where such penalties are authorized by law, to issue, in accordance with chapter 14, rulings interpreting sections 275.50 to 275.56, and to take such other administrative actions as the commissioner deems necessary in order to carry out the provisions of sections 275.50 to 275.56. If the commissioner of revenue takes administrative action or any other action authorized by this section to enforce the provisions of sections 275.50 to 275.56, the commissioner shall give written notice of such action to the governmental subdivision affected. Such notice shall specify the actual or impending violations by the governmental subdivision of sections 275.50 to 275.56 or the rules of the department of revenue pertaining thereto, describe the corrective action required, including, in the case of an excess levy, reduction of the governmental subdivision's levy in the next succeeding levy year in an amount equal to the amount of the excess levy, set a reasonable period of time within which the governmental subdivision shall correct the specified actual or impending violations and caution the governmental subdivision that if the specified correction is not made within the time allowed, the state aids to the governmental subdivision

SF 1202

1 A bill for an act
2 relating to metropolitan government; restructuring the
3 regional transit board and the metropolitan transit
4 commission; directing the board to plan and coordinate
5 light rail transit systems in the metropolitan area;
6 directing the commission to operate any light rail
7 transit systems; transferring responsibility for
8 distribution of the transit assistance fund and for
9 receipt of federal grants to the board; requiring a
10 transit delivery study; amending Minnesota Statutes
11 1988, sections 174.32, subdivision 2; 473.169,
12 subdivisions 3, 4, 5, and by adding subdivisions;
13 473.373, by adding a subdivision; 473.375, subdivision
14 8, and by adding a subdivision; 473.404, subdivisions
15 2 and 3; and 473.4051; repealing Minnesota Statutes
16 1988, sections 473.1691; 473.17; 473.373, subdivision
17 4; and 473.398.

18 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
19 Section 1. Minnesota Statutes 1988, section 174.32,
20 subdivision 2, is amended to read:
21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] ~~(a)~~
22 A The transit assistance fund ~~is-created-for-the-purpose-of~~
23 receiving receives money distributed under section 297B.09.
24 Eighty percent of the receipts of the fund must be placed into a
25 metropolitan account for distribution to recipients located in
26 the metropolitan area and 20 percent into a separate account for
27 distribution to recipients located outside of the metropolitan
28 area. ~~Except-as-otherwise-provided-in-this-subdivision,~~ The
29 regional transit board created by section 473.373 is responsible
30 for distributing assistance from the metropolitan account, and
31 the commissioner is responsible for distributing assistance from

1 the other account. Money placed in the metropolitan account is
2 available for distribution to regional railroad authorities
3 established under chapter 398A in the metropolitan area, by the
4 ~~commissioner-of-transportation~~ regional transit board as
5 provided in paragraph (b).

6 (b) The ~~commissioner~~ board shall request applications from
7 all eligible regional railroad authorities. The ~~commissioner~~
8 board shall establish a reasonable deadline for submittal of
9 applications. The ~~commissioner~~ board may not distribute more
10 than 60 percent of the available funds to a single
11 recipient. ~~Before-distributing-money-to-any-regional-railroad~~
12 ~~authority,-the-commissioner-shall-request-review-and-comment-on~~
13 ~~the-applications-from-the-metropolitan-council-and-the-regional~~
14 ~~transit-board;--The-council-and-the-board-have-60-days-to~~
15 ~~comment;--The-commissioner-shall-consider-the-comments-of-the~~
16 ~~council-and-the-board-in-evaluating-applications-and~~
17 ~~distributing-funds.~~ Before distributing any funds for
18 construction, the ~~commissioner~~ board shall report to the
19 legislature on the use and planned distribution of construction
20 funds.

21 Sec. 2. Minnesota Statutes 1988, section 473.169,
22 subdivision 3, is amended to read:

23 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
24 least 30 days before the hearing under subdivision 2, the
25 proposer ~~must~~ shall submit the preliminary design plans to the
26 governing body of each statutory and home rule charter city,
27 county, and town in which the route is proposed to be located.
28 The city, county, or town ~~must~~ shall hold a public hearing.
29 Within 45 days after the hearing under subdivision 2, the city,
30 county, or town ~~must~~ shall review and approve or disapprove the
31 plans for the route to be located in the city, county, or town.
32 Failure to approve or disapprove the plans in writing within 45
33 days after the hearing is deemed to be approval, unless an
34 extension of time is agreed to by the city, county, or town and
35 the proposer. If the preliminary design plans are approved by
36 each city, county, and town in which the route is proposed to be

1 located, the proposer ~~may-proceed-with-final~~ shall submit the
2 preliminary design plans to the regional transit board for
3 approval or disapproval under subdivision 5 4a.

4 Sec. 3. Minnesota Statutes 1988, section 473.169,
5 subdivision 4, is amended to read:

6 Subd. 4. [PRELIMINARY DESIGN PLANS; METROPOLITAN-COUNCIL
7 REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one
8 or more cities, counties, or towns disapproves the preliminary
9 design plans within the period allowed under subdivision 3, the
10 proposer may refer the plans to the ~~metropolitan-council~~
11 regional transit board. The ~~council-must~~ board shall hold a
12 hearing, giving the proposer and the disapproving local
13 governmental units an opportunity to present the case for or
14 against approval of the plans. The ~~council~~ board may conduct
15 independent study as it deems desirable and may mediate and
16 attempt to resolve disagreements about the plans. Within 90
17 days after the referral, the ~~council~~ board must either approve
18 the plans as submitted by the proposer or recommend amended
19 plans to accommodate the objections presented by the
20 disapproving local governmental units. Failure to respond
21 within the time period is deemed to be approval, unless an
22 extension of time is agreed to by the ~~council~~ board and the
23 proposer. Following approval or recommendation of preliminary
24 design plans by the ~~council~~ board, the proposer may proceed with
25 final design plans under subdivision 5.

26 Sec. 4. Minnesota Statutes 1988, section 473.169, is
27 amended by adding a subdivision to read:

28 Subd. 4a. [PRELIMINARY DESIGN PLANS; REGIONAL TRANSIT
29 BOARD APPROVAL.] After the approval of preliminary design plans
30 under subdivision 3, the proposer shall submit them to the
31 regional transit board. The board shall hold a public hearing
32 and may conduct an independent study of the plans. Within 90
33 days after submission of the plans, the board shall approve,
34 disapprove, or order modification of the plans. If the board
35 disapproves plans, the proposer may modify the plans and
36 resubmit them to the board for approval or disapproval, but

1 shall first submit them for local approval under subdivision 3.
2 If the board orders modification of the plans, the proposer
3 shall make the necessary modification and resubmit them to the
4 board within 90 days of the board's order. The proposer need
5 not submit the modified plans for local approval under
6 subdivision 3 before resubmitting them to the board.

7 Sec. 5. Minnesota Statutes 1988, section 473.169, is
8 amended by adding a subdivision to read:

9 Subd. 4b. [SPECIAL ELIGIBILITY PROVISION.] Notwithstanding
10 section 174.32, subdivision 2; this section; and section
11 473.375, a regional rail authority that has developed a
12 comprehensive plan and has expended funds for preliminary design
13 of a light rail transit system is eligible for state assistance
14 if those plans were consistent with the metropolitan long-range
15 transportation plans in existence on January 1, 1989. A
16 regional rail authority that had not developed a comprehensive
17 plan before January 1, 1989, is eligible for state assistance if
18 its light rail transit plans are consistent with the
19 metropolitan council's long-range transportation plans and
20 corridor recommendations developed before January 1, 1989.
21 Section 174.32, subdivision 2; this section; and section 473.375
22 may not be interpreted or relied on by any person, political
23 subdivision, or agency to delay the planning, engineering, or
24 construction of a regional rail authority's light rail system.
25 If a regional rail authority is an eligible recipient of federal
26 funds and the secretary of transportation preliminarily awards
27 or indicates an intent to award federal funds to the regional
28 rail authority for a light rail transit system, then no plans of
29 the regional transit board shall interfere with that award.

30 Sec. 6. Minnesota Statutes 1988, section 473.169,
31 subdivision 5, is amended to read:

32 Subd. 5. [FINAL DESIGN PLANS.] (a) After the approval of
33 preliminary design plans under subdivision 3 4a or review by the
34 ~~council~~ board following referral to the ~~council~~ board under
35 subdivision 4, the proposer may prepare final design plans.

36 (b) Before proceeding with construction, the proposer must

*removed
4/25/89*

1 shall submit the final design plans to the governing body of
2 each statutory and home rule city, county, and town in which the
3 route is proposed to be located. Within 60 days after the
4 submission of the plans, the city, county, or town ~~must~~ shall
5 review and approve or disapprove the plans for the route located
6 in the city, county, or town. Failure to approve or disapprove
7 the plans in writing within the time period is deemed to be
8 approval, unless an extension is agreed to by the city, county,
9 or town and the proposer. If the final design plans are
10 approved by each city, county, and town in which the route is
11 proposed to be located, the proposer ~~may-proceed-with~~
12 construction-on-that-route shall submit the final design plans
13 to the regional transit board for approval or disapproval under
14 subdivision 5a.

15 (c) If the governing body of one or more cities, counties,
16 or towns disapproves the final design plans within the period
17 allowed under paragraph (b), the proposer may refer the plans to
18 the ~~metropolitan-council~~ regional transit board. The ~~council~~
19 ~~must~~ board shall review the final design plans under the same
20 procedure and with the same effect as provided in subdivision 4
21 for preliminary design plans. Following approval or
22 recommendation of final design plans by the ~~council~~ board, the
23 proposer may proceed with construction.

24 Sec. 7. Minnesota Statutes 1988, section 473.169, is
25 amended by adding a subdivision to read:

26 Subd. 5a. [FINAL DESIGN PLANS; REGIONAL TRANSIT BOARD
27 APPROVAL.] After the approval of final design plans under
28 subdivision 5, paragraph (b), the proposer shall submit them to
29 the regional transit board. The board shall approve,
30 disapprove, or order modification of the plans under the same
31 schedule, and with the same effect, as provided for its review
32 of preliminary design plans under subdivision 4a. After
33 approval of final design plans by the board, county approval
34 under subdivision 6, and council review under subdivision 7, the
35 proposer may proceed with construction.

36 Sec. 8. Minnesota Statutes 1988, section 473.373, is

1 amended by adding a subdivision to read:

2 Subd. 4a. [MEMBERSHIP.] The board consists of 11 members,
3 appointed to four-year terms as follows:

4 (1) a chair appointed by the governor with the advice and
5 consent of the senate;

6 (2) a person who is age 65 or older at the time of
7 appointment, appointed by the governor;

8 (3) a person with a disability, appointed by the governor;
9 and

10 (4) eight persons appointed by the metropolitan council
11 from agency districts under section 473.141, subdivision 2, four
12 of whom must be elected members of the governing bodies of
13 cities in the metropolitan area and four of whom must be elected
14 members of the governing bodies of counties in the metropolitan
15 area.

16 Sec. 9. Minnesota Statutes 1988, section 473.375,
17 subdivision 8, is amended to read:

18 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept
19 and disburse gifts, grants, or loans from the United States, the
20 state, or from any person on behalf of itself or any of its
21 contract recipients, for any of its purposes. It may enter into
22 an agreement required for the gifts, grants, or loans and may
23 hold, use, and dispose of money or property received therefrom
24 according to the terms of the gift, grant, or loan. The board
25 may not be a recipient of federal operating or capital
26 assistance distributed by formula or block grant. ~~The board may~~
27 ~~not be a recipient of federal discretionary capital grants for~~
28 ~~light rail and other fixed-guideway transit systems.~~

29 No political subdivision within the metropolitan area may
30 apply for federal transit assistance unless its application has
31 been submitted to and approved by the board.

32 Sec. 10. Minnesota Statutes 1988, section 473.375, is
33 amended by adding a subdivision to read:

34 Subd. 11a. [LIGHT RAIL TRANSIT.] (a) The board shall
35 develop a long-range plan for light rail transit consistent with
36 the council's development guide and a plan for staged

1 implementation of the plan. The plan must include:
2 (1) the designation of light rail transit corridors;
3 (2) standards for rights-of-way, tracks, vehicles, and
4 stations;
5 (3) the coordination of light rail transit with bus systems
6 to assure maximum use of light rail lines and the widest
7 possible access to light rail lines in suburban areas;
8 (4) the coordination of systems constructed by individual
9 regional rail authorities or other political subdivisions; and
10 (5) a method of financing the operation of light rail
11 transit that depends on property tax revenues for no more than
12 35 percent of the operating cost.
13 The plan must provide for the operation of light rail
14 transit by the metropolitan transit commission. In developing
15 and implementing the plan, the board shall consult and cooperate
16 with the transit commission. Throughout the development and
17 implementation of the plan, the board shall contract for or
18 otherwise obtain the services of an engineer to assure that the
19 plan adequately addresses the technical aspects of light rail
20 transit. The board shall measure preliminary and final design
21 plans submitted to it under section 473.169 against its plan and
22 shall approve, disapprove, or order modifications of the
23 submitted plans accordingly. No proposer of light rail transit
24 plans may proceed with construction unless its plans have been
25 approved by the board.
26 (b) If the board's plan calls for construction and
27 operation of a light rail transit system in an area whose
28 governing body has chosen not to organize and proceed under
29 chapter 398A, the board may authorize an appropriate adjacent
30 political subdivision to implement the plan in that area. A
31 political subdivision operating under this paragraph must submit
32 its preliminary and final design plans in the affected area for
33 approval under section 473.169, in the same manner as it would
34 submit plans covering an area within its jurisdiction. A single
35 set of plans may include a design for a system covering an area
36 within the proposer's jurisdiction and an adjacent area.

1 Sec. 11. Minnesota Statutes 1988, section 473.404,
2 subdivision 2, is amended to read:

3 Subd. 2. [MEMBERSHIP.] The transit commission consists
4 of three five members appointed by the transit board. One
5 member must be a resident of the city of Minneapolis, one must
6 be a resident of the city of St. Paul, and one at least two must
7 reside in the service area of the commission outside of
8 Minneapolis and St. Paul. Appointments are not subject to the
9 advice and consent of the senate.

10 Sec. 12. Minnesota Statutes 1988, section 473.404,
11 subdivision 3, is amended to read:

12 Subd. 3. [TERMS.] The term of each member of the
13 commission is three years and until a successor is appointed and
14 qualified. ~~The initial terms of members commence on the first~~
15 ~~day after August 17, 1984, that all three members have been~~
16 ~~appointed and qualified. One member must be appointed to an~~
17 ~~initial term of one year, one to an initial term of two years,~~
18 ~~and one to an initial term of three years. The terms of members~~
19 ~~of the transit commission appointed and serving on August 17~~
20 ~~1984, pursuant to Minnesota Statutes 1982, section 473.411~~
21 ~~expire on the day that the terms of members appointed pursuant~~
22 ~~to this section commence.~~

23 Sec. 13. Minnesota Statutes 1988, section 473.4051, is
24 amended to read:

25 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

26 The transit commission ~~may enter into an agreement to~~
27 ~~provide for the operation of~~ shall operate a regional rail
28 authority light rail transit system upon completion of
29 construction of the system by the regional rail authority. ~~if a~~
30 ~~regional rail authority enters into an agreement with the~~
31 ~~transit commission for~~ In assuming the operation of the system,
32 the transit commission must comply with the provisions of
33 section 473.415. The commission shall coordinate operation of
34 the light rail transit system with bus service to avoid
35 duplication of service on a route served by light rail transit
36 and to ensure the widest possible access to light rail transit

1 lines in suburban areas by means of a feeder bus system.

2 Sec. 14. [EXISTING TRANSIT BOARD, TRANSIT COMMISSION.]

3 (a) Notwithstanding section 8, the terms of the initial
4 members of the regional transit board appointed under section 8
5 are as follows:

6 (1) three of the members appointed by the metropolitan
7 council who are elected members of the governing bodies of
8 cities, two years;

9 (2) two of the members appointed by the metropolitan
10 council who are elected members of the governing bodies of
11 counties, two years; and

12 (3) all others, four years.

13 The terms of members of the commission appointed and
14 serving on the effective date of this act expire on the day that
15 the terms of members appointed under this section and section 8
16 commence.

17 (b) Notwithstanding section 12, the initial term of one of
18 the members added to the commission by section 11 is two years.
19 The board shall designate the member appointed under section 11
20 to a two-year term and the member appointed to a three-year term.

21 Sec. 15. [TRANSIT DELIVERY STUDY.]

22 Subdivision 1. [STUDY REQUIRED.] The regional transit
23 board shall conduct a study of methods to improve the delivery
24 of transportation services for the elderly, handicapped, and
25 disabled, including persons with permanent sensory or mental
26 impairments, whose transit needs cannot be fully accommodated
27 through the use of existing public transit alternatives. The
28 board shall direct its staff to:

29 (1) evaluate the adequacy of service currently being
30 provided;

31 (2) document the levels of service currently being provided
32 for programs under the jurisdiction of the department of human
33 services;

34 (3) assess the adequacy of financial assistance being
35 provided by the department of human services for the provision
36 of these transportation services;

1 (4) evaluate the potential for integrating metro mobility
2 with other specialized transit;

3 (5) assess the role of nonprofits in providing
4 cost-effective service;

5 (6) identify transit issues for special populations in
6 suburban areas;

7 (7) identify and evaluate options for a formal appeals
8 process to challenge decisions by the board to eliminate or
9 reduce service to clients; and

10 (8) evaluate the efficiency and usefulness of the current
11 metro mobility administrative center computer system and
12 identify suggestions for improvement.

13 Subd. 2. [COMMUNITY INVOLVEMENT.] The board shall actively
14 involve interested parties in this process, including but not
15 limited to:

16 (1) members of the transportation handicapped advisory
17 committee;

18 (2) representatives of the department of human services;

19 (3) members of the transit providers advisory committee;

20 (4) representatives of nonprofit transit and social service
21 providers;

22 (5) organizations representing the elderly, handicapped,
23 and disabled communities; and

24 (6) interested members of the general public.

25 Subd. 3. [REPORT.] The board shall report its findings and
26 recommendations, along with all supporting data and public
27 comment, to the chairs of the house of representatives and
28 senate transportation committees by December 1, 1989.

29 Sec. 16. [SUSPENSION OF TAXING AUTHORITY.]

30 Notwithstanding Minnesota Statutes, section 398A.04, a
31 regional rail authority may not levy taxes for purposes of
32 planning, acquisition of property, construction, or any other
33 purpose related to light rail transit until the regional transit
34 board has completed the plan required by section 10 and
35 submitted it to the legislature for review and comment.

36 Sec. 17. [REPEALER.]

*Amended
4/25/89
Rail authorities
to be under county
levy limit.*

1 Minnesota Statutes 1988, sections 473.1691; 473.17;
2 473.373, subdivision 4; and 473.398, are repealed.

3 Sec. 18. [EFFECTIVE DATE.]

4 Sections 1 to 17 apply in the counties of Anoka, Carver,
5 Dakota, Hennepin, Ramsey, Scott, and Washington and are
6 effective July 1, 1989.

SENATE
STATE OF MINNESOTA
SEVENTY-SIXTH LEGISLATURE

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PAGE NO.

S.F. NO. 1202

Introduced by Novak, Purfeerst, Lantry, Langseth and McQuaid.
Read First Time Mar. 22, 1989, and Referred to the
Committee on Transportation.
Committee Recommendation. To Pass as Amended and Re-referred
to the Committee on Governmental Operations.
Committee Report Adopted Apr. 6, 1989.
Committee Recommendation. To Pass as Amended and Re-referred
to the Committee on Taxes and Tax Laws.
Committee Report Adopted Apr. 17, 1989.
Committee Recommendation. To Pass as Amended.
Committee Report Adopted Apr. 28, 1989.
Read Second Time Apr. 28, 1989.

1 A bill for an act

2 relating to metropolitan government; restructuring the
3 regional transit board and the metropolitan transit
4 commission; directing the board to plan and coordinate
5 light rail transit systems in the metropolitan area;
6 directing the commission to operate any light rail
7 transit systems; transferring responsibility for
8 distribution of the transit assistance fund and for
9 receipt of federal grants to the board; requiring a
10 transit delivery study; imposing levy limitations on
11 regional rail authorities; amending Minnesota Statutes
12 1988, sections 174.32, subdivision 2; 275.50,
13 subdivision 2; 275.51, subdivision 3f; 473.169,
14 subdivisions 3, 4, 5, and by adding subdivisions;
15 473.373, by adding a subdivision; 473.375, subdivision
16 8, and by adding a subdivision; 473.404, subdivisions
17 2 and 3; and 473.4051; repealing Minnesota Statutes
18 1988, sections 473.1691; 473.17; 473.373, subdivision
19 4; and 473.398.

20 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

21 Section 1. Minnesota Statutes 1988, section 174.32,
22 subdivision 2, is amended to read:

23 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] (a)

24 A The transit assistance fund ~~is created for the purpose of~~
25 ~~receiving~~ receives money distributed under section 297B.09.

26 Eighty percent of the receipts of the fund must be placed into a
27 metropolitan account for distribution to recipients located in
28 the metropolitan area and 20 percent into a separate account for
29 distribution to recipients located outside of the metropolitan
30 area. ~~Except as otherwise provided in this subdivision,~~ The
31 regional transit board created by section 473.373 is responsible
32 for distributing assistance from the metropolitan account, and

1 the commissioner is responsible for distributing assistance from
2 the other account. Money placed in the metropolitan account is
3 available for distribution to regional railroad authorities
4 established under chapter 398A in the metropolitan area, by the
5 ~~commissioner-of-transportation~~ regional transit board as
6 provided in paragraph (b).

7 (b) The ~~commissioner~~ board shall request applications from
8 all eligible regional railroad authorities. The ~~commissioner~~
9 board shall establish a reasonable deadline for submittal of
10 applications. The ~~commissioner~~ board may not distribute more
11 than 60 percent of the available funds to a single
12 recipient. ~~Before distributing money to any regional railroad~~
13 ~~authority, the commissioner shall request review and comment on~~
14 ~~the applications from the metropolitan council and the regional~~
15 ~~transit board. The council and the board have 60 days to~~
16 ~~comment. The commissioner shall consider the comments of the~~
17 ~~council and the board in evaluating applications and~~
18 ~~distributing funds.~~ Before distributing any funds for
19 construction, the ~~commissioner~~ board shall report to the
20 legislature on the use and planned distribution of construction
21 funds.

22 Sec. 2. Minnesota Statutes 1988, section 275.50,
23 subdivision 2, is amended to read:

24 Subd. 2. [GOVERNMENTAL SUBDIVISION.] (a) "Governmental
25 subdivision" means a county, a home rule charter city, or a
26 statutory city, except a home rule charter or statutory city
27 that has a population of less than 2,500 according to the most
28 recent federal census.

29 (b) "Governmental subdivision" also includes any home rule
30 charter or statutory city or town that receives a distribution
31 from the taconite municipal aid account in the levy year.

32 (c) "Governmental subdivision" also includes a regional
33 rail authority.

34 Sec. 3. Minnesota Statutes 1988, section 275.51,
35 subdivision 3f, is amended to read:

36 Subd. 3f. [LEVY LIMIT BASE.] (a) The property tax levy

1 limit base for governmental subdivisions for taxes levied in
2 1988 shall be equal to the total actual levy for taxes payable
3 in 1988 plus the amount of any payments the governmental
4 subdivision was certified to receive in 1988 under sections
5 477A.011 to 477A.014 and minus any special levies claimed for
6 taxes payable in 1988 pursuant to Laws 1987, chapter 268,
7 article 5, section 12, subdivision 4, clauses (1), (2), (3), and
8 (4). A county's levy limit base will be increased by the amount
9 of any increase in its levy under section 134.07 over that
10 levied under section 134.07 for taxes payable in 1988 which is
11 required under section 134.341. For governmental subdivisions
12 located in the seven-county metropolitan area, the total actual
13 levy for taxes payable in 1988 shall include the fiscal
14 disparities distribution levy pursuant to Minnesota Statutes
15 1986, section 473F.08, subdivision 7a.

16 (b) Except as provided in paragraph (c), for taxes levied
17 in 1989 and subsequent years, a governmental subdivision's levy
18 limit base is equal to its adjusted levy limit base for the
19 preceding year not including the adjustment made under
20 subdivision 3h, paragraph (c), plus for taxes levied in 1989 the
21 administrative reimbursement aid received in 1988.

22 (c) For taxes levied in 1989, the levy limit base of a
23 governmental subdivision defined in section 275.50, subdivision
24 2, paragraph (c), is its levy for taxes levied in 1988, payable
25 in 1989.

26 Sec. 4. Minnesota Statutes 1988, section 473.169,
27 subdivision 3, is amended to read:

28 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
29 least 30 days before the hearing under subdivision 2, the
30 proposer must shall submit the preliminary design plans to the
31 governing body of each statutory and home rule charter city,
32 county, and town in which the route is proposed to be located.
33 The city, county, or town must shall hold a public hearing.
34 Within 45 days after the hearing under subdivision 2, the city,
35 county, or town must shall review and approve or disapprove the
36 plans for the route to be located in the city, county, or town.

1 Failure to approve or disapprove the plans in writing within 45
2 days after the hearing is deemed to be approval, unless an
3 extension of time is agreed to by the city, county, or town and
4 the proposer. If the preliminary design plans are approved by
5 each city, county, and town in which the route is proposed to be
6 located, the proposer ~~may proceed with final~~ shall submit the
7 preliminary design plans to the regional transit board for
8 approval or disapproval under subdivision 5 4a.

9 Sec. 5. Minnesota Statutes 1988, section 473.169,
10 subdivision 4, is amended to read:

11 Subd. 4. [PRELIMINARY DESIGN PLANS; ~~METROPOLITAN-COUNCIL~~
12 REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one
13 or more cities, counties, or towns disapproves the preliminary
14 design plans within the period allowed under subdivision 3, the
15 proposer may refer the plans to the ~~metropolitan-council~~
16 regional transit board. The ~~council-must~~ board shall hold a
17 hearing, giving the proposer and the disapproving local
18 governmental units an opportunity to present the case for or
19 against approval of the plans. The ~~council~~ board may conduct
20 independent study as it deems desirable and may mediate and
21 attempt to resolve disagreements about the plans. Within 90
22 days after the referral, the ~~council~~ board must either approve
23 the plans as submitted by the proposer or recommend amended
24 plans to accommodate the objections presented by the
25 disapproving local governmental units. Failure to respond
26 within the time period is deemed to be approval, unless an
27 extension of time is agreed to by the ~~council~~ board and the
28 proposer. Following approval or recommendation of preliminary
29 design plans by the ~~council~~ board, the proposer may proceed with
30 final design plans under subdivision 5.

31 Sec. 6. Minnesota Statutes 1988, section 473.169, is
32 amended by adding a subdivision to read:

33 Subd. 4a. [PRELIMINARY DESIGN PLANS; REGIONAL TRANSIT
34 BOARD APPROVAL.] After the approval of preliminary design plans
35 under subdivision 3, the proposer shall submit them to the
36 regional transit board. The board shall hold a public hearing

1 and may conduct an independent study of the plans. Within 90
2 days after submission of the plans, the board shall approve,
3 disapprove, or order modification of the plans. If the board
4 disapproves plans, the proposer may modify the plans and
5 resubmit them to the board for approval or disapproval, but
6 shall first submit them for local approval under subdivision 3.
7 If the board orders modification of the plans, the proposer
8 shall make the necessary modification and resubmit them to the
9 board within 90 days of the board's order. The proposer need
10 not submit the modified plans for local approval under
11 subdivision 3 before resubmitting them to the board.

12 Sec. 7. Minnesota Statutes 1988, section 473.169, is
13 amended by adding a subdivision to read:

14 Subd. 4b. [SPECIAL ELIGIBILITY PROVISION.] Notwithstanding
15 section 174.32, subdivision 2; this section; and section
16 473.375, a regional rail authority that has developed a
17 comprehensive plan and has expended funds for preliminary design
18 of a light rail transit system is eligible for state assistance
19 if those plans were consistent with the metropolitan long-range
20 transportation plans in existence on January 1, 1989. Section
21 174.32, subdivision 2; this section; and section 473.375 may not
22 be interpreted or relied on by any person, political
23 subdivision, or agency to delay the planning, engineering, or
24 construction of a regional rail authority's light rail system.
25 If a regional rail authority is an eligible recipient of federal
26 funds and the secretary of transportation preliminarily awards
27 or indicates an intent to award federal funds to the regional
28 rail authority for a light rail transit system, then no plans of
29 the regional transit board shall interfere with that award.

30 Sec. 8. Minnesota Statutes 1988, section 473.169,
31 subdivision 5, is amended to read:

32 Subd. 5. [FINAL DESIGN PLANS.] (a) After the approval of
33 preliminary design plans under subdivision 3 4a or review by the
34 ~~council~~ board following referral to the ~~council~~ board under
35 subdivision 4, the proposer may prepare final design plans.

36 (b) Before proceeding with construction, the proposer ~~must~~

1 shall submit the final design plans to the governing body of
2 each statutory and home rule city, county, and town in which the
3 route is proposed to be located. Within 60 days after the
4 submission of the plans, the city, county, or town ~~must~~ shall
5 review and approve or disapprove the plans for the route located
6 in the city, county, or town. Failure to approve or disapprove
7 the plans in writing within the time period is deemed to be
8 approval, unless an extension is agreed to by the city, county,
9 or town and the proposer. If the final design plans are
10 approved by each city, county, and town in which the route is
11 proposed to be located, the proposer ~~may-proceed-with~~
12 ~~construction-on-that-route~~ shall submit the final design plans
13 to the regional transit board for approval or disapproval under
14 subdivision 5a.

15 (c) If the governing body of one or more cities, counties,
16 or towns disapproves the final design plans within the period
17 allowed under paragraph (b), the proposer may refer the plans to
18 the ~~metropolitan-council~~ regional transit board. The ~~council~~
19 ~~must board~~ shall review the final design plans under the same
20 procedure and with the same effect as provided in subdivision 4
21 for preliminary design plans. Following approval or
22 recommendation of final design plans by the ~~council~~ board, the
23 proposer may proceed with construction.

24 Sec. 9. Minnesota Statutes 1988, section 473.169, is
25 amended by adding a subdivision to read:

26 Subd. 5a. [FINAL DESIGN PLANS; REGIONAL TRANSIT BOARD
27 APPROVAL.] After the approval of final design plans under
28 subdivision 5, paragraph (b), the proposer shall submit them to
29 the regional transit board. The board shall approve,
30 disapprove, or order modification of the plans under the same
31 schedule, and with the same effect, as provided for its review
32 of preliminary design plans under subdivision 4a. After
33 approval of final design plans by the board, county approval
34 under subdivision 6, and council review under subdivision 7, the
35 proposer may proceed with construction.

36 Sec. 10. Minnesota Statutes 1988, section 473.373, is

1 amended by adding a subdivision to read:

2 Subd. 4a. [MEMBERSHIP.] The board consists of 11 members,
3 appointed to four-year terms as follows:

4 (1) a chair appointed by the governor with the advice and
5 consent of the senate;

6 (2) a person who is age 65 or older at the time of
7 appointment, appointed by the governor;

8 (3) a person with a disability, appointed by the governor;
9 and

10 (4) eight persons appointed by the metropolitan council
11 from agency districts under section 473.141, subdivision 2, four
12 of whom must be elected members of the governing bodies of
13 cities in the metropolitan area and four of whom must be elected
14 members of the governing bodies of counties in the metropolitan
15 area.

16 Sec. 11. Minnesota Statutes 1988, section 473.375,
17 subdivision 8, is amended to read:

18 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept
19 and disburse gifts, grants, or loans from the United States, the
20 state, or from any person on behalf of itself or any of its
21 contract recipients, for any of its purposes. It may enter into
22 an agreement required for the gifts, grants, or loans and may
23 hold, use, and dispose of money or property received therefrom
24 according to the terms of the gift, grant, or loan. The board
25 may not be a recipient of federal operating or capital
26 assistance distributed by formula or block grant. ~~The board may~~
27 ~~not be a recipient of federal discretionary capital grants for~~
28 ~~light rail and other fixed-guideway transit systems.~~

29 No political subdivision within the metropolitan area may
30 apply for federal transit assistance unless its application has
31 been submitted to and approved by the board.

32 Sec. 12. Minnesota Statutes 1988, section 473.375, is
33 amended by adding a subdivision to read:

34 Subd. 11a. [LIGHT RAIL TRANSIT.] (a) The board shall
35 develop a long-range plan for light rail transit consistent with
36 the council's development guide and a plan for staged

1 implementation of the plan. The plan must include:

2 (1) the designation of light rail transit corridors;

3 (2) standards for rights-of-way, tracks, vehicles, and
4 stations;

5 (3) the coordination of light rail transit with bus systems
6 to assure maximum use of light rail lines and the widest
7 possible access to light rail lines in suburban areas;

8 (4) the coordination of systems constructed by individual
9 regional rail authorities or other political subdivisions; and

10 (5) a method of financing the operation of light rail
11 transit that depends on property tax revenues for no more than
12 35 percent of the operating cost.

13 The plan must provide for the operation of light rail
14 transit by the metropolitan transit commission. In developing
15 and implementing the plan, the board shall consult and cooperate
16 with the transit commission. Throughout the development and
17 implementation of the plan, the board shall contract for or
18 otherwise obtain the services of an engineer to assure that the
19 plan adequately addresses the technical aspects of light rail
20 transit. The board shall measure preliminary and final design
21 plans submitted to it under section 473.169 against its plan and
22 shall approve, disapprove, or order modifications of the
23 submitted plans accordingly. No proposer of light rail transit
24 plans may proceed with construction unless its plans have been
25 approved by the board.

26 (b) If the board's plan calls for construction and
27 operation of a light rail transit system in an area whose
28 governing body has chosen not to organize and proceed under
29 chapter 398A, the board may authorize an appropriate adjacent
30 political subdivision to implement the plan in that area. A
31 political subdivision operating under this paragraph must submit
32 its preliminary and final design plans in the affected area for
33 approval under section 473.169, in the same manner as it would
34 submit plans covering an area within its jurisdiction. A single
35 set of plans may include a design for a system covering an area
36 within the proposer's jurisdiction and an adjacent area.

1 Sec. 13. Minnesota Statutes 1988, section 473.404,
2 subdivision 2, is amended to read:

3 Subd. 2. [MEMBERSHIP.] The transit commission consists
4 of three five members appointed by the transit board. One
5 member must be a resident of the city of Minneapolis, one must
6 be a resident of the city of St. Paul, and one at least two must
7 reside in the service area of the commission outside of
8 Minneapolis and St. Paul. Appointments are not subject to the
9 advice and consent of the senate.

10 Sec. 14. Minnesota Statutes 1988, section 473.404,
11 subdivision 3, is amended to read:

12 Subd. 3. [TERMS.] The term of each member of the
13 commission is three years and until a successor is appointed and
14 qualified. ~~The initial terms of members commence on the first~~
15 ~~day after August 17, 1984, that all three members have been~~
16 ~~appointed and qualified. One member must be appointed to an~~
17 ~~initial term of one year, one to an initial term of two years,~~
18 ~~and one to an initial term of three years. The terms of members~~
19 ~~of the transit commission appointed and serving on August 17~~
20 ~~1984, pursuant to Minnesota Statutes 1982, section 473.141,~~
21 ~~expire on the day that the terms of members appointed pursuant~~
22 ~~to this section commence.~~

23 Sec. 15. Minnesota Statutes 1988, section 473.4051, is
24 amended to read:

25 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

26 The transit commission ~~may enter into an agreement to~~
27 ~~provide for the operation of~~ shall operate a regional rail
28 authority light rail transit system upon completion of
29 construction of the system by the regional rail authority. ~~If a~~
30 ~~regional rail authority enters into an agreement with the~~
31 ~~transit commission for~~ In assuming the operation of the system,
32 the transit commission must comply with the provisions of
33 section 473.415. The commission shall coordinate operation of
34 the light rail transit system with bus service to avoid
35 duplication of service on a route served by light rail transit
36 and to ensure the widest possible access to light rail transit

1 lines in suburban areas by means of a feeder bus system.

2 Sec. 16. [EXISTING TRANSIT BOARD, TRANSIT COMMISSION.]

3 (a) Notwithstanding section 10, the terms of the initial
4 members of the regional transit board appointed under section 10
5 are as follows:

6 (1) three of the members appointed by the metropolitan
7 council who are elected members of the governing bodies of
8 cities, two years;

9 (2) two of the members appointed by the metropolitan
10 council who are elected members of the governing bodies of
11 counties, two years; and

12 (3) all others, four years.

13 The terms of members of the commission appointed and
14 serving on the effective date of this act expire on the day that
15 the terms of members appointed under this section and section 10
16 commence.

17 (b) Notwithstanding section 14, the initial term of one of
18 the members added to the commission by section 13 is two years.
19 The board shall designate the member appointed under section 13
20 to a two-year term and the member appointed to a three-year term.

21 Sec. 17. [TRANSIT DELIVERY STUDY.]

22 Subdivision 1. [STUDY REQUIRED.] The regional transit
23 board shall conduct a study of methods to improve the delivery
24 of transportation services for the elderly, handicapped, and
25 disabled, including persons with permanent sensory or mental
26 impairments, whose transit needs cannot be fully accommodated
27 through the use of existing public transit alternatives. The
28 board shall direct its staff to:

29 (1) evaluate the adequacy of service currently being
30 provided;

31 (2) document the levels of service currently being provided
32 for programs under the jurisdiction of the department of human
33 services;

34 (3) assess the adequacy of financial assistance being
35 provided by the department of human services for the provision
36 of these transportation services;

1 (4) evaluate the potential for integrating metro mobility
2 with other specialized transit;

3 (5) assess the role of nonprofits in providing
4 cost-effective service;

5 (6) identify transit issues for special populations in
6 suburban areas;

7 (7) identify and evaluate options for a formal appeals
8 process to challenge decisions by the board to eliminate or
9 reduce service to clients; and

10 (8) evaluate the efficiency and usefulness of the current
11 metro mobility administrative center computer system and
12 identify suggestions for improvement.

13 Subd. 2. [COMMUNITY INVOLVEMENT.] The board shall actively
14 involve interested parties in this process, including but not
15 limited to:

16 (1) members of the transportation handicapped advisory
17 committee;

18 (2) representatives of the department of human services;

19 (3) members of the transit providers advisory committee;

20 (4) representatives of nonprofit transit and social service
21 providers;

22 (5) organizations representing the elderly, handicapped,
23 and disabled communities; and

24 (6) interested members of the general public.

25 Subd. 3. [REPORT.] The board shall report its findings and
26 recommendations, along with all supporting data and public
27 comment, to the chairs of the house of representatives and
28 senate transportation committees by December 1, 1989.

29 Sec. 18. [REPEALER.]

30 Minnesota Statutes 1988, sections 473.1691; 473.17;
31 473.373, subdivision 4; and 473.398, are repealed.

32 Sec. 19. [EFFECTIVE DATE.]

33 Sections 1 and 4 to 18 apply in the counties of Anoka,
34 Carver, Dakota, Hennepin, Ramsey, Scott, and Washington and are
35 effective July 1, 1989. Sections 2 and 3 are effective for
36 taxes levied in 1989, payable in 1990, and thereafter.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>CHAIRMAN FINLEY</u> Originating Department <u>John T. Finley /s/</u> <u>4/27/89</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 <i>JL Henderson</i>	4/27/89 Date _____
May 2, 1989	Signature _____	Date _____
Board 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

AGENDA

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, May 9, 1989

**** 11:00 A.M. - Large Conference Room - 316**

****Please note change in time.**

1. * Minutes of the April 25, 1989 Meeting.
2. Summary of second series of Public Forums on LRT.
3. * Approve corridors to receive detailed and moderate levels of analysis in Comprehensive LRT Plan.
4. * Approve streets in downtown St. Paul to receive more detailed analysis in Comprehensive LRT Plan.
5. * Timeline for Comprehensive LRT Plan.
6. * Ratify partial payment No. 4 to Strgar-Roscoe-Fausch, Inc. in amount of \$30,085.93.
7. Verbal report on Legislation.
8. Chairman's Comments.

***Action is required.**

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 25, 1989

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, April 25, 1989, at 10:45 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

ALSO PRESENT: James Van Houdt, Hugh Faville, Robert Clarkson, Byron D. Olsen, Rich Hadley, Bruce Davis, Ferrol O. Robinson. James T. Tolaas, Jill Goski, Kathy DeSpiegelaere, Tim Yantos, Karen Tero, Michele Timmons, Paul McCarron, Kristi Wendorff represented the County Attorney's Office, Frances Glendenning, Terry Schutten

1. Minutes - of the February 28, 1989 Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board held on February 28, 1989, as written.

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

2. Report on Light Rail Transit Trip of March 28-31, 1989.

Chairman Finley said that Rich Hadley from the St. Paul Chamber of Commerce, and Bruce Davis who is President of the Midway Civic Association, are here to give us a report on their recent trip to Calgary.

Rich Hadley addressed the Board, it was a pleasure to be a participant on the recent Light Rail Trip to Calgary, Portland, but he did not go to Sacramento. It was great opportunity to meet some of the very dedicated staff members from the RTB, Rail Authority, and the County who participated in this trip. He wished to give a few observations, he would like to emphasize three points regarding the Chamber's involvement in light rail, as it has been sometime since they wrote to the Board in June of last year, at which time they said they support the development of light rail in case there is any question about whether the St. Paul Chamber

is in favor of light rail development for Ramsey County, and for the Metro East area, there should not be any disagreement there. Secondly, they do agree and still feel that the Midway Corridor is the first alignment and corridor to be developed in the metropolitan system, and they have tried to be both supportive to the Rail Authority and the legislative process for this purpose, as difficult as this may be. Finally, they feel that light rail should be looked at in the context of the entire Metro East area which means in some cases, eventually outside the borders of Ramsey County, and they are very pleased that in the Comprehensive Planning process that is under way that you are looking at routes that go out to the Northeast, Northwest, East and South, they favor those, agree with those, and will be working in the planning process on those.

Mr. Hadley continued, with regard to the light rail trip itself, it was apparent to him that light rail is done for many different reasons in different communities. It is also clear in all of those communities light rail can be a boost to redevelopment activity. He wished to emphasize redevelopment rather than economic development as he thinks that we should be planning light rail more around the way it affects existing uses than necessarily betting on to-come future development uses. It does have that potential, it should not be the primary and only planning purpose for light rail, but it should be considered, and we shouldn't be afraid to say that that is a consideration. The need for integration is very clear, integration is often said in the context of integrating busses and roads with light rail, but it should include in his mind governance, and fair systems, etc. in other words, planning should be done in an integrated fashion as possible. When they talk about construction phases, they look at the examples of other communities, he wishes to urge this Board to always keep an eye out for the need for a business liaison officer when you are doing construction activity in areas that are existing commercial, office or industrial locations. Obviously, you should do the same in residential areas. That dedicated, united staff is critical and he really does feel that since basically the trip that he was on consisted of people from staff that it was a very important and meaningful trip because some unity came out of that, he believes, that if it did exist before, it perhaps is stronger today than it was. Lastly, governance, he had gone on the trip thinking that the single regional approach to light rail was really the only workable approach. He still feels that it is probably the optimum, but it became clear that it can work both ways. In Portland where many jurisdictions cooperated on light rail development in both the planning and governance system, he believed it worked, so he has much more faith now than he probably did before the trip that where several governmental jurisdictions working together can make this happen, and it can be effectively tied together as long as we have a good, strong, involved operator throughout the entire process. The alignment issues tend to be the issues of the future. Just yesterday, they did put together a group of 25 people from the downtown area in representing other organizations besides the Chamber to look at the downtown alignment portion of the Comprehensive Planning process. Friday morning he will present to the Technical Committee nine recommendations by the Chamber, or the Downtown Business Owners, of what should be further considered in making a decision on alignment selection in the downtown area. They will ask also for the addition of one street to those that

the consultant has identified, this will be St. Peter Street. They will continue to be involved in the planning process, Pat Donovan from their Office chairs their Light Rail Task Force, which is 12 members. They are also working with the Downtown Council, St. Paul 2000, Civic Center, Lowertown, BCDE on the downtown issue, and they are trying to work very effectively with the Metro East Development Partnership which they manage on the more Ramsey County and Metro East issues.

Lastly, Mr. Hadley wished to say they want to be Ramsey County's partner in this, we think business has a lot at stake, they believe they can bring some expertise to the discussions in planning, he knows Ramsey County is seeking that input, and they are finally providing it, and they are glad that they are, and hope that we can work together.

Chairman Finley wished to thank Mr. Hadley for taking the time to personally go on the trip which was very beneficial to you, but also to us, with all your other duties, he realizes it is quite difficult to find the time, we appreciate the fact that the Chamber is taking a proactive position now, and really getting into this and establishing things, as we really do need the input of the people who are going to most realize the effect of the downtown alignment, as well as looking at the effect on the downtown area which the Comprehensive Plan addresses and the Metro East. We really appreciate the support the Chamber and its staff are giving us.

Chairman Finley introduced Bruce Davis, President of the Midway Civic Association, and he has been very directly involved in the activities in the Midway area, which of course is the priority corridor. They have done a tremendous amount of work in conjunction with other units and groups out there, regarding light rail and the results on the Midway Corridor. Mr. Davis also was on this most recent light rail trip.

Bruce Davis addressed the Board, it was a beautiful trip, three days, three cities, and he was basically the only non-staff person on the trip. The position of President of the Midway Civic and Commerce Association is a volunteer position. He would like to talk about the commitment that Midway Civic has towards light rail as an issue. He was able to make this trip through the efforts of some private contributions from members as well as the contribution of his time from Commercial State Bank, as well as the University Midway Development Company, he was able to attend. They share everything that Mr. Hadley has said except that they have not yet endorsed light rail transit. They would like it to be more formalized before that process is taken. They have adopted certain positions, and the primary position is that they do not feel light rail transit at the present time represents an economic spending priority for the community. This is not to say that we should not be spending planning dollars towards developing light rail transit, it is very important to realize that the gestation period for these projects is about fifteen years. So, it is not uncommon to see you plan something for five to seven years before you are able to dig your first shovel. They do encourage and do support the spending of planning dollars so that when it comes time to dig the shovel, we know what we want, we know where we want it, and we know what it is going to serve.

Mr. Davis continued, their position, therefore, is although we do not support light rail transit at this time, they do support the spending of planning dollars for its ultimate implementation. Initially, they did express a preference for University Avenue as the primary alignment. That position was obtained by polling some of their members and others to find out basically where do we stand today, this was three months ago. The reason for doing that was to find out where do we stand and where do we go forward. At the present time following his presentation to the Board of Directors of Midway Civic and Commerce Association, they have said our initial preference is for University Avenue, but it is more important to make sure that whatever alignment occurs in the corridor, it is consistent with the ultimate plan that we have established for a Metro East Program, and even beyond that, a Metropolitan Program. They want to be consistent, even if that means reconsidering on University Avenue alignment. Their focus in looking back they believe that their organization has spent too much time talking about the specific alignment, and not enough time talking about the total system. Therefore, it is important for everyone even the Legislature, and he has sent this message to the members of the Legislature, that there is no rush for this program. In Calgary it was necessary to implement light rail to protect the downtown, in Portland it was necessary to redirect efforts to put a highway where the community clearly did not want a highway, and therefore, they were able to put in the light rail which has worked beautifully. In the metropolitan area Ramsey County is doing it to catch up with Hennepin County, Hennepin County is doing it to catch up with the rest of the world where there are light rail systems.

Mr. Davis said that at some point in the future we will need a light rail transit system, that is why we should start planning now, it is not necessarily six months from now, it may be five years from now, but the debate should be focused on what the system should do, and what we want it to do, and where it is to go. Following his trip to the three cities, he does return with some serious concerns about putting it on University Avenue, and he has real reservations that we need to explore. They appreciate the invitation to participate in the Inter-governmental Committee, and they will certainly do that.

Chairman Finley expressed appreciation to Mr. Davis for going, not only giving personal time and some personal expense, and also to the Midway Civic and Commerce and other people. It was a real commitment on his part, and the part of the association as well, and from the Board's standpoint, it is great to know that your association and the affiliates have taken such an interest in it because he believes this Board has very much of a commitment to the business community in this County, and he does not feel that all governmental entities are that way. He feels that we have tried to, and we really want to involve the business community. Most of the Board members have been involved in business, and we realize that without employers there are no employees, and the small businesses are the ones who really provide the employees in the Twin City area.

Chairman Finley continued, for both Mr. Hadley and Mr. Davis to take the time, for the trip, and now to continue your involvement not only with your associations, it is really nice, and we appreciate it. We have asked Mr. Davis to come on the

Intergovernmental Committee because of the priority line, it is very important and we have asked Pat Donovan from the St. Paul Chamber to be on this, this representation will be very good on a first line basis with the policy makers.

Commissioner Salverda wished to say from his perspective, he thinks that Ramsey County is more in line with what you are asking for, to look at a total system, to be delivered, including all the decisions, he does not think that the driving force is to catch up with Hennepin County, so he feels the Associations should be resting more assured that we are trying to look at the overall picture and be more prudent.

Mr. Davis agreed that after the trip, that co-lesson of leadership with the existing efforts that come out, has really come into play, and he does agree, it isn't just word on the street by the uninformed. It is also clear in all the three cities the thing they found, there was some resistance to light rail, initially during construction there was very vehement resistance, and after construction, and it was in place, then everybody wanted it and they were using it. They are also going to bring this message to the grass roots level for their work with University United which is a coalition of businesses in the Midway Corridor.

- * Chairman Finley moved Item 5 on the agenda for discussion at this time as the representatives from Anoka County were here.
- 5. Anoka County Regional Railroad Authority Comprehensive LRT Plan.

Chairman Finley introduced Paul McCarron and Tim Yantos from Anoka County. Mr. McCarron is Chairman of Anoka County's RRA. and Tim Yantos is the staff person in Anoka County. They will present to us where they are going with their Comprehensive Plan at this time in Anoka County, they are looking for our input, as we continue to coordinate our activities with the other counties in the metropolitan area.

Commissioner McCarron addressed the Committee, they have completed the first step in Anoka in their portion of the regional plan for light rail. The strongest participation with other regional rail authorities has been with Hennepin County because as the plan developed it turned out the potential routes they showed through the neighboring areas would not function. The rail route that was looked at as a potential way to come down from that corridor turns out as it gets closer to the core of the Twin Cities it is too narrow to accommodate any additional traffic, it has part of its use of space for NSP high power transmission lines, and there is not just enough room. They settled on a routing that is picture in the documentation, which shows the connecting into the Hennepin, Minneapolis component, and into the Ramsey component if and when it comes along that corridor which has been discussed this morning. At this point, as far as an absolute final designated pathway, they have that in part, the solid line runs from Highway 10 down to Highway 694 is pretty well set, below that there are some options on how to continue into the City of Minneapolis or Northeast Minneapolis, and this is something that is going to be examined in the next phase of the process.

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Commissioner McCarron continued, they feel very strongly that it needs to be a regional system in fact of operation, and in fact of cooperative efforts for the design, but they also feel strongly that the neighborhoods and the folks who live along the routes, and the folks that use it need to be deeply involved in the planning process, and therefore, it is most appropriately planned by as close a local unit of government as is possible, and in our parts of our world that happens to be the regional rail authorities, and they hope that that system continues to exist regardless of what is taking place. However, as they have indicated to the Metropolitan Council and Legislature, that they will obey the law whatever it happens to be, and if they change it, they hope it can stay in place for two whole years.

Chairman Finley said the Board appreciates Commissioner McCarron's coming, and he asked about Anoka County looking at two different alternatives on the plan for one ultimate alignment on the Northeast Corridor coming into downtown Minneapolis. Chairman Finley said people ask why Ramsey is looking at more than one alternative in a corridor, and he is able to say that Ramsey is not the only ones who do it. He will be sending a letter today to some of our Legislators who are concerned about this same issue. Hennepin County's last news release showed they are looking at three alignments in downtown Minneapolis. He thinks that everyone has been looking at alternatives, and trying to involve the locals as much as possible, and then come up environmentally with the most sound rail line with the best ridership that you can possibly do.

Commissioner McCarron pointed out that on their map, some of the area shown is in Hennepin's responsibility area, so they do operate in their intergovernmental committee as a joint governmental committee, even though they do not have joint powers law, they have done it through the use of a fairly complicated contractual agreement with the other regional rail authorities, and it is one of the reasons that we have sought and lobbied hard for joint powers authority so that these things can be more easily put together.

Commissioner Ahrens asked about the Midway Corridor, and one of the possibilities is I-94, and comments have been made that the Highway Department would not cooperate with the bridge problems, etc., and yet she does notice that the two major corridors go along major highways, and she is wondering how you get to that in terms of working with Mn/DOT.

Commissioner McCarron responded, the first thing they did is put these people on the intergovernmental committee, and all of the advisory committees have people from DOT, from Metropolitan Council, MTC, RTB, from everywhere they could think of, so they were part of the selection process and part of the dialogue that took place on the local level. The two highways that they show, they would like to give them the whole highway, and in some other environments, they do resist that, but those are two of the highways that they have suggested in a plan that is less than public that they might want to return. They have requested a copy of their five year plan, but have not received it yet. They have been able by the process of being part of the advisory committee to give them technical advice to help them with the right of way situations that they need for the future. He also discussed the bridge situation for their proposed corridor.

Commissioner McCarron added, that he knows that Hennepin County has worked with the Highway Department and on their own county roads, to make sure that their river crossings have been built to the capacity that would allow for light rail in the future.

Tim Yantos discussed the map showing their plan, looking at the NE Corridor with having the potential for success. Anoka County developed the various committees, there were 140 participants. In the committee for corridor and technical they had people from Mounds View, New Brighton, St. Anthony, and Roseville participate, and Ramsey County is well represented, as well as on the inter-governmental. They looked at the patronage analysis, the alignment studies, station locations, feeder busses, and parking they would need, the cost, a roadway interface that went along with the study of light rail, various funding sources and alternatives, with that the committees then looked at all the potential routes, there are 110 miles of potential routes, and one in Ramsey County was the Minnesota Commercial RR, but because of the power lines, and some other problems, it was not one of the routes that was selected. Their interest was to tie into the rest of the metropolitan system and to Hennepin County with their various 20 year plans for their system.

Mr. Yantos continued, they looked at the various characteristics, the additional right of way they would need, the frontage road, sidewalks, parking, right turn lanes that would be eliminated, and the environmental impact.

Chairman Finley asked if they did a full EIS on the various routes. Mr. Yantos said they are in the process of doing that right now with the Northeast Corridor.

Service was another thing they looked at, the urban service, or the commuter service, urban service would stop more often, the commuter service would have the least amount of stops, various station locations, average speed and travel time from the Northtown area to downtown Minneapolis, possible locations, they had looked at stops at 1/2 mile and 3/4 mile. The routes which showed the most promise were looked at, the cost, the ridership. Actually selecting the routes that they used as criteria, and these criteria were not as important to some committees as they were to others. From that the routes were selected, these are the University route from Northtown to 694, and the committees asked for more information, they wanted them to go into the Preliminary Design, EIS, looking at both University and Central, and both the Central and BN into downtown Minneapolis with a crossover at 694.

Anoka County is now into the third phase, which is the preliminary design, EIS portion of the work itself, items they will be studying in this are the economic impact of the various stations, station siting, patronage forecasting, service planning, operation and maintenance, vehicle engineering, railroad interface, support system, civil design, station design, to determine the financial plan, the communication and participation program and the EIS.

Mr. Yantos said they adopted their Comprehensive Plan in February, and at that time they entered into an agreement with Hennepin County and BRW to begin the

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Preliminary Design and EIS. The calendar indicates that it will take approximately one year to complete, after they go through all the details, after they go through all the Public Hearings, for impact, so they are possibly looking at March or April next year when they will be making a decision on Preliminary Design phase and where they go from there.

In answer to Chairman Finley's question as to when they would select the one alignment stage, Mr. Yantos said it would be March or April of next year.

Commissioner McCarron explained that the ex-urban portion of their line is shown, and they will be examining that further during this next phase to make sure that adequate planning takes place in the area north of where the current MTC service takes them to. Currently both the tax levy and the service stops at 242, part of that will be looking at feeder busses and the entire lashup of the transportation system. They have another Committee called the 2010 which is looking at the total transportation position including transit, highways, etc. so they can have a coordinated plan including this portion of transit and bus, automobile, and truck traffic all kind of worked together.

Commissioner Norgard asked how big a staff Anoka has, and Commissioner McCarron replied that they have a part time person from the County Attorney's Office, and have hired service from outside the County, in addition to his time and Mr. Yantos time. Mr. Yantos added that they do not have anybody who is dedicated to the project, they all have other duties but they provide their time to the rail authority to do the work.

Commissioner McCarron, in response to Commissioner Hunt's question, said their current budget this year was \$500,000, part of that was to pay the County back for some front money that they got from the general fund. The budget for next year is only \$300,000. The 2 mills for Anoka County would generate about \$4 million, but as a leverage for bonding in other bonding it meant \$22 million.

Commissioner McCarron said if there is anything they can do to work with Ramsey County, they will make every effort to coordinate this.

Chairman Finley thanked Commissioner McCarron and Mr. Yantos on behalf of the Board for taking the time to come to the meeting today and provide us with the information.

3. Quarterly report of payments for RCRRA January - March 1989.

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

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

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

Roll Call: Ayes - 7, Nays - 0

Motion adopted.

4. Legislative Update

Kathy DeSpiegelaere gave an update on legislation, yesterday there was a hearing on the Carruthers Amendment before the full house, the bill passed but there were substantive amendments made to it, several were made by the Ramsey County Delegation after the meeting this Board had with them in the morning. One of the most significant is an amendment by Representative Valento, it is rather complicated, and she has not had time to analyze, but it will require that additions be made to the management plan, this also requires that there be Metropolitan Council approval of the plan. The concern that we had yesterday in looking at that was that it might mandate that route be implemented in line with the current Metropolitan Council Transportation Development Guide which has six routes for the next twenty years, five of them in Hennepin County. It was a lively discussion yesterday, and there was a lot that occurred. Today there is a hearing by the Tax Committee on Steve Novak's bill which is different in many respects from the Carruthers bill, and some of us will be there to see what happens today.

Chairman Finley mentioned that Valento did not have his bill at the meeting yesterday morning, we got it when it was being introduced. The amendment passed, and he expressed his concern to him by a note that we did not think that we wanted that part of the bill in, and Valento said they would remove that in a Conference Committee which is the approval of the management plan for the metropolitan area has to abide by the plans of the Met Council based on their plan. There was an effort then to reconsider his amendment by some of the Hennepin County legislators, and Valento told the floor of the house that he would be willing to make some modifications on the amendment that had already passed at the appropriate time. The efforts then to reconsider his amendment failed, but he has assured us that he will deal with this as it was a very important issue for us. Chairman Finley did speak to Sandy Pappas for just a short time, and she said whatever Valento wants to do is fine.

Chairman Finley continued, we did have a copy of the other amendments which were introduced by the delegation, except the most lengthy one, which was three pages long, this was the only provision, the other provisions call for a very tight time table for example, Legislature is getting out May 22nd, this calls for a full management plan to go through the total process, appointment of all the respective people, full management plan, first stage to be approved by January 1, 1990, the second phase of the management plan calls for completion by July 1, 1990. The appointments to the Management Board by the respective units of government, then there will be an appointment to the RTB by the Metropolitan Council, then will be a management plan which has to be approved by the Management Board, the RTB and by Metropolitan Council - to be reviewed and approved by January 1, 1990 and the second phase in the next six months. The suggestion he tried to give them, it is impossible to do a good job in that time frame, and it can be very expensive trying to squeeze all that in, if you are going to hire it all out to try to get it done to comply with the mandate.

Chairman Finley would like to get the gross bill that would incorporate all these amendments. The amendment dealing with Hennepin County did not pass. The Trimble amendment passed.

Ms. DeSpiegelaere explained the Trimble Amendment - this took out that it was not necessary that the first line constructed need be the priority line in metropolitan area-need not be Midway Corridor.

Chairman Finley said the part that failed was the Federal grant process that said on the Federal Grant that the use of funds for the Federal Grant did not have to go through the Management Plan process. This was another provision that failed.

Ms. DeSpiegelaere said after the meeting, she had met with the representatives, and they developed four alternatives for that section of the bill, then by the time to go for them, they went with two of them, not all four of them. The Trimble amendment deletes the entire sentence that says the Transit Board may not require that the first priority of the Metropolitan Systems Plan be the first route constructed. This did not do anything, it does not say that it can't be the priority corridor.

Ms. DeSpiegelaere said there is another amendment that was going to be proposed by Representative Kelly that would say that the Transit Board shall require that the first route constructed be a route connecting the central business district of Minneapolis and St. Paul, but he did not propose this.

Chairman Finley said that Phyllis Kahn had one that said that the highest ridership be the priority corridor, and if that had passed, we would probably would have lost out, as that might have been 35W.

Commissioner Hunt asked if there is some other law which designates the Midway Corridor as the high priority corridor. Chairman Finley said there is not a law, but the Metropolitan Council Plan indicates this, and that is why this plan is good and bad from our standpoint, the plan that calls for six alignments all emanating from downtown Minneapolis, one of which will connect to St. Paul, that is in that same plan, and it is good when we are talking about it if you are talking about it from the standpoint of priority, but it is not good when you are adopting the total plan as the system for the region from our standpoint, as that is a limiting factor.

Ms. DeSpiegelaere briefly described the four amendments or alternatives which had been proposed. She outlined the things which had to be accomplished by January 1, 1990 if the plan is implemented. This plan which she outlined briefly, would be the responsibility of the Regional Railroad Authority, we would prepare it.

Chairman Finley said it was necessary for the RRA Board to ratify two previous resolutions which the Ramsey County Board had adopted on April 11 and 18, 1989 and asked for a motion at this time.

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

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.

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

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

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

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.

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

6. Chairman's Comments

As the meeting was running late, Chairman Finley did not have any additional comments at this time.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

RCRRA Originating Department <i>K DeSpiegelaere</i> 5/3/89 Authorized Signature Date	Board Action Requested Summary of second series of public forums on LRT DISCUSSION ONLY
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Request Justification

- See attached: 1. Memorandum from Jill Goski, Jim Tolaas and Kathryn De Spiegelaere
2. Summary of forums report.

Budgeting and Accounting <i>Reviewed by Ed Blawitz 5/4/89</i> County Attorney <i>Reviewed by Ed Blawitz 5/4/89</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 9, 1989	<i>J L Glendinning</i>	5/4/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Jill Goski, Jim Tolaas and Kathryn DeSpiegelaere *KD*

SUBJECT: April Forums

DATE: May 1, 1989

The second series of forums on light rail transit sponsored by Ramsey County Regional Railroad Authority, held in April, have been summarized in the attached report. Written comments that were received are included.

We appreciate having Commissioners Ahrens, Norgard, Salverda and Schaber moderate the forums in their respective districts. Another series of forums will be held in midsummer, when the draft LRT plan has been completed.

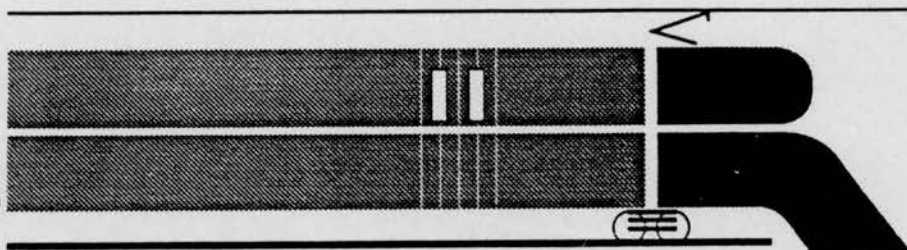
Recommendation:

For your information.

KD/cw

Summary

Public Forums



Ramsey County Comprehensive Light Rail Transit Plan

Thursday, April 13, 1989 7:00 P.M.

Location - Harding High School
1540 East Sixth Street, Chorus Room

Wednesday, April 19, 1989 7:00 P.M.

Location - New Brighton City Hall
803 Fifth Avenue N.W., New Brighton (enter on lower level)

Thursday, April 20, 1989 7:00 P.M.

Location - Merriam Park Community Center
2000 St. Anthony (south of I-94)

Wednesday, April 26, 1989 7:00 P.M.

Location - Maplewood City Hall
1830 East County Road B, Maplewood

BACKGROUND

In February, 1989, as a comprehensive light rail transit plan was begun for Ramsey County, a series of forums was held by Ramsey County Regional Railroad Authority to provide general information about light rail transit to the public. In April, another series of forums was held at locations throughout the County. The purpose of the second series of forums was to discuss recommendations about which corridors appeared to have greater potential to receive more detailed analysis in the comprehensive LRT plan and the discuss recommendations about streets in downtown St. Paul which appear to have merit for additional study as LRT locations. Questions and comments were solicited from the audience.

Forums were moderated by Ramsey County Regional Railroad Authority (RCRRA) commissioners. RCRRA staff and consultants were available to answer questions. Slides of light rail transit and progress that has been made on the comprehensive LRT plan were shown. Representatives of the Metropolitan Transit Commission and Regional Transit Board were present at each meeting to answer questions.

Announcement of meetings were sent to local newspapers, libraries, district councils and each city in Ramsey County. Cable access TV announced the forums. A newsletter prepared by RCRRA which listed the dates and locations of the forums was sent to a mailing list exceeding 800. Both the Star Tribune and St. Paul Pioneer Press carried stories about the forums before they were held.

The attendance list, a summary of questions asked at each forum and written comments received follows.

A forum was held at the St. Paul Area Chamber of Commerce in March, and the attendance list from that forum is included in this document. A meeting was held on April 24 with representatives of the St. Paul Chamber of Commerce, Midway Civic and Commerce Association, Saint Paul 2000, Downtown Council, Capitol Area Architectural and Planning Board, Downtown Community Development Council and City of St. Paul staff to discuss downtown St. Paul issues relating to LRT. The list of those who attended and a memorandum from the St. Paul Area Chamber of Commerce's Light Rail Task Force is contained in this document.

Another series of forums is planned for summer of 1989, when the draft of the comprehensive LRT plan is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE April 13, 1989
 LOCATION Harding High School

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
<u>Jim Steinworth</u>		<u>544 Edgerton St. St. Paul</u>	<u>55101</u>
<u>Rich Hanson</u>		<u>34 Front Ave. St. Paul</u>	<u>55111</u>
<u>Scott Hoelscher</u>		<u>Hamline U. St. Paul</u>	
<u>RANDY ROSVOLD</u>	<u>Regional Transit Board</u>	<u>230 E 5TH ST ST. PAUL</u>	<u>55101</u>
<u>JERRY STEINWORTH</u>		<u>1535 E IDAHO ST PAUL</u>	<u>55116</u>
<u>MATTHEW STEINWORTH</u>		<u>" " " "</u>	<u>" "</u>
<u>DAVID A. JONES</u>	<u>TAXPAYERS</u>	<u>1736 MARGARET ST.</u>	
<u>Dennis R. Zallefahel</u>	<u>NTC</u>	<u>560 6TH AVE N. MPLS</u>	
<u>LEO HERMES</u>		<u>2158 Powers Ave. St. Paul</u>	
<u>JOHN CAVANAGH</u>		<u>HASTINGS MN</u>	
<u>Mrs Mrs L Venaglia</u>		<u>2300 Lexington Ave St Paul</u>	
<u>Nella Jimin</u>	<u>Tax payer</u>	<u>1089 Burnquist St. Paul</u>	<u>55101</u>
<u>GEORGE HUNKINS</u>	<u>CITIZEN</u>	<u>220 WEST ISABEL ST PAUL</u>	
<u>JOHN WALKER</u>	<u>"</u>	<u>8143 66th St CTS - Cortez Group</u>	
<u>Mark Waite</u>	<u>"</u>	<u>609 SIMS ST P 55101</u>	
<u>Guy ReHinger</u>	<u>Citizen</u>	<u>7172 Beech St Paul MN</u>	<u>55116</u>
<u>Jim Tolaas</u>			
<u>Jill Gaski</u>			
<u>Ferrol Robinson</u>			
<u>Warren Schaben</u>			
<u>Charleen Zimmer</u>			

FORUM QUESTIONS

Location: Harding High School

Questions asked at April 13, 1989 LRT forum were:

- 1) Where do you expect the turnaround to be in downtown St. Paul?
- 2) John Derus appears to be a major impetus for LRT; Hennepin County has completed their comprehensive plan and is substantially ahead of Ramsey County. What coordination exists in this effort and how are we assured of a regional approach to LRT?
- 3) MTC is like most public transportation systems and receives a subsidy, how will LRT compare in terms of the subsidy needed and are there State and Federal funds available for this subsidy?
- 4) The cost for LRT was specified at the last forum as roughly \$10 million per mile. How does this compare to highway construction? What does the \$10 million per mile cover?
- 5) Have any other alternatives to LRT been considered?
- 6) What are your ridership expectations?
- 7) Have alternatives to LRT been considered on the Midway Corridor?
- 8) The corridor to Cottage Grove appears to be an ideal place for LRT. The community is growing rapidly, bus service is woeful, there are mainline tracks and electrical power already there, there are major trip generators such as Chemolite, and there are a lot of transit dependent students and elderly residents. The Southeast Corridor should receive another look. Shouldn't we be concerned about locating LRT to attract business and growth to the East Metro area? And wouldn't the fact that the tracks are in and electrical power is already there in the Southeast Corridor reduce the cost in that particular area?
- 9) Is \$10,000 per mile an average? What is the range of cost for LRT at street level and underground?
- 10) Isn't LRT considered not only a method of moving people but also a tool for development and isn't land banking of rail lines critical?
- 11) Has tunneling been considered?
- 12) Curious as to where the impetus for LRT is coming from. The laborers who construct this will benefit the most. Are the labor unions influencing the politicians?
- 13) What will the mall downtown be like?

- 14) We need an alternative to internal combustion engines and our overdependence on cars. Air is being polluted and there is no more room for highways. It should be pointed out that construction of I-694 cost \$40,000 per mile.
- 15) How is LRT going to be financed?
- 16) Are Federal funds available?
- 17) In theory and practically, coordination is the way to do things. The Met Council has done some studies but Hennepin County stepped in because no one else was really moving on this. I think Mn/DOT is the appropriate agency to do LRT but they think of themselves as the 'highway' department. It's difficult to break down past orientation of agencies. How has this been done in other cities that have LRT?
- 18) If 66 cities are competing for federal funds, wouldn't a joint application from the Twin Cities be more likely to receive early consideration?
- 19) What role do the Metro Council and RTB serve in this process?

000468

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 4/19/89

LOCATION New Brighton City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Jim Steinworth	MCLR	844 Edgerton St.	55101
Jim Tolaas	RCRRA		
Kathryn J. Spiegelbauer	RCRRA		
Mike Hill		2766 Delbrook	55113
Scott Thompson	MTA	560 6th Ave N	
Peter A. Fausch	SRF		
Bob Bender	City of New Brighton	803 5th Ave NW	
DAVE JACOBSON	RTB		
Shirley Newman	Focus NP		
Hugh Gerville	RCRRACAC	1835 ALTA VISTA DR	55113
THOMAS J. READER		1443 ARDEN VIEW DR	55112-194
Glen W. Winst		176 E. DWAISSO LA SHV.	55126
Robert Clarkson	RCRRACAC	1370 West Belmont Lane	55113
Jim Sinden	Met Council	507 17th Ave NW	
Anne Norris	City of NB	803 - 5th Ave NW	
Charlotte Samuelson	Chamber of Commerce	230 23rd Ave NW	
Gerry Samuelson		230 23rd Ave NW	
BOB BEUTEL		536 Fourth Av NW	

FORUM QUESTIONS

Location: New Brighton

Questions asked at April 19, 1989 LRT forum were:

- 1) How does Ramsey County's work fit in with what Hennepin County is doing?
- 2) Is there ever a payback on LRT development?
- 3) What type of service will be provided - for example, how early will service begin and how late in the evening will it run?
- 4) What are the sources of revenue for construction and operation?
- 5) What is the schedule for development of LRT in the Midway Corridor?
- 6) What is the impact to highway congestion and scheduling of future highway expansion?
- 7) Why not look at I-35W and TH 280 for North/South transit movements - both carry huge numbers of commuters?
- 8) According to the recent RTB survey - although 70% favor LRT, most do not know what LRT really is. What is the comfort level in the studies being made?
- 9) For what this "choo choo" will cost you could buy 5000 new buses - people with expensive autos aren't going to drive 3 blocks in -32 degree temperatures to park and wait for a train. Why are we pursuing LRT when it is so expensive and why do we think it will accomplish what the bus system has not?
- 10) What market are we serving - line haul or local - has the decision been made? What type of station spacing is being considered?
- 11) How do these plans, which emphasize radial corridors, consider growth in the suburbs?
- 12) How is RCRRRA working on our (New Brighton's) behalf?
- 13) When considering commuter traffic on I-35W, has there been any consideration of the Minnesota Transfer Railway ROW?
- 14) I work in downtown St. Paul - it only takes 15-20 minutes to get there. Do demographics warrant this type of system to downtown?
- 15) We have to fix our roadways anyway - why spend all this money on an LRT system?
- 16) How are you going to get people out of their cars - our society is in love with the auto?

- 17) Current planning seems to be a fragmented effort in LRT and other transit/roadway improvements - is there a strategy?
- 18) The freeway has shaped demographics in the suburbs - will LRT?
- 19) There are only a few citizens here - the rest are agency representatives. Where is your "citizen" input?
- 20) Who are the representatives in the suburban areas who participate in the committee participation/advisory process?
- 21) What is the difference between the Comprehensive Plan and the Draft Plan, Final Plan, Staging Plan, etc.?
- 22) What about alternatives to LRT - when are they looked at?

000469

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 4/20/89

LOCATION Merriam Park Community Center

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Dennis R. Tullafsbol	MTL	560 6 th Av. N.	55411
Erving Kendall		2080 James Ave. ^{St. P.}	55105
Stanley Aetken			
St. Paul M. J. J. J.		1842 Fremont Ave	55104
St. Paul M. J. J. J.		1932 Chelton Ave.	55104
Mervin J. J. J.	Dist. 11	787 N. Franklin	
Laurie Reis		1429 Van Buren	
R. D. Hagen	Midway Chevrolet	1389 University Dr	
HOWARD BLUN	RTB		
JULIAN J. ZWEBER		345 GRAND AV. ST. PAUL	55104
Bob Wicker		1538 ENGLEWOOD AVE.	55104
William Stromberg		195 N Snelling	55104
TRISTA BROWN		1491 BLAIR	55104
Gregory Melby	Self	586 Como Ave St. Paul	55103
Bob Michals	12th Dist.	2704 Hawthorne Rd	55106
Winston Chusick		1653 Hewitt	55104
Ben Sebastian	Citizen	1795 Dayton Av	55104
R. Maxon		312 Summit Ave	55102
Andrew F. Peterson	Citizen	1404 Hague Ave	55104
Steve McCormick	Citizen (St. Anthony Park)	1540 Fulham Ave	55105
Lisa Lee	16A riders	181 Sherburne Ave	55105

PUBLIC FORUM ATTENDANCE

LOCATION Merriam Park Community Center

[illegible]

FORUM QUESTIONS

Location: Merriam Park Community Center

Questions asked at April 20, 1989 LRT forum were:

- 1) Has there been consideration of going underground with LRT in the downtown area due to congestion?
- 2) Is the whole system oriented to link up between downtowns or is there consideration of linking neighborhoods?
- 3) Has it definitely been decided that there will be LRT and if so how will it be financed?
- 4) University is a shopping street - at first look it appears to be a good alignment, however, three years of construction would disrupt business. RTB should look more closely at other alignments than University Avenue for the Midway Corridor. LRT would be better on the RR line.
- 5) Rather than having LRT in the middle of the street couldn't they consider a system similar to Providence, R.I., with LRT on the side of the road?
- 6) What are the assumptions on which your study is based? Who would ride, subsidy, costs?
- 7) What type of trip are you trying to accommodate with LRT?
- 8) There is concern about the degradation of the streets on which LRT will be located. Who will take care of the track area?
- 9) Why is the U of M transit way shown on the Midway Corridor map?
- 10) What is the time frame for your planning horizon? Do you believe that more than the Midway Corridor will be built in the next twenty years?
- 11) Has MTC had anything to say about where LRT will be located? Have studies been directed to where stations will be located and where parking would be provided?
- 12) What's wrong with letting Hennepin County build the first line to pilot LRT and see if it works?
- 13) What is the problem to which LRT has been identified as the solution?
- 14) How will Midway Corridor with shared right of way affect congestion differently than other alternatives? Will there be preemption of traffic signals?

- 15) What else is involved in the community participation process?
- 16) Has it been considered to put buses on the corridors identified to demonstrate whether they would be successful routes? There is no publicity for our bus system in the Twin Cities. Chicago has an extremely well publicized bus system and you can go anywhere with ease without having a schedule ahead of time.
- 17) How does building an exclusive busway compare to building LRT?
- 18) People don't need to get between the two downtowns, they need to get to the airport. Has this been addressed?
- 19) Has anyone talked to the railroads about the availability of the railroad lines referred to in this plan?
- 20) Would using existing railroad right of way mean that LRT would compete with freight trains?
- 21) Is the bus system approaching gridlock within the next twenty years?
- 22) The Ramsey County Board is doing a good job and the RRA staff also. Mrs. Hunt said that she would try to move the Board to vote on the Midway Corridor, what action has the Board taken?
- 23) We're ticked off at the process - some previous studies and task forces have had preconceived ideas. Ramsey County is the only level agency that has asked for the community input and actually listened to us. I'm concerned that if the responsibility for LRT planning is given to another agency that there will be no opportunity for the community to be heard.
- 24) It's important to answer 'What purpose does LRT serve?' Ramsey County does not have the congestion that Hennepin County has. We shouldn't tear up neighborhoods to build freeways, but there is concern about a decrease in service to transit users if LRT is located on University Avenue. Has a comparison been made between current levels of bus service and projected service with LRT?
- 25) Are other forum participants as negative as this group?
- 26) What will attract more transit ridership to LRT than to buses?
- 27) Ramsey County should look very carefully at the selection of an engineering firm for preliminary engineering. The selection should preferably be a firm from outside of the area that has had no experience working in this area on this issue, and they should be allowed and encouraged to talk to everyone.

- 28) What is Hennepin County doing with the alignment toward St. Paul, without a decision by Ramsey County on the Midway Corridor?
- 29) In conclusion, those in attendance at this meeting should take a straw vote to forward back to the Ramsey County Regional Railroad Authority as to how Ramsey County should proceed regarding LRT:

Should Ramsey County follow a logical, deliberate planning process for LRT, regardless of extraneous factors which currently exist?

In favor: 12
Opposed: 3

000467

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE April 26, 1989

LOCATION Maplewood City Hall

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
Jim Ball	SELF	1521 Westminister #111 St Paul	55101
David Shankland	"	2613 E 16th Ave N St Paul	55109
VERNON SCHWARZKOPF	"	4529 N. DARLEAFCT. W.B.	55125
Richard Wachal	"	1354 E. Belmont Mound	55116
Mike Carlson	"	1890 Barclay St. Mplwd	
Dennis R. Tullefsbol	MTC	560 6th Ave. N. Mpls	
Mike Kothbauer	SELF	1750 English St Mplwd	
CHARLES BERG	SELF	1755 ENGLISH ST Mplwd	
BOB SANDS	EDWARDS & KELLEY	7401 Metro Blvd. Mpls	55435
Bob Hajicek	self	1700 E. Co. Rd D St Paul	55109
Jim Steinhorn	MCLR	844 Edgerton St Paul	55101
Howard Bein	IZTB		
Barb Buckley	Self	2676 Elm St, Mplwd	55109
MIKE MCGROARTY	SELF	1846 ASBURY FALLS HTS	55113
Craig Berdie	SELF	1800 Eastshore Drive Mplwd	55106
Ms. Hanna Freeman	Self	1550 English St Paul	55106
Gary Sehe	Self	1252 Cape Ave E Mplwd	55106
Green Heckermer	SELF	161 CEDAR ST. ST PAUL	55101
Robert J. Larson	SELF	1998 Ripley Av Maplewood	55109
SCOTT HEIDERICH	CIT 12th	1966 PORTLAND ST. PAUL	
Jim OSWALD	self	1330 Ripley Ave	55104
Mike Oshea	self	173 Elm St. St Paul	55101

PUBLIC FORUM ATTENDANCE

LOCATION

ZIP

PCRPA

RCRTACAC

ROSEVILLE

5513

MCRR

1860 Cedar Ave W. Bk 55110

~~self~~ self

1825 N. Clarence St. ^{Maple} ~~Clare~~

Self

1785 N. Clarence St. Maple

RCRRACAC

Roseville 55113

Ramsey Co. Bd.

Jill Goski

QERRA

FORUM QUESTIONS

Location: Maplewood City Hall

Questions asked at April 26, 1989 LRT forum were:

- 1) Why is the TH 36 Crosstown Corridor a second level priority rather than a first level priority?
- 2) How much will it cost to build and operate LRT and how will it be financed?
- 3) Can you define LRT in more detail in terms of its size and noise?
- 4) How can we find out about right of way if our property backs up to the BN railroad line?
- 5) How was this forum publicized?
- 6) What will happen if LRT is built on the BN railroad line in terms of fences, overpasses or underpasses and noise?
- 7) The Northeast Corridor seems to be aligned along the BN railroad line, has any consideration been given to TH 61 - TH 36 - I-35 combination for this corridor?
- 8) When will preliminary engineering begin on the Midway Corridor?
- 9) Is the track size for LRT the same as for a regular railroad line?
- 10) In how many cases is it contemplated that businesses or homes would have to be acquired to build LRT?
- 11) Is there any method to control the retail development that tends to occur around LRT stations?
- 12) Why is this being done county-by-county rather than a regional approach?
- 13) Why isn't more consideration being given to commutes between various suburbs?
- 14) What is the actual likelihood something will happen with LRT? Are there any other alternatives being considered, such as sane lanes?
- 15) How soon would we see LRT?
- 16) What happens to property if LRT ends up in your backyard?
- 17) What would be the frequency of service?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PUBLIC FORUM ATTENDANCE

DATE 3/22/89

LOCATION St. Paul Chamber of Commerce

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	ZIP
JOHN HEALY	Oppenheim	1700 1st W. Bk ^{St. P.}	55101
DAVID BRADSHAW	GALLERY BLDG	17 W EXCHANGE	55102
D. L. KIRKEIDE	U S WEST	70 W. 4 th ST.	55102
RON DOCKERY	LRT-WASH CO.		
John Finley	Ramsey City		
Jim Tolans	RCRRA		
FERRIS ROBINSON	STEAR-ROSCOE-FAUSCH		
Jim Engelman	NSP		
Gill Hoski			
Jim Brekl	Brown, Sharon Hayes Simonson Buhl		
Ken Jefferson	STARS		
James Lee	Chamber of Commerce		
John Anderson	Chamber of Commerce		
Nacho Diaz	Met Council		
Ozzi Springfield			
Sam L. Mueller	Chamber of Commerce		
John L. Gage			
Chuck Wiger	Chamber of Commerce		
Bonnie Franta	Coldwell Banker	900 2nd Ave. S. Mpls.	55402
Paul Mandell	CRAPB	B-46 State Capital St Paul	55155
JULIAN H. EDMONSON	11th HOUSE OF REPRESENTS	RM 502 SOB ST PAUL	55102
Bob Bach			
John J. Farnsworth	NRA - SCONE	36 North Pl ST Paul	55116

FORUM QUESTIONS

Location: Downtown-Chamber of Commerce

Questions asked at March 22, 1989 forum were:

- 1) What has been the nature of Questions, concerns and comments at February LRT forums throughout the community?
- 2) Would you comment on the bills before the legislature and how they may affect the project and timeframes? What do you think will happen and what do you think ought to happen?
- 3) Where will funding for LRT come from?
- 4) It seems like we're trying to catch up with Hennepin County, wouldn't a regional approach be more effective?
- 5) Couldn't rapid transit be accomplished with adjustments to the bus system by establishing high frequency commuter buses throughout the area and equipping them with preemption equipment? Couldn't this serve as a pilot for whether the ridership interest is there?
- 6) Isn't it important to set up north-south routes to feed transit routes to give a better indication of ridership interest and therefore the need for LRT?
- 7) Are we running two separate systems: one linking between downtowns without considering links to suburbs and one comprised of lateral legs from downtown St. Paul to suburban areas? Doesn't the leg between Minneapolis and St. Paul need those lateral legs to succeed?
- 8) How will system connect to downtown as an asset without being a barrier to pedestrian traffic?
- 9) Have other systems in the country been done in segments or all at once?

000471

CHAMBER OF COMMERCE MEETING

April 24, 1989

NAME

ORGANIZATION

Tim Rogers	Metro East Development Partnership
Dan Dunford	St. Paul Public Works
Greg Boyle	Green Tree - St. Paul 2000
Peggy Reichert	St. Paul Planning & Economic Development
Gary Grefenberg	CAAPB
Ronnie Brooks	Downtown Council
Dianne Arnold	First Banks - St. Paul 2000
Bob Angleson	BCED
Bill Fallon	American National Bank
Chuck Wiger	Chamber (St. Paul Area)
Jerry Thole	First Bank/Midway Civic & Commerce Association
Norb Conzemius	First Bank/Midway Civic & Commerce Association
Rich Hadley	Chamber of Commerce
Pat Donovan	Norwest
Bruce Davis	Midway Civic & Commerce Association
David Bradshaw	Gallery Building DCDC
Bruce G. Nimmer	Hamm Building
David J. Block	St. Paul Companies
Ossie Springsted	Briggs and Morgan, P.A.
Rob Kost	The Palmer Group - First Trust Center
Jill Goski	RCRRA
Ferrol Robinson	SRF
Jim Tolaas	RCRRA

4/28/89
000472

Saint Paul
Area Chamber
of Commerce
April 25, 1989

TO: TECHNICAL COMMITTEE
Ramsey County Regional Rail Authority

FROM: Light Rail Task Force
Saint Paul Area Chamber of Commerce

RE: LRT ALIGNMENTS IN DOWNTOWN SAINT PAUL

On April 24 the Saint Paul Chamber convened a group of people from business to review Strgar-Roscoe-Fausch's preliminary report on alignment for light rail transit in downtown Saint Paul. Participants in the meeting, in addition to the Chamber's Light Rail Task Force, were Downtown Council, Saint Paul 2000, DODC, Midway Civic and Commerce Association and the City of Saint Paul.

Within this abbreviated planning time line it is impossible for us to provide carefully considered, substantive input. We feel that there are many issues related to downtown alignments which must be considered in addition to those included in the preliminary report. The consultants should tell us what some of those are. We do expect to address such issues as station location, frequency of service and platform height at future meetings.

It is our opinion that there are additional planning considerations or evaluations upon which downtown alignment decisions should be made. We feel that an LRT system within the downtown area should:

- * serve people who travel downtown to work, customers of downtown businesses, and visitors/event participants;
- * include an alignment which will provide maximum benefit to the State Capitol area (not just the Capitol) and the Rice Park/Civic Center entertainment area;
- * service key destinations in a manner to maximize ridership and minimize pressure on key core parking facilities;
- * coordinate stops and routes with skyway access to provide maximum circulation;
- * maintain visibility of street level shops to pedestrians, drivers and transit riders;
- * improve convenient pedestrian access to street level retail;

- * minimize disruption to existing traffic and utilities by considering utility location and avoiding street closings;
- * avoid aesthetically intrusive or inappropriate designs in siting of stations;
- * provide access and comfort for the elderly and disabled;
- * minimize necessary construction expense and disruption of business activity; and
- * maximize opportunities for expansion of the system.

Specifically, we urge the Technical Committee to add St. Peter Street to those north-south streets that are considered for light rail service in the downtown area. It would serve the Rice Park area including Civic Center, Landmark Center, Ordway and Library. It would connect with service to the west side of the Capitol area. St. Peter also more closely serves the street-level retail areas between Wabasha, St. Peter, 7th Place and 4th Street.

The Light Rail Task Force is prepared to work with the Rail Authority and its consultants in more depth on this issue. We believe that is necessary for business to be a contributing partner.

RGH/sue



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT
DIVISION OF PLANNING
25 West Fourth Street, Saint Paul, Minnesota 55102
612-228-3270

MEMORANDUM

DATE: April 26, 1989

TO: Kathy DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Peggy Reichert *DR*
St. Paul Department of Planning and Economic Development

RE: First level Evaluation of Downtown St. Paul Streets for Potential LRT Alignment

Dan Dunford from the Department of Public Works and I have reviewed the SRF material regarding first cut analysis of LRT alignments through Downtown St. Paul. Because I have a Planning Commission meeting Friday morning and will be unable to attend your technical advisory committee, I am submitting our comments to you via memo.

In general, Dan and I find the methodology used in the analysis quite straightforward and logical; therefore the conclusions seem logical. We did attend the meeting of the downtown business community on Monday and heard their interest in evaluating the potential of St. Peter Street. The Chamber will likely be asking that St. Peter be carried forward through further analysis as an additional potential north-south alignment. We would support that suggestion on several grounds. First, from a street capacity standpoint, St. Peter carries no more daily traffic than do Fifth and Sixth Streets. Second, the core of downtown in terms of employment densities is shifting moderately to the west with the expansion/consolidation of St. Paul Companies and the growth at West Publishing. The connections between the downtown alignments and the various LRT corridors will likely require major revamping of streets and bridges no matter which downtown alignments are selected. So it may be useful to look at what might be involved in connecting St. Peter to any ultimate midway corridor alignment, through or around the Capitol Area.

SRF said it has generally excluded the idea of a transit "mall" and is considering using only parts of streets. Would St. Peter, therefore, need to be paired with another north-south street? SRF stated that "loops" don't work but he didn't really explain why at the meeting. Wabasha couldn't be paired with St. Peter but could Cedar or would it be too far away to constitute a loop? Could you actually use St. Peter as a 2-way LRT street--with perhaps one lane of traffic? Also, if you do decide to evaluate St. Peter, the location of stops would also need to be considered for impact on street level retail.

Kathy DeSpiegelaere
April 26, 1989
Page 2

Whether the platforms would be a negative or positive impact on street level retail seems to be a fairly subjective judgment given what we've seen in other cities.

We realize that the time and scope of study at this point are necessarily limited but a general look at St. Peter could prove useful--and would add new information beyond that which we have already gleaned from the previous downtown alignment reviews.

Thank you for the opportunity to comment.

PAR:da

cc: Dan Dunford
Rich Hadley

Distributed at Merriam Park forum

March 28, 1989

Mr. Ron Clark, Editor - Editorial Page
ST. PAUL PIONEER PRESS DISPATCH
345 Cedar Street
St. Paul, MN 55102

Dear Ron,

This is not a "letter to the editor". I read with interest -- and guarded approval -- your paper's recent editorial favoring Senator Novak's and Representative Kelly's proposals to ensure a total metropolitan approach to light rail transit. I applaud this overall approach, particularly when those making far-reaching decisions will be elected officials.

My reason for writing you about light rail is to ask you and your staff to watch carefully all discussions and decisions regarding the so-called Midway Corridor. Whereas a total metropolitan approach to planning will better serve the entire area, a legislative oversight group comprised of people from around the Twin Cities can make decisions negatively affecting St. Paul that couldn't be as easily made by St. Paul and Ramsey County officials.

Mayor Latimer, some of his planning staff, Elliott Perovich of the RTB, Doug Kelm (Op-Ed, PPD 12/15/88), Sen. Don Moe, LRT aficionado George Isaacs and others are strongly urging that the eventual light rail connection between the two downtowns be placed on University Avenue. Strangely enough, the two local officials most closely identified with light rail -- Comrs. Finley and Derus -- do not favor this route, for very good reason. Still, there seems to be an all-out push to force light rail onto the street. That flawed reasoning could infect the oversight group, particularly given the way appointments are made.

It's particularly galling that so-called experts, such as Doug Kelm, Peggy Reichert of Planning and Economic Development, and Mr. Perovich, are such fierce advocates of the University Avenue placement even before the objectives of the project have been decided. I believe this rush for University Avenue is an unprofessional combination of political expediency, competition with Minneapolis, manipulation of rider statistics for additional public funds, and an unrealistic approach to redevelopment. It's almost "build for build's sake."

Although University Avenue is not the cheapest line to build, nor the fastest route, nor the most convenient for park-ride customers, nor the route with the least disruption to its neighbors, nor the most convenient for local, transit-dependent users, its supporters remain adamant for it. We must ask "Why?", "Who is going to ride it?", "Who is going to pay for it?", "What if it fails?"

There is the danger that their unending pressure will intimidate necessary thought, discussions, and alternative ideas. I'm not asking you folks necessarily to agree with my views, but rather to monitor the process closely and ensure that hard questions are asked... and thoroughly, thoughtfully answered.

Here are some good reasons for disagreement with placing the line on University Avenue:

- **Fuzzy Market Planning** -- Since the main reason for adding light rail to the total transportation mix is to make it faster, more convenient and pleasant for commuters to forsake their autos, then we must design routes, stations and parking facilities that fit their needs, not attempt to coerce them into an ill-considered plan based on current ridership of transit-dependent users. If this group forces their half-baked solution to an extremely complicated problem onto University Avenue, we're assured of a colossal, expensive failure.

- **Penalizing the Dependent Users** -- LRT plans call for fast, medium and slow service on University Avenue, depending upon the distance between stops. But no matter which one is selected, the little guy gets hurt. MTC studies show that lots of riders going east and west on the 16A route are not traveling from one downtown to the other; downtown passengers often use the express route on I-94. Rather, many trips on this most heavily-travelled bus route begin from the middle out, and these passengers don't always travel to either downtown... instead, they go to destinations on University Avenue itself. Currently they may stop at every block -- not at stations 1/4, 1/2 or 1 mile apart. Also, they are let out at the curb -- not at a platform in the middle of the street.

Who are of these riders? Often they are public transit dependent: elderly, poor, handicapped, young. Who among those screaming for light rail on University Avenue currently uses public transportation and/or specifically rides the 16A line? If they did, they might show more heart for these people. Why cripple a successful line with inferior service, just for a wild bet on the future?

- **Sabotaging existing business** -- Perhaps the greatest distortion by the pro-University Avenue clique is how a streetcar (excuse me, light rail) line will speed redevelopment on the street. First, redevelopment comes here from natural market forces. A quick look at Westgate Industrial Center, Court International, Twin City Testing, Spruce Tree Center, proposed Midway Shopping Center improvements, the new Ward/Trammel Crow development, Target, U. S. Sports & Fitness, and so on already demonstrates the willingness of private parties to invest in this area. More will happen as the Port Authority further sets its sights on the Midway. And it will happen without LRT.

But what about existing shops, offices, institutions and nearby homes? For customers, employees and residents trying to get to these locations between stations, light rail will provide nothing but an outrageous, unnecessary inconvenience. And parking? Already a serious problem, particularly between Snelling and Lexington, parking difficulties will be acerbated around each

station, as commuters vie for spots currently used by customers, employees, tenants, and residents. Adding to the chaos, valuable parking will be eliminated to make way for light rail facilities. It's a miserable vision that is too casually dismissed by University Avenue line proponents.

- **Acerbating traffic congestion** -- Already, between 280 and Lexington, University Avenue is handling traffic it was never designed to carry. Proponents of light rail blithely suggest that the removal of many left turn lanes and narrowing of the roadway will not significantly hinder vehicular traffic. It's just not true, especially during a snowy winter. In fact, in the years to come, we'll see even more cars and trucks using University Avenue and adjacent streets as redevelopment continues.

On top of the vehicular traffic, how about the pedestrian traffic to the stations in the middle of the street? Picture the elderly and infirm (transit-dependent users all) attempting to cross before the light changes, all the while walking through slush or ice (if they are able to get to the street at all through the snow mounds at each corner). At least buses wait for these riders; will a streetcar sit at a station through a green light waiting for the signal to change for an elderly passenger? Not likely... we'll have to get the "important people" downtown quickly!

- **Creating an aesthetic monster** -- Agreed, University Avenue isn't much to look at now. Signs screaming for attention, billboards, traffic lights, tacky decors, deteriorating buildings, ugly car lots... it's all pretty demoralizing. But running two sets of tracks down the middle of the street in their own lanes? With wires supporting more wires overhead? With either two 100 foot platforms or a 4 foot deep trench at each station? And two rider shelters popping up in the middle of the street at each stop? Come on! We can eventually spruce up the businesses, but -- once it's in place -- we'll *always* have the streetcars and their paraphernalia.

Some Reasonable Alternatives

- If our goal is to lessen pollution, it would be far better and cheaper to legislate fuel changes and financially assist Twin City citizens and commercial operators retrofit more stringent pollution control devices on their vehicles -- and/or to pay part of car poolers' and van drivers' parking fees.

- If our goal is to lessen freeway congestion, it has to be cheaper to greatly subsidize fares for existing public transportation. Try giving express bus rides away for free or practically so. Tens of millions of rides could be given out annually for the initial and ongoing maintenance costs of a light rail system.

- If further study mandates the use of light rail to reduce congestion and move people speedily from one terminus to another, then the Midway Corridor should be placed on the BN right-of-way adjacent to Pierce Butler Road (with stations at the Capitol, Dale Street, Energy Park, Hwy 280 -- with a bus shuttle to the St. Paul campus, and two stops at the Minneapolis campus). Park and ride facilities can be more readily developed up there. That's the fastest, least expensive route... and easiest to repair if LRT is a failure.

- If redevelopment and proximity to University Avenue remain major goals, then reason dictates a line running along the north side of I-94, with possible stops at Dale, Lexington, Snelling, and the Cretin-Vandalia/280 area within St. Paul. It would make great sense to build park-ride lots over the freeway. University Avenue is only a short walk away, too; many commuters walk farther in both downtowns to reach their offices. Once on University, passengers could transfer, as needed, to the 16A bus to reach their Midway destinations.

- Probably the best way to accomplish all these goals is to build giant park/ride facilities at 694/94, 694/35E, 694/35W, 494/Hwy 3, 494/35E, and on the near north and east sides of downtown St. Paul. Then give everybody free bus rides for the price of parking. The Minneapolis side would have a comparable system. We could even have express buses travel up and down University Avenue as one route option, stopping at either 1/4, 1/2 or 1 mile intervals. Of course, 16A would continue to serve its clientele, too. If LRT becomes part of this system, riders could be bused from these lots to the closest station for transfer.

In summary, not only is the intense lobbying for University Avenue premature, but it seems these people are just too willing to sacrifice both current riders and existing businesses, simply in the hope of someday attracting new LRT ridership. It's not good marketing, it's not sound public policy, and it's not just. Any LRT system must be planned and built for its users, not for the planners, politicians and enthusiasts.

Ron, I hope you will give my concerns due consideration. Thank you.

Sincerely,

Bob Wicker
1538 Englewood Avenue
St. Paul, MN 55104

1795 Dayton Av.
St. Paul, Mn. 55104
April 17th, 1989

Chairman John T. Finley
Ramsey County Regional Rail Authority
Room 316 Courthouse
St. Paul, Mn. 55102

Subj. Scope of Midway Corridor, "ShortLine"

Dear John:

Refr. Plate I, Enclosure

The first constitutive element is to reconstruct an old track on its original base @ Union Sta. over Sibley & Jackson Sts. w/a trestle, and then, at grade (track visible), to Chestnut St., freeing LRT of tenure Ry. tracks. The next tactful venture is negotiating with Soo Line RR. for useage from Chestnut St. to Cleveland Av., where AMtrak switches to Midway Depot via controlled access.

With the present AMtrak schedule as, e.g.:

AMtrak, EB. Lv. Mid.Dpo. @ 6:30 AM & passes Chestnut @ 6:50 AM, when WB. LRT could enter the Shortline there (Electric switch).

AMtrak, WB. Ar. Mid.Dpo. @ 11:38 PM, having past Chestnut @ 11:18 PM, when WB.LRT could enter Shortline, following block-signals.

Freight trains (2) use Shortline during the wee hrs. and sometimes (1-2) during the afternoon, which supposedly, could be re-scheduled ater mid-night, along with car switching (almost nil). Freight to the Ford Plant from Chestnut to Fordson Junction (3/4 Mi.) pose an inbetween or night scheduling. Motorist complain of rush-hour tie-ups @ Fairvies Av. Freight (inter-city) have empty tracks in Hiawatha Yards and E. of Union Sta. StP.

Refr. Plate II, Enclosure

A head-on passing track could be installed on W. side of Cleveland Av. for LRTs leaving DT's simultaneously. The track N. to Washington Av. is for sarestorage, which could be elsewhere -- N.Minn. Commercial Yard. 200 ft. S. of Washington to BN tracks is for sale, 30,000 sq.ft. @ \$12/sq.ft. (247-8254).

An afternoon freight from the river-bridge, Shortline Junction, passes by Hwy.280 to Vandalia St. (3/4 Mi.), then switches-off thru Midway Depot to BN, missing Cleveland Sta. & the passing track. Spur-track switching to Waldorf is from Mn. Commercial Yard.

It must be noted that CNW, Mn.Tr. RR. & Milw. have cooperated with MTM's steam train excursions; and since the courts awarded Milw. RR. to (not CNW), but to SooLine RR., it seems that the Soo owes us one of cooperation or reciprocity.

over

University Avenue

The superficial implication of LRT on Univ. Av. requires a costly disruptive construction of 3 yrs., which is a populace objection. The route demands frequent stops for take-on's & short trips. It has a safety hazard for passengers to the center of street and would create a traffic congestion, - especially if diesel buses co-exist w/LRT. It does not ^{have} any park & ride lots, nor a defined path to DT & to LowerTown.

The present 16A bus service makes frequent stops with intervals of 6 - 15 minutes to meet curb-side Midway people and deliver them to a DT w/o risk or burden.

Electric Trolley Buses

Like New Orleans, La. street-cars, they emit Ozone and no pollution. These buses are faster & smoother on acceleration, also cleaner motor maintenance over diesel engine. The false argument of costly trolley-wires vs diesel is, in the long run, a pay-back of less repair, longer life and no pollution -- a big factor to-day. The garage @ Cleveland could easily be converted.

The local MTC made a study of trolley-buses 6 yrs. ago per Mr. J. C. Eaves, Jr., Dir. Engr. (349-7400). Seattle, Wa. has trolley-buses and is adding more for non-polluting sake.

Comments

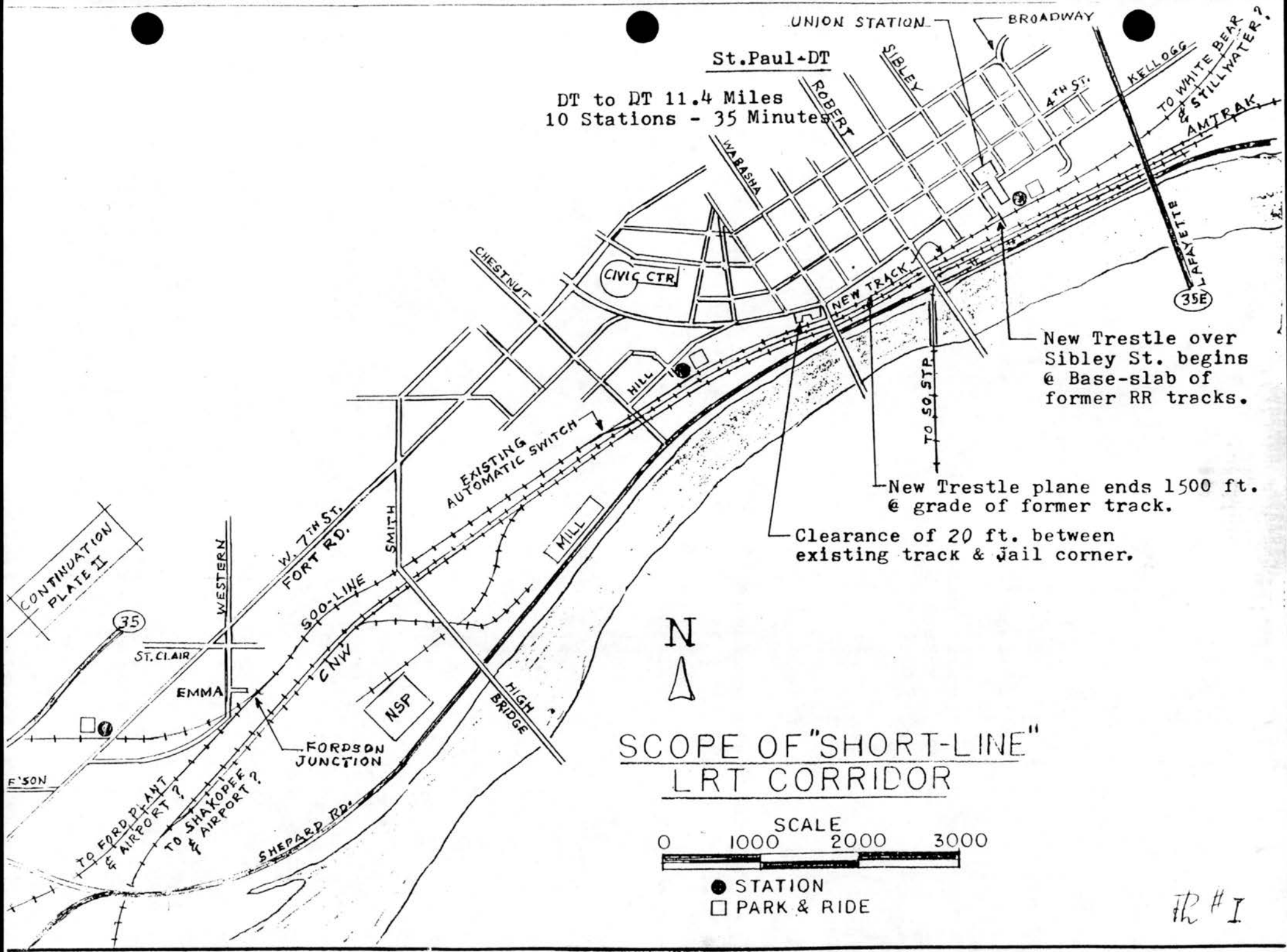
The RTB never mentions trolley-buses in the transit-family of Suburban Bus Co. Contracts, MTC routes, & Cabs. They equate them to LRT on tracks with more riders per operator, but not necessarily existing tracks for high speed. For 6 yrs. they have been riding on the LRT successes in other cities, while, it appears, they have shunned the progressive problem of approaching the RR's own tracks and R-O-W. After all of RTB's studies to "make-fit" LRT on Univ. Av. seems conducive to make the decision on a political basis for developers or the legislature (Merits for repetition).

Respectfully submitted,

Ben Sebesta
B. C. Sebesta

Encl. Plates I & II

cc, John E. Jerus, Chm. HCRRA
Steve Keefe, Chm, Met. Concl.
Hal Norgard, Comr. RCRRA
Kathy DeSpiegelaere, RCRRA



St. Paul-DT

DT to DT 11.4 Miles
10 Stations - 35 Minutes

UNION STATION

BROADWAY

SIBLEY

ROBERT

WARASHA

CIVIC CTR

NEW TRACK

4TH ST.

KELLOGG

TO WHITE BEAR
& STILLWATER?
AMTRAK

TO LAFFAYETTE
(35E)

New Trestle over
Sibley St. begins
@ Base-slab of
former RR tracks.

New Trestle plane ends 1500 ft.
@ grade of former track.

Clearance of 20 ft. between
existing track & Jail corner.

EXISTING
AUTOMATIC SWITCH

MILL

N
▲

SCOPE OF "SHORT-LINE"
LRT CORRIDOR

SCALE
0 1000 2000 3000

● STATION
□ PARK & RIDE

TR # I

Rationale for Light Rail Transit (LRT) in the Twin Cities--and Rebuttal

*Distributed at
Meriam
Park forum*

1. **LRT improves transit service by accelerating and decelerating faster than buses. It provides a faster smoother ride.**

The ride on LRT will be quieter than on a bus. However, as with cars, buses vary in noise level. A maximum interior noise level could be part of the specifications when purchasing new buses.

The ride on an MTC bus can be very smooth when the driver uses good technique--with an excellent driver it feels like the bus is hardly moving.

As far as LRT going faster than buses, there is reason to question this. LRT going on University Avenue with quarter mile stops would make the trip between downtown St. Paul and downtown Minneapolis in 41 minutes. The existing 16A bus with stops on every block also makes the trip in 41 minutes at night after rush hour-- and this is without the advantage given to LRT of having a lane of its own. At the most congested times, the 16A bus makes the trip in 45 to 47 minutes. Could this time be cut to 41 minutes if 1) buses were outfitted with devices to turn stoplights green and 2) limited stop buses which stop every quarter mile were added at rush hour?

The LRT is planned to stop less often than buses do. If walking time is increased, waiting time and riding time must be decreased considerably to compensate. With LRT, waiting time will be increased (due to less frequent service) and riding time will be decreased only slightly.

2. **LRT reduces traffic congestion. With LRT, the number of buses on streets can be reduced. On Marquette Avenue, there are 130 buses. You could replace those with 6 LRT trains.**

Buses are not a prime source of traffic congestion. Cars are. Only buses run on Nicollet Mall and it is not congested. On Rice Street one block north of University Avenue, the 5, 7, 12, 34, and North Suburban Lines buses run south and the 12 and North Suburban Lines buses run north. The major source of noise at that intersection is from cars, then trucks.

Reduction in the number of buses is contradictory to item #1--improvement in service. Service frequency is a major factor in how convenient mass transit is. The proposed University Avenue route for LRT includes discontinuing all existing 94B and 94D buses and replacing them with LRT trains running every 30 minutes Monday-Friday during non-peak times. The 94B runs every 20 minutes, making it is possible to go from downtown St. Paul to downtown Minneapolis and back during a lunch hour. This was not possible previously when the 94B ran every 30 minutes.

As for reduction of buses on Marquette specifically, 18 different routes run on Marquette so obviously they can't be reduced to a mere 6 trains.

3. **LRT can reduce transit operating costs by reducing the number of operators since it can hold four times the number of passengers.**

Has it reduced operating costs in the cities where it operates now? Were actual construction costs the same as estimated? Operating costs need to be weighed against capital costs. At an estimated cost of \$200 million to build LRT between Minneapolis and St. Paul you are either paying interest to borrow that money or losing the interest that chunk of money could be accruing. Bus capital costs are more flexible than LRT costs. A bus can be taken off a route which has been shut down for the day and used on another route. With LRT, the tracks are there all the time, including when they are not used, with the capital tied up in them. Bus operating costs and routing are very flexible. Bus routes can be planned, implemented, tested, modified, added, and dropped to customize them to ridership demand and distribution and to changes in that demand and distribution. It would be very costly to re-route LRT.

If the cost benefits of LRT are so substantial, why are no examples provided?

There are social costs to reducing the number of operators. A problem with today's job market is a decline in the number of jobs which don't require extensive and/or expensive training and which still pay a living wage. It is not totally desirable to lay off bus drivers.

4. **LRT can improve air quality.**

Air quality problems are caused primarily by cars, not buses.

5. **LRT can reduce downtown parking.**

Buses can also reduce downtown parking.

6. **People will ride light rail who would never ride buses.**

There is truth in this. However the solution may be less costly than building light rail, which is throwing a technological solution at a non-technical problem. Buses are no more obsolete than cars are. Those "guys in suits" will be traveling at peak times. The composition of riders on existing express buses differs markedly from that on local buses at non-peak times. For example, the 94M and 94W buses running from downtown St. Paul to Woodbury are filled with office workers. Why not just put deluxe buses on those routes at peak times--with designer decors and high quality suspension systems? Newer existing buses have padded seats in the front rows and hard--non-slashable-- but still comfortable seats in the back rows, realistically discriminating against the higher percentage of vandals sitting in the back. Those who would vandalize buses do not ride the express commuter routes. Those buses could be higher class for the higher class rider. Buses are not inherently undesirable. The ones used to bring passengers from the Dallas-Fort Worth airport to Dallas had high ridership. People who dislike buses want to avoid certain classes of people and unpleasant riding conditions. They can be accommodated.



Metropolitan State University
Office of the President

April 25, 1989

Katheryn Despiegelaere
316 Ramsey County Court House
St. Paul, MN 55102

Dear Katheryn:

In order to assist you and the county in your planning related to light rail transit, we thought it would be helpful for you to know that there may be some advantages to the public in having a LRT line and stop/pick-up point near the old St. John's Hospital site on Seventh and Mounds Blvd.

As you may know, Metropolitan State University is working to develop that site into a full service higher education campus by 1992. Because 98% of our students rely on private automobiles, a LRT system connection to this area would be a popular transportation alternative provided it is conveniently located. For your information, by 1992, we plan to offer classes and student services that will serve 3,500 - 4,000 students per quarter. (Currently we are serving approximately 1,200 students per quarter.) Also, we will have moved approximately 175 staff from our administrative headquarters in the Metro Square building to a new building on the site. Consequently, a significant daily demand would likely occur at/to this location.

Also, other development planned for the area will create even more demand. There is a proposal to develop an olympic class multi-purpose sports facility to be located across the street from our campus. The current plans for this project call for a maximum capacity of 2,000 people for some special events.

I hope that this information is helpful to you. If I can be of further assistance, please contact me at 296-4452.

Sincerely,

Daniel Kirk
Executive Assistant
to the President

DK:lp

April 20, 1989

Ms. Kathryn DeSpiegelaere
Director, Light Rail Transit Planning
Ramsey County Regional Railroad Authority
Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102

Dear Kathy:

After attending the two Forums at the New Brighton city hall, my concern is that the plans for the Midway Corridor (University Avenue) are too light weight. This proposed line will connect:

1. Two major downtowns (incl. the Metrodome)
2. The State Capitol with its legislative and administrative activities
3. The Minneapolis Campus of the U of M with its traffic and parking problems
4. Heavily-developed commercial/industrial neighborhoods

As such the speeds and transit times need to be somewhat faster than the proposals I saw. As long as we are going to spend significant amounts of money, let's not build a 20th Century transit line for the 21st Century.

This means more \$\$\$ is needed for exclusive right-of-way, whether it is an elevated structure, grade separations at major cross streets (Rice, Dale, Lexington, Snelling, etc.) or some other plan. I remember what it was like with street-car tracks on University Avenue and we must have a significant upgrade from this.

Sincerely yours,

Thomas J. Reader

Thomas J. Reader
1443 Arden View Dr.
Arden Hills, MN 55112-1941

(Former employee: Soo Line RR,
Minneapolis, Northfield & Southern
Ry, Metro. Transit Commission)



Minnesota Pollution Control Agency

520 Lafayette Road, Saint Paul, Minnesota 55155

Telephone (612) 296-6300



April 6, 1989

4/17/89
[Signature]

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

Dear Commissioner Finley:

The Minnesota Pollution Control Agency (MPCA) staff has submitted comments regarding the draft report, Light Rail Transit Planning Analysis for the Midway Corridor: Alignment Information and Public Comments dated October 1988. The MPCA staff comments were published as part of the Appendix of the final report in October of 1988. Since that date, the MPCA staff has met with Kathryn DeSpiegelaire and others of your staff to discuss, in part, our concern that the MPCA staff comments were not used in the main body of the final report. The specific portions of the text of concern on pp. 86-7 are:

1. "LRT is nonpolluting."
2. "The impact on air quality is expected to be minimal."
3. "There are potential air quality violations at other intersections in it's [Snelling and University's] vicinity."
4. "... the areas of air quality problems may extend in a one-mile band. . . to Larpenteur Avenue."
5. "... fencing, landscape and/or buffering materials should significantly minimize any additional noise."

As indicated in the staff's previous comment letter, we request that statement 1 be changed to note that Light Rail Transit (LRT) may contribute to area-wide long-range transport of pollutants from coal-fired power plants. If powered by electricity from these plants, LRT would raise the overall levels of a number of air pollutants emitted at higher elevations. These pollutants contribute to acid rain.

LRT may also adversely affect air quality in localized areas. The staff's concern is that the greater the congestion, the greater the levels of carbon monoxide (CO). As indicated in the final report, capacity problems noted for several intersections will be exacerbated by LRT (p. 51), leading to, or increasing, unacceptable levels of congestion. It is likely that LRT may reduce existing capacity on streets on which it operates at-grade, since it uses up lane-width. It may cause longer queues due to lane length used by the LRT and eliminated left-turn lanes. Although LRT would benefit air quality through removal of some automobile trips, other trips made in cars, trucks, vans, or buses which cannot or will not divert to LRT will still compete with LRT for street capacity.

Commissioner John T. Finley
April 6, 1989
Page Two

The MPCA staff believes that the extent of any adverse impact on air quality at localized areas can only be determined by modeling/monitoring analysis of designs for particular streets and intersections. Designs have not advanced to the point where modeling can be undertaken to determine the extent of the hotspot problem. Therefore, we request that statements 1 and 2 be changed to reflect that LRT does have the potential to contribute to elevated pollution levels until modeling/monitoring at individual intersections demonstrates there is not a problem.

With regard to statement 3, Ramsey County staff should be aware through its monthly involvement in the Metropolitan Council's Transportation Technical Advisory Committee, that air quality violations are actual, and not "potential" at other University Avenue intersections and other locations in St. Paul. A monitor at Lexington and University recorded 7 incidents (6 violations, 1 exceedance) in which CO was greater than the 8-hour standard in 1987, and 2 incidents in 1988. Exceedances have also been recorded at Rice and University, Snelling and Larpenteur, and at 333 Sibley Street in downtown St. Paul. Therefore, we request that statement 3 be changed to reflect that the CO problem is actual, not "potential", is widespread in Ramsey County, and must be addressed in any alignment chosen.

The information in statement 4 implies that the CO problem is a localized one. As evidenced by the 12 violations (plus 1 exceedance) at Hennepin Avenue and Lake Street in Minneapolis, and a high modeled value for Ferry Street in Anoka, CO is a region-wide problem. This was recognized in mid-1988, when the U.S. Environmental Protection Agency (EPA) issued a Draft State Implementation Plan (SIP) Call officially enlarging the CO nonattainment designation to the entire Twin Cities metropolitan area. Therefore, statement 4 should be changed to reflect EPA's current position and the region-wide extent of the problem.

Statement 5 indicates that fencing and landscaping should minimize additional noise. Mitigation due to buffering and fencing depends on the height, absorptive and or reflective properties of the materials, as well as the height, placement, angle, etc. Please note that landscaping would rarely mitigate noise, unless a dense hedge several hundred feet thick were installed. Therefore, we request that statement 5 be changed to reflect these facts.

The MPCA wishes to draw your attention to the fact that if LRT in Ramsey County would reduce capacity on major streets in a manner that adversely impacts capacity assumptions in the 1979 original SIP and 1981 and 1986 SIP revisions, then a new SIP revision would have to be prepared. A SIP revision would be required to satisfy federal requirements.

The MPCA is currently in the process of developing a SIP revision to address CO violations in the Twin Cities. A vehicle emissions testing program will be the cornerstone of the SIP revision. This SIP revision will not consider LRT. Before a LRT corridor is selected, the Ramsey County Regional Railroad Authority must make a detailed modeling assessment to determine if alternative corridors can accommodate existing and future development, traffic, and LRT without adversely impacting air quality or the assumptions of the SIP.

Commissioner John T. Finley
April 6, 1989
Page Three

The MPCA requests that the comments in the Appendix and additional ones provided in this letter be addressed in any future environmental or planning documents for the project. We request that both sets of comments be incorporated as part of any record of the recently completed series of public meetings held by the Ramsey County Regional Railroad Authority on LRT. We also request that MPCA staff be included in any meetings whose outcomes would likely impact SIP compliance.

We look forward to continued cooperation with you and your staff in planning for LRT in Ramsey County. Should you have any questions, or if you have dates scheduled for future meetings, please contact Susanne P. Spitzer, AICP, Transportation Team Leader, at (612) 296-7723.

Sincerely,



Gerald L. Willet
Commissioner

GLW:rml

cc: Elliot Perovich, RTB
Kathryn DeSpiegelaire, RCRRA
Ken Stevens, HCRRA
Vern Genzlinger, Hennepin County
Fred Tanzer, Mn/DOT
Ken Weltzin, Ramsey County
Natalio Diaz, Met Council
Peggy Reichert, St. Paul
Dan Dunford, St. Paul
Charles Lenthe, TAC
Alan Lovejoy, St. Paul
Randall Halvorson, Mn/DOT

John D. Healy Jr.
(612) 223-2552

First Bank Building
Suite 1700
St. Paul, MN 55101

April 19, 1989

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
316 Courthouse
15 West Kellogg Boulevard
Saint Paul, Minnesota 55102

**Re: Transit/Bus Service on Route 16--University
Avenue**

Dear Kathryn:

I apologize for not meeting with you as scheduled on April 17. Please call when you can find a convenient time.

At the recent public meeting at the Chamber of Commerce, I suggested interim deployment of express buses on the prime corridor, both to maintain existing ridership and to encourage new riders, while light rail planning proceeds. Frequent and rapid bus service would simulate light rail, without delay, and without significant capital expense. The use of "Opticom" traffic signal controls on the buses would provide a right of way so travel times could be competitive with auto travel.

Express buses were rejected by a consultant because of additional costs for buses and drivers. The rejection was too hasty. The No. 16 bus schedule shows 27 departures between 6:00 a.m. and 9:00 a.m. on weekdays. The trip from Minneapolis to Saint Paul takes one hour. With limited stops (each mile or half mile) and with Opticom eliminating traffic delays, the run from Minneapolis to Saint Paul should take half an hour. This could be verified by a test run with a police or fire department vehicle from downtown to the Saint Paul city line. With half-hour runs, the same 27 buses and drivers would offer 54 departures. There might be some additional cost for fuel because of higher speeds,

Kathryn DeSpiegelaere
April 19, 1989
Page 2

but there would also be fuel savings because of fewer stops.

Fifty four departures in 3 hours would provide 18 trips per hour, or one departure about every 3 minutes. This interval is short enough to encourage ridership.

Now look at the 94BD bus schedule. There are 27 more trips (half-hour runs) or an additional 9 runs per hour. Thus, a total of 27 trips per hour are available from existing 94BD and the Route 16 buses and drivers. The interval between runs would be a few seconds more than 2 minutes. That amount of service would give some flexibility for planning. A few runs could stop every block. Some runs would stop only at the Capitol, Snelling and at the University; others could stop every half mile. We could do all this and still maintain service at three-minute intervals at the major points.

The majority of the geographical area served will be in Ramsey County.

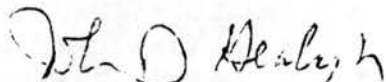
After frequent runs are established on the basic stem between the Minneapolis and Saint Paul central business districts, interim East Metro Express Commuter Service can be scheduled. Express buses from Forest Lake/White Bear, Stillwater, Hudson/Woodbury, Hastings/Cottage Grove, and from South Robert Street would all stop at the Saint Paul CBD and then continue on the University line. Experimentation with routes and service intervals would establish logical corridors for light rail and avoid costly mistakes.

The 94BD buses will be off the freeway. The Opticom system would enable them to keep to their schedule, and also relieve rush-hour traffic congestion on I-94.

Kathryn DeSpiegelaere
April 19, 1989
Page 3

I hope you will agree that this concept merits
further discussion. I would be happy to
participate.

Sincerely,


John D. Healy, Jr.

JDH:rlg

cc: John Finley
Richard Hadley

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name Mike Kothbauer
Address 1750 English St
Maplewood, MN

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Position, Agency or Group

Statement As a property owner abutting the BN line, I have concerns about electric lines (ugly) as a view. I also have safety concerns for children for a light rail line thru a residential area. The concept of light rail is important for future transportation. However, consideration of the northeast route thru non residential areas, particularly a Hwy 61 route, should be primary. This would reduce cost if built on already public property, as well as maximize individual safety and minimize interference with other transportation. Consideration of cross town routes should be moved higher in priority. The radial routes would basically take people toward or away from St. Paul. A cross town connector would enable greater utilization, such as transportation to my work in Arden Hills without spending an inconvenient amount of time in St. Paul connecting.

Data Privacy Warning: "Written Statements" may be included in the record of the meeting

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name Mr/Mrs William Freeman
Address 1550 English St
St Paul, MN 55106

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Position, Agency or Group

Statement Northeast Corridor is 20 ft from my back windows. People would be looking into my house. We feel property will be devalued. Loss of privacy - unsafe for children. Many children cross over. These trains move fast.

Not convinced.

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Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name GARY GECKE
Address 1252 Cope Ave E
Maplewood, MN 55109

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Statement

Position, Agency or Group

I'm looking forward to LRT

I would like more Level 2 Routes

to go East-West rather than to both Downtown St Paul or Mpls.

Data Privacy Warning: "Written Statements" may be included in the record of the meeting

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name David Shankland
Address 2613 E. 16th Av,
Ne St. Paul, MN 55109

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Statement

Position, Agency or Group

① Want the County to consider the East/West Corridor along Hy 36 on equal priority with N/S corridor.

② Hopefully, LRT will run on schedule, as in many foreign countries. Busses are not used as much as they might be because they don't always follow the published schedules. Let's make LRT and connecting bus schedules a REQUIREMENT!

③ Publish Draft Plan (June 30, '89) in St. Paul Paper & in County Paper either in its entirety or a summary & a way to get the entire report.

Data Privacy Warning: "Written Statements" may be included in the record of the meeting

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name Richard A. Hanson

Address 34 Front Avenue
St. Paul, Mn 55117

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Position, Agency or Group

Statement One possibility that might be studied is the idea of running a light-rail line in a large circle around the Twin Cities connecting all of the major shopping centers. All of the shopping centers have bus lines connecting them with the CBD's. Shopping centers are excellent places for park and rides. Many individual auto trips could be eliminated.

Richard A. Hanson

Data Privacy Warning: "Written Statements" may be included in the record of the meeting

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name Ross Kuhn

Address 1974 Ashland Av
St Paul Mn 55104

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☒ Private Citizen

Position, Agency or Group

Statement If I were deciding the question of "light rail," and the object was to get people who normally drive on I94 to take the train, I would 1st try to find out if those drivers could possibly use the rail system, if it were there. Before I laid any track I would ask the car drivers! How? I would do it by mounting telescopic cameras on the Snelling Ave overpass during rush hours in the morning. One camera for west bound traffic, one for east. From these films I would get all of the license plate numbers. From the Highway Dept I would get the names & addresses. I would call all of these people and ask them if there's any way they could use the train. Who Kuhn's? You have to ask.

Data Privacy Warning: "Written Statements" may be included in the record of the meeting

Public Forums for Ramsey County Light Rail Transit Comprehensive Plan
WRITTEN STATEMENT Ramsey County Regional Railroad Authority



Name Craig Berdie
Address 1800 East Shore Drive
Maplewood, MN 55109

Check One

- ☐ Elected Official
☐ Public Agency Representative
☐ Group Representative
☐ Private Citizen

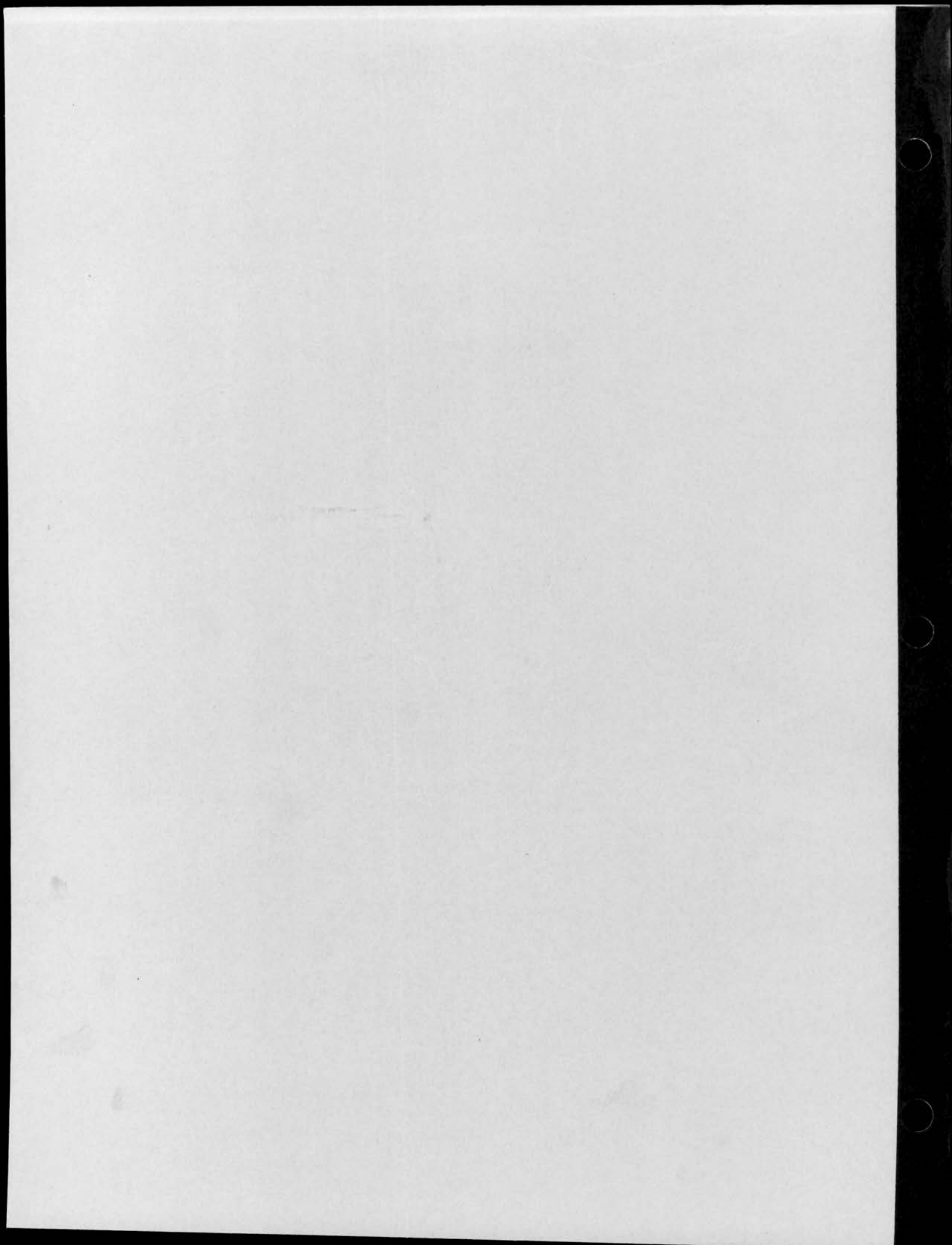
Statement

Position, Agency or Group

Having lived and worked in European communities making full use of LRT, I am supportive of the plans for Ramsey City. While I sympathize with the inconvenience caused to those whose property adjoins the alignment, I feel the community as a whole benefits from these services. Every reasonable action should be taken to minimize impact on adjacent property owners - noise buffers, screens, sound barriers etc.

One result of LRT I have seen is the growth in commercial property near stations. Dry cleaners, small convenience stores, restaurants, etc all grow near the station. These services benefit the community economically and increase the sense of community in the surrounding areas. Question what planning activity/co-ordination is there in relationship to this (station retail) issue.

Data Privacy Warning: "Written Statements" may be included in the record of the meeting



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

RCRRA	Board Action Requested
Originating Department	Approve corridors to receive detailed and moderate levels of analysis in Comprehensive LRT Plan
<u>K. DeSpiegelaere</u> 5/3/89	ACTION IS REQUESTED
Authorized Signature	
Date	

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Map of corridors
 3. Draft resolution

Budgeting and Accounting	<u>Reviewed by Ed Blawie 5/4/89</u>	Date / Time
County Attorney	<u>Reviewed by Kris Blawie 5/4/89</u>	Received By
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 9, 1989	<u>J. L. Henderson</u>	5/4/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Comprehensive LRT Plan/Corridor Recommendations

DATE: May 3, 1989

On April 10, a work session was held with you to review information on corridors proposed for more detailed analysis as part of Ramsey County Regional Railroad Authority's comprehensive LRT plan. A map of the corridors is attached.

Corridors were classified as:

Level 1

- o Contains corridors that show the most promise for implementation within the planning timeframe of the comprehensive plan.
- o Recommended for additional detailed analysis.

Level 2

- o Contains corridors that show less promise for implementation within the planning horizon of the comprehensive LRT plan but could become more significant beyond 2010.
- o Recommended for additional moderate analysis.

Level 3

- o Contains corridors that are duplicative.
- o No additional analysis recommended.

The preliminary classification of corridors by the consultant was:

<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Midway	Southeast	North
Northwest	Southwest	East/Northeast
Northeast	East/west crosstown	
East		
South		

The recommendations were reviewed with the general public at four forums, with the Technical Committee, the Intergovernmental Committee and the Citizens Advisory Committee.

The Technical Committee recommended that the South/southwest corridor, a variant of the Southwest corridor, be specified as a Level 2 corridor and that the East/west crosstown be moved from Level 2 to Level 3.

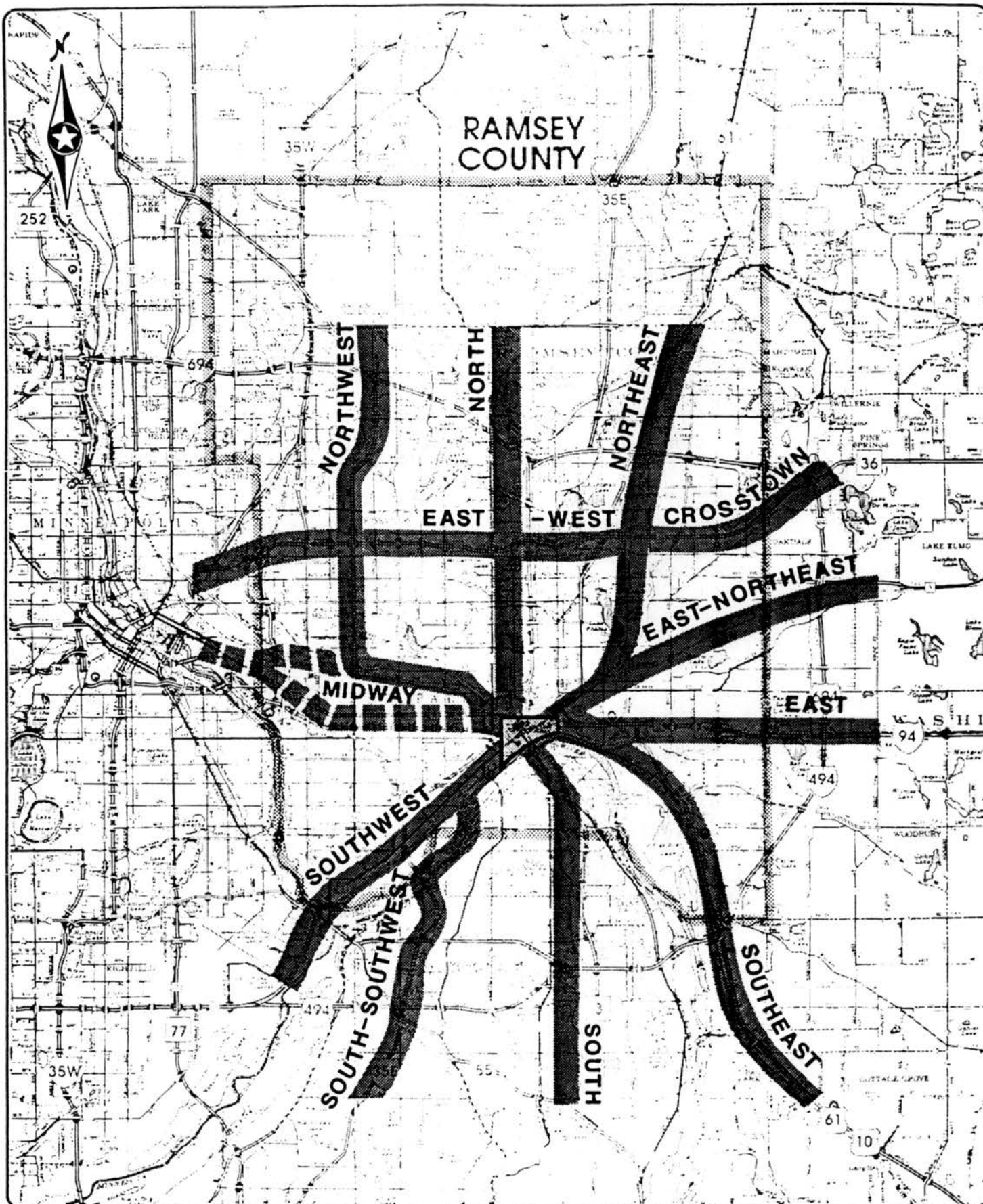
The Intergovernmental Committee recommended that the South/southwest corridor be analyzed as a Level 1 corridor, rather than a Level 2 corridor.

The Citizens Advisory Committee recommended that the preliminary classification of corridors as identified by the consultant be recommended and that the west terminus of the East/west crosstown corridor be downtown Minneapolis.

Recommendation:

Action is requested at your May 9 meeting on the level of analysis for these corridors.

KD\cw



SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

POTENTIAL CORRIDORS

PROPOSED RESOLUTION

WHEREAS, Ramsey County Regional Railroad Authority, as part of its comprehensive LRT plan will conduct additional analysis of corridors to assess their potential for light rail transit; and

WHEREAS, Recommendations for corridors to receive additional analysis were solicited at public forums and from committees of Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That the following corridors will receive additional detailed analysis (Level 1):

and the following corridors will receive additional moderate analysis (Level 2).

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA		Board Action Requested
Originating Department		Approve streets in downtown St. Paul to receive more detailed analysis in Comprehensive LRT Plan
Authorized Signature	Date	
<i>K. DeSpiegelaere</i>	5/3/89	ACTION IS REQUESTED

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Map of corridors
 3. Memorandum from St. Paul Area Chamber of Commerce
 4. Draft resolution

Budgeting and Accounting	<i>reviewed by Ed Blawie 5/4/89</i>	Date / Time Received By
County Attorney	<i>reviewed by K. DeSpiegelaere 5/4/89</i>	
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 9, 1989	<i>J. L. Lanning</i>	5/4/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Comprehensive LRT Plan/Downtown Recommendations

DATE: May 3, 1989

On April 10, a work session was held with you to review information on downtown St. Paul streets that were recommended for more detailed analysis as part of Ramsey County Regional Railroad Authority's comprehensive LRT plan. A map illustrating the preliminary recommendations is attached. More detailed analysis was proposed for Cedar, Minnesota, Fourth, Fifth and Sixth.

The recommendations were reviewed with the general public at four forums; at a meeting with the representatives of the St. Paul Area Chamber of Commerce, the Downtown Council, St. Paul 2000, Midway Civic and Commerce Association, Capitol Area Architectural and Planning Board, Downtown Community District Council and City of St. Paul staff; an earlier meeting with the St. Paul staff; the Technical Committee, Intergovernmental Committee and Citizens Advisory Committee of Ramsey County Regional Railroad Authority.

The meeting sponsored by the St. Paul Area Chamber of Commerce resulted in a request to add St. Peter Street to the list of streets to receive more detailed analysis. Additional planning considerations were outlined in the April 25 memorandum from the Light Rail Task Force of the St. Paul Area Chamber of Commerce (attached).

The Technical Committee recommended that six streets in downtown St. Paul receive more detailed analysis in the comprehensive LRT plan: St. Peter, Cedar, Minnesota, Fourth, Fifth and Sixth. The planning considerations specified by the St. Paul Area Chamber of Commerce's Light Rail Task Force were recommended for

consideration by Ramsey County Regional Railroad Authority.

The Intergovernmental Committee concurred with the recommendations to add St. Peter Street to the list of streets in downtown to receive more detailed analysis.

The Citizens Advisory Committee did not make a recommendation on downtown St. Paul streets to receive more detailed analysis.

Recommendation:

Action is requested at your May 9 meeting on the streets in downtown St. Paul to receive additional analysis in the comprehensive LRT plan.

KD/cw

Saint Paul
Area Chamber
of Commerce

April 25, 1989

TO: TECHNICAL COMMITTEE
Ramsey County Regional Rail Authority

FROM: Light Rail Task Force
Saint Paul Area Chamber of Commerce

RE: LRT ALIGNMENTS IN DOWNTOWN SAINT PAUL

On April 24 the Saint Paul Chamber convened a group of people from business to review Strgar-Roscoe-Fausch's preliminary report on alignment for light rail transit in downtown Saint Paul. Participants in the meeting, in addition to the Chamber's Light Rail Task Force, were Downtown Council, Saint Paul 2000, DODC, Midway Civic and Commerce Association and the City of Saint Paul.

Within this abbreviated planning time line it is impossible for us to provide carefully considered, substantive input. We feel that there are many issues related to downtown alignments which must be considered in addition to those included in the preliminary report. The consultants should tell us what some of those are. We do expect to address such issues as station location, frequency of service and platform height at future meetings.

It is our opinion that there are additional planning considerations or evaluations upon which downtown alignment decisions should be made. We feel that an LRT system within the downtown area should:

- * serve people who travel downtown to work, customers of downtown businesses, and visitors/event participants;
- * Include an alignment which will provide maximum benefit to the State Capitol area (not just the Capitol) and the Rice Park/Civic Center entertainment area;
- * service key destinations in a manner to maximize ridership and minimize pressure on key core parking facilities;
- * coordinate stops and routes with skyway access to provide maximum circulation;
- * maintain visibility of street level shops to pedestrians, drivers and transit riders;
- * Improve convenient pedestrian access to street level retail;

600 North Central Life Tower
445 Minnesota Street
Saint Paul, Minnesota 55101
612/223-5000
Fax: 612/297-6879
Telex: 7401653 SPAC UC

- * minimize disruption to existing traffic and utilities by considering utility location and avoiding street closings;
- * avoid aesthetically intrusive or inappropriate designs in siting of stations;
- * provide access and comfort for the elderly and disabled;
- * minimize necessary construction expense and disruption of business activity; and
- * maximize opportunities for expansion of the system.

Specifically, we urge the Technical Committee to add St. Peter Street to those north-south streets that are considered for light rail service in the downtown area. It would serve the Rice Park area including Civic Center, Landmark Center, Ordway and Library. It would connect with service to the west side of the Capitol area. St. Peter also more closely serves the street-level retail areas between Wabasha, St. Peter, 7th Place and 4th Street.

The Light Rail Task Force is prepared to work with the Rail Authority and its consultants in more depth on this issue. We believe that is necessary for business to be a contributing partner.

RGH/sue

PROPOSED RESOLUTION

WHEREAS, Ramsey County Regional Railroad Authority, as part of its comprehensive LRT plan will conduct additional analysis of streets in downtown St. Paul to assess their potential for light rail transit; and

WHEREAS, Recommendations for streets in downtown St. Paul to receive additional analysis were solicited at public forums, from committees of Ramsey County Regional Railroad Authority and from downtown St. Paul representatives; Now, Therefore, Be It

RESOLVED, That the following streets in downtown St. Paul will receive additional analysis for light rail transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA		Board Action Requested
Originating Department		Timeline for Comprehensive LRT PLAN
<u>K. DeSpiegelaere</u>	5/3/89	
Authorized Signature	Date	ACTION IS REQUESTED

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting <u>reviewed by Ed Klauity 5/4/89</u>	Date / Time
County Attorney <u>Reviewed by [Signature] 5/4/89</u>	Received By
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 9, 1989	<u>J. L. Henderson</u>	5/4/89
Board Date	Signature	Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

From: Kathryn DeSpiegelaere *KD*

Subject: Timeline for Comprehensive Light Rail Transit Plan

Date: May 3, 1989

The timeline you have previously approved scheduled completion of the draft comprehensive LRT plan for Ramsey County by June 30, 1989. The draft plan completion would be followed by a public review period, and adoption of the final plan would occur in November, 1989.

In recent weeks, the committees of the Regional Railroad Authority and other groups have met to review the consultants' recommendations for what corridors and streets in downtown St. Paul should receive more detailed analysis as plan preparation proceeds. The Intergovernmental Committee on May 2 recommended adding the South/southwest corridor to the list of corridors to receive more detailed analysis. Previously this was recommended as a corridor to receive a moderate level of analysis. A meeting of downtown St. Paul area interests on April 26 recommended adding St. Peter Street to the list of five previously recommended streets to receive more detailed analysis. That recommendation was endorsed by the Technical Committee on April 28 and the Intergovernmental Committee on May 2.

At your May 9 meeting you will be asked to approve a list of corridors to receive detailed and moderate levels of additional analysis and a list of downtown streets to receive more detailed analysis for light rail transit.

Because of the additional work associated with the recommendations that have been made through the committee review process, and because of the extremely ambitious work schedule for the plan, the consultant and staff have

discussed the effect of performing the additional analysis. While the work is within the project budget, it would necessitate additional time. We estimate that three additional weeks would be required to complete the draft plan. Its completion would be expected by July 21 and it would be considered for approval at your July 25 Regional Railroad Authority meeting. The November date for completion of the final plan could remain intact. Forums and other meetings for public review would occur in August, September and October and the final plan would be completed in November.

The previously scheduled May 24 work session with you would need to be rescheduled to June 12 or 14.

Recommendations:

Consider extending the timeline for completion of the comprehensive light rail transit draft plan to July 21 to accommodate the additional analysis requested.

Consider rescheduling of the work session to review information on the comprehensive LRT plan to June 12 or 14.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA Originating Department <u>K. Desjardins</u> Authorized Signature		Board Action Requested Ratify partial Payment No. 4 to Strgar-Roscoe-Fausch, Inc. in amount of \$30,085.93. *Action is Required
<u>5/4/89</u> Date		

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. for the purposes of developing a Comprehensive Light Rail Transit Plan. Contract Agreement No. RCRRA-88-002 governs the performance of services and terms of payment. Payment in the amount of \$30,085.93, for the period ending March 31, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-16. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments:
- 1) Accounts payable form and Partial Payment No. 4
 - 2) SRF Invoice No. 4 and attachments
 - 3) Proposed Resolution ratifying payment

Budgeting and Accounting <u>Reviewed by Ed Blauwitz 5/4/89</u> County Attorney <u>Reviewed by Kim Woods 5/4/89</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____ Committee / Meeting Date May 9, 1989 Board Date	Signature _____ Signature <u>J. L. Glendinning</u> Signature	Date _____ Date 5/4/89 Date
---	---	--

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY

Date April 27, 1989

Appropriation Item	Consulting Services
--------------------	---------------------

For Accounting Use Only			
Claim #		Date Paid	
CA		1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$30,085.93
15-17	18-20	21-25	26-31	32-41

\$30,085.93

Total

(4) PAY TO: $\triangle 2$

8	First Name & Initial	9-22
---	----------------------	------

STRGAR-ROSCOE-FAUSCH, INC.

Last Name or Firm Name	23-52
------------------------	-------

53-76

3 One Carlson Parkway North

8 Address 9-32

Minneapolis

MN

55447

City

State

33-54

Zip Code

55-59

Fed Tax ID 60-

(5) On Check Stub Put: 4 Invoice #4, File #1128-1134 & 1159

9-60

5 Agreement #RCRRA-88-002

9-60

For Risk Management
Use Only

$$\frac{6}{8}$$

Last Name	First Name
-----------	------------

(6) SEND TO:

Address

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

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

Preparer's Signature:

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

Authorized Signature:

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

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 4

PREPARED BY: 

PROJECT: COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
CONTRACT AGREEMENT NUMBER RCRRA-88-002

ENTERED BY: 

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

DATE: 27 APRIL 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STIGAR-ROSCOE-FAUSCH, INC
ONE CARLSON PARKWAY N., SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	18.7%
TOTAL VALUE OF WORK CERTIFIED - 31 MARCH 89		\$81,637.37
LESS 10% RETAINAGE		\$8,163.74
AMOUNT DUE		\$73,473.63
LESS PREVIOUSLY APPROVED PAYMENTS:		\$43,387.70
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$30,085.93</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

<u>4/28/89</u>	<u>F. J. Johnson</u>
DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING
<u>4/28/89</u>	<u>Stiggar-Roscoe-Fausch</u>
DATE	CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO. 3	\$25,484.29
PARTIAL PAYMENT NO. 4	\$30,085.93
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT TOTAL:	<u>\$73,473.63</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$73,473.63</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$364,226.37</u>

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

Telephone: (612) 475-0010

Refer to File: 0881127-1134

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

Invoice Date: 3/31/89
 Invoice No. 4
 Period Ending: 3/31/89

re: COMPREHENSIVE LRT PLAN

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	2,423.64	6,462.35	8,885.99
Task 3 -Corridor Ident./Evaluation	1129	15,595.25	23,347.24	38,942.49
Task 4 -Downtown St.Paul Alignment	1130	3,197.18	0.00	3,197.18
Task 5 -LRT Staging Plan	1131	0.00	0.00	0.00
Task 6 -Operating/Financial Plan	1132	0.00	0.00	0.00
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip. *	1134	10,309.88	17,825.78	28,135.66
Total Labor and Overhead		31,525.95	69,267.63	100,793.58
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	1,666.86	809.19	2,476.05
TOTAL FEE EARNED		33,192.81	70,650.00	103,842.81
LESS 10% RETAINAGE - PHASE II		3,319.28	5,056.86	8,376.14
TOTAL		29,873.53	65,593.14	95,466.67
TOTAL AMOUNT DUE THIS INVOICE		29,873.53	=====	

* TASK 8

Community/Agency Participation	0.00
Newsletter/Presentation Materials	8,486.24
Special Meetings/Preparation	1,823.64
TOTAL	10,309.88

COMMISSION # 881128
LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING MARCH 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	6.0	480.00
F. Robinson	Principal	75.00	24.0	1800.00
F. Loetterle	Trans. Planner	35.91	4.0	143.64
----- TOTALS -----			34.0	2423.64

COMMISSION # 881129
LRT PLAN - CORRIDOR IDENTIFICATION
PERIOD ENDING MARCH 31. 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Stigar	Principal	85.00	6.0	510.00
P. Fausch	Principal	80.00	18.0	1440.00
F. Robinson	Principal	75.00	18.5	1387.50
J. Kranig	Sr. Engineer	65.00	1.0	65.00
J. Kern	Trans. Planner	65.00	57.0	3705.00
J. Hensrud	Trans. Planner	60.00	16.0	960.00
F. Loetterle	Trans. Planner	35.91	99.5	3573.05
P. Patzoldt	Tech Supervisor	44.65	0.5	22.33
R. Asmus	Tech Supervisor	44.02	48.5	2134.97
J. Woolcott	Technician	31.53	50.0	1576.50
V. Martinez	Technician	31.03	0.5	15.52
R. Grothe	Technician	27.60	2.5	69.00
B. Bersie-Ashfeld	Word Processor	34.97	2.7	94.42
J. Lubenda	Word Processor	34.97	1.2	41.96
-----	TOTALS -----		321.9	15595.25

COMMISSION # 881130
LRT PLAN - DOWNTOWN ST. PAUL ALIGNMENT
PERIOD ENDING MARCH 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	4.0	340.00
P. Fausch	Principal	80.00	8.0	640.00
F. Robinson	Principal	75.00	24.0	1800.00
F. Loetterle	Trans. Planner	35.91	10.0	359.10
M. Iisakka	Sr. Technician	40.59	1.0	40.59
J. Lubenda	Word Processor	34.97	0.5	17.49
-----	TOTALS -----		47.5	3197.18

COMMISSION # 891157
LRT PLAN - NEWSLETTER/PRESENTATION
PERIOD ENDING MARCH 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
C. Zimmer	Principal	75.00	2.0	150.00
J. Hensrud	Trans. Planner	60.00	11.5	690.00
F. Loetterle	Trans. Planner	35.91	40.5	1454.36
P. Patzoldt	Tech Supervisor	44.65	2.0	89.30
R. Asmus	Tech Supervisor	44.02	5.0	220.10
M. Iisakka	Sr. Technician	40.59	1.0	40.59
D. Paulu	Sr. Technician	33.24	61.0	2027.64
J. Hoffman	Technician	32.96	0.7	23.07
K. Ruff	Technician	32.79	20.0	655.80
V. Martinez	Technician	31.03	77.5	2404.83
A. Tassoni	Technician	30.85	0.7	21.60
M. VanderLinden	Technician	29.82	3.5	104.37
K. Ehrlichman	Technician	28.41	5.5	156.26
B. Bersie-Ashfeld	Word Processor	34.97	2.0	69.94
G. Bartus	Clerical	30.68	1.5	46.02
D. Burkstrand	Clerical	24.72	0.5	12.36
----- TOTALS -----			238.9	8486.24

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING MARCH 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	6.0	480.00
F. Robinson	Principal	75.00	16.0	1200.00
F. Loetterle	Trans. Planner	35.91	4.0	143.64
-----	TOTALS -----		26.0	1823.64

891159

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING MARCH 31, 1989

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	168.74
2	PARKING	23.90
8	LONG DISTANCE TELEPHONE	0.30
13	IN-HOUSE COPY DUPLICATION	58.40
14	BLUELINE PRINTS	9.15
16	MYLAR SEPIA PRINTS	36.00
17	PRINTING	534.00
50	CPP8.511 8.5X11 B/W PAPER STAT	28.40
51	CPP1012 10X12 B/W PAPER STAT	314.60
52	CPP1218 12X18 B/W PAPER STAT	107.80
53	CPP2024 20X24 B/W PAPER STAT	173.00
55	CPPAB1012 10X12 ADH PAPER STAT	58.80
56	CPF1012 10X12 B/W FILM STAT	107.10
57	49732 12X18 B/W FILM STAT	25.95
58	CPFAB1012 10X12 ADH FILM STAT	16.30
80	XEROX BOND PRINTS	3.22
83	FAX	1.20

TOTAL DIRECT EXPENSES

1666.86



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, the Ramsey County Railroad Authority has contracted for the professional services of Stargar-Roscoe-Fausch, Inc. for the purposes of developing a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-88-002 governs the performance of services and terms of payment to Stargar-Roscoe-Fausch, Inc.; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA-88-002, the Ramsey County Regional Railroad Authority authorized (Resolution R89-16) the Director of Light Rail Transit Planning to process payments to Stargar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-16 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

RESOLVED, Invoice and payment documentation for Partial Payment No. 4 in the amount of \$30,085.93, is in accordance with governing contract provisions and payment in that amount is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary 10

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

RCRRA Originating Department <i>H. H. Spiegel</i> 5/3/89 Authorized Signature Date	Board Action Requested Verbal report on legislation DISCUSSION ONLY
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Request Justification

A verbal update on current developments on light rail transit legislation will be provided.

Budgeting and Accounting <i>Ed Blawitz</i> 5/4/89 County Attorney <i>Kim W. ...</i> 5/4/89 Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 9, 1989	<i>J. L. Blendenburg</i>	5/4/89
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>RCRRA</u>		<u>Board Action Requested</u>
<u>Originating Department</u>		<u>Chairman's Comments</u>
<u>John T. Finley</u>	<u>5/3/89</u>	
<u>Authorized Signature</u>	<u>Date</u>	
<u>Request Justification</u>		

Budgeting and Accounting Ed Glantz 5/4/89
County Attorney Kris Wenzel 5/4/89
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
May 9, 1989

Signature

Date

Board Date

Signature

Date

5/4/89



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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

AGENDA

Tuesday, May 23, 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 May 9, 1989 Meeting.
- 2. Legislation - Verbal Report - Discussion only.
- * 3. Authorize RCRRA Staff to negotiate an agreement with the Hennepin County Regional Railroad Authority to establish formal coordination with PE/EIS studies in the Midway Corridor.
- 4. Discussion of Financing Options for Light Rail Transit.
- * 5. Ratify partial payment No. 5 to Strgar-Roscoe-Fausch, Inc. in the amount of \$38,911.95.
- 6. Chairman's Comments.

*Action is required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 9, 1989

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, May 9, 1989 at 11:10 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

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

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Karen Tero, Robert Clarkson, Ben Sebesta, Jayne Rankin, Jim Bower, Patrick O'Malley, Don Ahern, Terry Lindeke, Don Chmiel, Jill Goski, Ferrol Robinson, James Tolaas, Kathryn DeSpiegelaere, Frances Glendenning, Terry Schutten

1. Minutes - of the April 25, 1989 Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Board Meeting held on April 25, 1989, as written.

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

2. Summary of second series of Public Forums on LRT

Chairman Finley called on Jill Goski to speak on this matter. Ms. Goski said they had a good turnout on these forums, about 20 to 30 people per session, and you can see by the questions, that there were many questions on many different subjects, funding, coordination, and those issues which were specific to the area like Merriam Park, Midway Corridor, and the Northeast Corridor.

3. Approve corridors to receive detailed and moderate levels of analysis in Comprehensive LRT Plan.

Chairman Finley said the Board had the Work Session regarding the Comprehensive Plan where all the different corridors were looked at, and at that time some

recommendations were made and suggested that we go through the process with the different committees, and they have made some recommendations to us.

Ms. DeSpiegelaere addressed the Board, at the Work Session there were different levels of analysis proposed for various corridors for light rail transit as the study moves forward. Level 1 was corridors that were recommended for more detailed analysis, Level 2 for moderate analysis. At the Work Session the Board made recommendations that five corridors be recommended for more detailed analysis, these were Midway, Northwest, Northeast, East and South (these were pointed out on the map that was displayed). Level 2 moderate analysis was recommended for Southeast, Southwest and East-West Crosstown. These recommendations were reviewed by the Technical Committee, who said that the South, Southwest should be specified as the variant of the Southwest corridor, and they requested that the East-West Crosstown be moved from Level 2, moderate analysis to Level 3 no additional analysis.

The Inter-Governmental Committee met last week, reviewed the recommendations of the Technical Committee, and they have a slightly different recommendation, which was that the South-Southwest be moved to Level 1 so that it would receive more detailed analysis, rather than remain a Level 2 corridor.

The Citizens Advisory Committee met last week also, and they recommended that the West terminus of the East-West Crosstown Corridor be downtown Minneapolis. These are the recommendations before the Board today, so action is required today on these so that we can proceed for a more detailed analysis in the Comprehensive Plan on these corridors.

Chairman Finley said it is clear that some of our Committees feel we should be extending outside of our boundaries, and coordinating with the respective units of other counties, especially as we go East, South East and the South Southwest, and the Southwest Corridors, that is the consensus. Ms. DeSpiegelaere said that is true.

Chairman Finley has brought up the concerns made by Commissioner Ahrens which were discussed at the Work Session regarding doing work outside of our County and they felt very strongly that if you are going to have a coordinated approach to the program, you are going to have to go beyond your border, and you are going to have to get the data that is necessary. Dakota County people, both the Commissioner sitting on the Committee and the staff people on the Technical Committee felt very strongly that an approach to this was good because they would be coordinating on the 494, 55, bringing that into connecting on these as they would be terminating in their Comprehensive Plan. They were both in attendance at their respective Committees.

Chairman Finley continued, it seemed in the Technical Committee where Rich Hadley, President of the St. Paul Chamber of Commerce and others and the other people on the Inter-Governmental Committee, felt very strongly that the South-Southwest Corridor be moved up, although at one time it was not even considered.

Commissioner Salverda would like to know the rationale for that, and Chairman Finley said this goes into Eagan and possible connection to the airport, and it is a link to downtown St. Paul, and that is the biggest growth area that would be accessing St. Paul, and they feel that if we don't look at it as it relates to the Ramsey County, it will only be connected to the City of Minneapolis and suburbs.

Ms. DeSpiegelaere said these were the same concerns that the Technical Committee had. The South Southwest was always considered a variant of the Southwest, but it was not specifically stated that way in the information in the report so it was proposed and talked about at the Work Session as Level 2 and the Technical Committee concurred in that. Intergovernmental is saying it should receive more consideration because of the potential for growth and be moved to Level 1.

Commissioner Ahrens asked about on our corridors, it does seem to her when you are going into another county, specifically Dakota and Washington, and she does not know what major corridors they are planning, but if it does seem if we are not coordinating with them for extension in the extension into those counties, it does not make any sense in the long term, and maybe would be helpful for some of us in the long term to know what Dakota plans in terms of the Southeast and South extension, are there to be connections, are there to be ways to get their people into St. Paul, are they looking at anything. She thinks particularly on the East Corridor and East-West Corridor in St. Paul they should be looking at this in terms of getting their people into the metropolitan area.

Ferrol Robinson addressed the Board, Dakota County has just initiated their planning study, and the South Corridor, the South Southwest they see as their primary orientation for corridors from Dakota County also. The South corridor they see as feeding their next growth area which they consider Inver Grove Heights and the South Southwest for the Eagan and Burnsville area. They are considering both of these plus some option alignments within their county. Washington County is going through the process right now, and they should have their consultant on board within the month, and they are of course aware of the East Corridor. He does not know if they have considered other alignments, but he is sure they will be looking at other corridors, but once they do they will be looking at 36, Northeast, the East Corridor. In both cases the work program they originally developed talked very heavily about coordination with what is being done in Ramsey County, this is one of the goals of their study.

Ms. DeSpiegelaere has a recommendation for this Board to consider, adding South Southwest Corridor at Level 1 as recommended by the Intergovernmental Committee can be supported.

Commissioner Schaber would like to know if we can do all of this under Level 1 and should we be looking at dropping another corridor off of Level 1.

Chairman Finley thinks there is a timeline for the Comprehensive Plan at No. 5 of today's agenda, if we adopt recommendations, it is being suggested that the timeline would have to be changed three weeks for the draft plan, but it does not affect the final plan.

Commissioner Hunt would like some clarification on the East West Crosstown, and where we have that, and where the Committees recommended.

Ms. DeSpiegelaere said the Technical Committee recommended that it be moved to Level 3, no additional analysis. It is now recommended at Level 2, so it would receive a moderate level analysis. At the Work Session, it was determined that it would connect to Anoka's corridor, either Central or University is what is being considered by Hennepin and Anoka for that alignment. This would terminate there on the west. The differentiation really is between should it receive a moderate level of analysis or should it receive no additional analysis as recommended by the Technical Committee. We should point out at the Forums there was a great deal of interest in this type of cross-town service, and some people pointed out that it was not really a crosstown if you connect to downtown Minneapolis, it is a radial corridor.

Commissioner Hunt thinks that we are attempting to be too ambitious, and she would tend to go along with the recommendation that it be put in the Level 3, as she thinks it is so far into the future, by the time all other things are taken care of that the picture may change so much, it would be outdated. It would be best to delay indefinitely until we have better progress on some of the other priorities.

Chairman Finley would support this just from the technical data, but the political realities if we want to get the support of the suburban people who have an interest in this, both at the City level and at the Legislative level, that we should be looking at the configuration where they have connections to their job centers, and then it was emphasized by the Mayor of Shoreview and White Bear Lake people and some of the Legislators in those respective areas that they are very interested in seeing that the job centers in their areas are connected to light rail transit as there is a lot of movement between suburb to suburb for job centers, and although he does not think we should be looking at Level 1, maybe it would be worth our while to leave it in Level 2 for some further analysis rather than indepth analysis.

Commissioner Salverda would agree with the Chairman's comments, everything is for the most part vertical, and if you take out the East West Crosstown, you are left with just the one horizontal, and this balances the whole program to keep it at second level.

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

WHEREAS, Ramsey County Regional Railroad Authority, as part of its comprehensive LRT Plan, will conduct additional analysis of corridors to assess their potential for light rail transit; and

WHEREAS, Recommendations for corridors to receive additional analysis were solicited as public forums and from committees of the Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That the following corridors will receive additional detailed analysis (Level 1):

Midway, Northwest, Northeast, East, South, South/Southwest

and, the following corridors will receive additional moderate analysis (Level 2):

Southeast, Southwest, East/West Crosstown.

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

4. Approve streets in downtown St. Paul to receive more detailed analysis in Comprehensive LRT Plan.

Chairman Finley called on Ms. DeSpiegelaere to address this issue.

Ms. DeSpiegelaere explained that at the Work Session recommendations were made that five streets should receive initial analysis in the downtown area, these were Cedar, Minnesota, Fourth, Fifth and Sixth. This recommendation, in addition to being reviewed by the Committees, has also been reviewed by a meeting that was organized by the St. Paul Chamber of Commerce and included many of the downtown business groups and others interested in the downtown community.

The recommendations from that group were that these five streets should be supported for additional analysis, but that one additional should be added and that would be St. Peter Street. One of the reasons for that recommendation was that there is street level retail on St. Peter Street, whereas Cedar and Minnesota maybe oriented primarily towards the skyways. In addition, it was discussed that there are special events at the Civic Center, which could be accessed more easily by a St. Peter Street alignment, so the recommendation was then reviewed by the Technical Committee, and the Intergovernmental Committee, both of which concurred, and the Citizens Advisory Committee chose to make no recommendation on this issue in the downtown area. The recommendation is then to add St. Peter Street to the list of the other five streets to receive more detailed analysis in the Comprehensive Plan.

Commissioner Ahrens would like to know when the analysis of these streets are done, are they going to analyze running dual trackage, or just one way trackage.

Ferrol Robinson replied that they would be analyzing both, one is to eliminate traffic and have a transit mall, one is to partially eliminate traffic, and St. Peter would have one lane with single track, on Cedar and Minnesota most of the traffic would be partial access to parking ramps and buildings. These are all being looked at.

Commissioner Ahrens had another question, getting across the river, is that going to be studied for the southern corridor, and if so, none of the proposals are on a street where there is a bridge, so are we talking about building a bridge.

Mr. Robinson said the third part of the study has narrowed the regional corridors, and now narrow the downtown streets, and they are looking at how they are going to interconnect the downtown with the non-downtown, and in such case there are three ways, either build a bridge, barriers with freeway on the other side, either tunnel or it is surface, so they are looking at these three options. Ms. DeSpiegelaere has been talking to MnDOT about some of the bridges being constructed right now across I94.

Ms. DeSpiegelaere informed the Board that she will be having a meeting tomorrow with MnDOT and this issue will be discussed among other subjects.

Commissioner McCarty in regard to St. Peter Street asked if consideration was given to a spur on Washington Street to penetrate the arts center, the Ordway, Library, Landmark.

Mr. Robinson said there was one person at the Chamber of Commerce Meeting who suggested penetrating that area, that area has so many special events that take place, and someone else said that was not a very good idea, as there would be a large vehicle in that esthetic area, so they really have not given it any thought except that one of the reasons they suggested St. Peter that it would be only 1 to 1½ blocks away from that area.

Chairman Finley commented that maybe when they start connecting these together, for example, if it is on 5th Street or 6th Street, going up to connect to 35 or whatever, as you go back west, you may be getting it closer to the Ordway and Lanmark Center.

Commissioner Hunt feels there is a misconception of what LRT looks like, as we talk to people who are concerned that it is going to be noisy, dirty, and many of the cities we have visited, it is really a pleasant amenity to the area, certainly not as intrusive as many cars. She pointed out that the logo we have for the RRA connotes the old time, and the logo on the Public Forum material connotes the new concept of LRT. At some point we should take a look at whether or not this one better communicates the modern LRT versus what people are familiar with when you look at rails and ties. This new kind of

logo communicates that there is a whole new style in Light Rail Transit and that is one way of dealing with it. In discussing this with the people some have negatives with regard to LRT, visions of Downtown People Mover. In fact, she cannot understand the negative approach that it not go in the Capitol approach area, she thinks it would be very effective, making a loop around the Capitol, it could be a nice tourist attraction.

Chairman Finley agrees, Commissioner Hunt's points are well taken, if we could loop around the Capitol, it would be excellent, but we have had a lot of negative comments. In San Jose one of their problems that they are dealing with is because they are down the middle of the street, and they have had accidents with the left turn lane, the accidents are occurring because the LRT is so quiet that the vehicles are turning in front of it, and they do not notice it is coming. This is quieter than an automobile and causes problems.

Commissioner Hunt asked if there is no copyright on this modern logo in the Board material, would it be possible to change our logo, and Ms. DeSpiegelaere said it would be possible.

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

WHEREAS, Ramsey County Regional Railroad Authority, as part of its Comprehensive LRT plan, will conduct additional analysis of streets in downtown St. Paul to assess their potential for light rail transit; and

WHEREAS, Recommendations for streets in downtown St. Paul to receive additional analysis were solicited at public forums, from committees of Ramsey County Regional Railroad Authority and from downtown St. Paul representatives; Now, Therefore, Be It

RESOLVED, That the following streets in downtown St. Paul will receive additional analysis for light rail transit:

St. Peter, Cedar, Minnesota, Fourth Fifth and Sixth Streets.

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

Ms. DeSpiegelaere wished to add some further information, on the recent Light Rail Transit Trip, Gary Grefenberg from the Capitol Area Board was present, and in fact, in the early 80's he had viewed LRT as detrimental in the Capitol area, however, on this trip, he was talking in the vein that it would be nice for the people in the LRT vehicles to have a view of the Capitol, so it can be attractive, it need not be a detriment to environment. In the terms of this particular alignment for downtown, if you think about where most of the people want to go most of the time, it is probably the Cedar, Minnesota area. Although special events are important it would not attract the number of riders that day to day business and retailing would, so St. Peter may be

important, you may not want to deviate too far from that alignment.

Chairman Finley had agreed that the logo developed by Strgar-Roscoe-Fausch was well done, maybe it could be revised a little bit to be more like a vehicle.

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

WHEREAS, The Ramsey County Regional Railroad Authority has a requirement for a logo for stationery and for reports published by the Authority; Now, Therefore, Be It

RESOLVED, That the logo developed by Strgar-Roscoe-Fausch, inc. for the news letter of Ramsey County Regional Railroad Authority will be used as the basis for developing a new logo for Ramsey County Regional Railroad Authority for stationery, reports and other materials.

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

5. Timeline for Comprehensive LRT Plan

Ms. DeSpiegelaere would like to change the May 24th Work Session to June 12 or 14 for the purpose of extending the timeline for completion of the Comprehensive Light Rail Transit Draft Plan to July 21 to accommodate the additional analysis requested.

The Board discussed Work Session, to be held on June 14th, at 8:30 A.M. at the Radisson hotel, and this was agreeable to everyone.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan; Now, Therefore, Be It

RESOLVED, That a Work Session will be held with Commissioners of the Regional Railroad Authority on Wednesday, June 14, 1989, at 8:30 A.M. to review information on the Comprehensive Light Rail Transit Plan.

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

Ramsey County Regional Railroad Authority
May 9, 1989

6. Ratify partial payment No. 4 to Strgar-Roscoe-Fausch, Inc. in amount of \$30,085.93.

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

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

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

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA-88-002, The Ramsey County Regional Railroad Authority authorized (Resolution R89-16) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-16 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

RESOLVED, Invoice and payment documentation for Partial Payment No. 4 in the amount of \$30,085.93, is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

7. Verbal Report on Legislation

Chairman Finley asked if there were any more amendments to the bills, and Ms. DeSpiegelaere said there was some discussion, but first of all, she would like to have James Van Houdt report on the House Bills as regards our taxing capabilities.

James Van Houdt addressed the Board, they received Friday, a new version on the House Bill, what it does for the RRA, the first thing is C on Page 80, governmental subdivisions also include the Regional Rail Authority. We are fortunate enough to have here this morning Jayne Rankin, from the House Research Department.

Mr. Van Houdt continued, what it really means is that they are going back to the 1987 levy when you levied \$125,000, and that is the base for the RRA, if we are understanding all this language. (He quoted from the House Bill.) If we are reading this correct, this is what it is going to be.

Jayne Rankin who is with the House Research Department commented on this, what Mr. Van Houdt is relaying to you is information that we get from the Revenue Department when the Research Department found out about this amendment on to the Tax Bill. She asked Revenue how the RRA will be administered, and the Revenue Department staff said that since the House language does not specify otherwise that they would take the existing Statute and go back and apply that language as best they could to the RRA. What is being referred to is that existing language where the RRA's would get plugged in is with the pay '88 amount, and that is the first point where you come under levy limits, and then there would be adjustments for inflation, etc. to bring you up to a pay 90 limit which would then be created. Revenue relayed to her that they are not happy with having to administer it that way, and they would prefer that the Legislature just come out and tell them where to start, rather than leaving it to them to go dig through the Statutes and try and come up with a way to put them in. She has relayed this information to the people in the House.

Chairman Finley asked who put this amendment on, and Ms. Rankin said this amendment to the House Tax Bill came from Representative Randy Kelley, this went on in the Tax Committee last Friday.

Ms. Rankin said the Senate has a similar provision in the Novack Bill, also putting the RRA under levy limits, although the Senate bill does specify where to start which is the following year. Chairman Finley said this would then be 1988-89 which is this year's levy which is \$1.7 million versus \$125,000. Mr. Van Houdt said that is correct, and they probably did not even know when they put this language in that that is where they would start, they just made it a subdivision, not knowing what this language meant.

Another thing which Ms. DeSpiegelaere reminded Ms. Rankin about was that in talking with Revenue, problems with both the House and Senate language is that as of current, the pay 89 levies, there are four metro counties who have not levied anything, and if you put them under levy limits, strictly interpreted, this means that they can't ever levy anything. Ms. Rankin feels that once this becomes known that adjustments will be made. She has written a memo to Representative Kelley, and also to Representative Carruthers because he is carrying the Transit Bill, relaying what Revenue had told her about the problems they would have in administering it.

Commissioner Ahrens feels this is another issue that MICA needs to discuss tomorrow, if those other counties in MICA are not going to be able to levy anything, this should be discussed.

Chairman Finley thanked Ms. Rankin for coming to the Board meeting today, as this Board really appreciates this information.

8. Chairman's Comments

Chairman Finley wished to inform the Board that a meeting was held with the Burlington Northern people yesterday, Ed Doggett the person here who is head of Operations for BN, who is taking over for Wayne Hatton (who will no longer retain jurisdiction over LRT), Rosemary Wilson, Kathryn DeSpiegelaere, and Mary Lou Grahek was invited as this issue had been raised essentially by Commissioner Ahrens on the BN. He asked that Ms. DeSpiegelaere give a report as to how we should proceed on their route on the Midway Corridor.

Ms. DeSpiegelaere addressed the Board, she pointed out that Ferrol Robinson also attended this meeting. There has been a great deal of discussion as to exactly what BN's position is, as to whether or not it is worthwhile studying this alignment for LRT if the RR is unwilling to have us there, and unwilling to consider eventual use of this area for LRT. The meeting was the clearest discussion she has had to date on the subject. At the meeting the two people from BN said that they are very willing to work with Ramsey County and other counties on LRT. There are areas where LRT will work, and there are areas where it will not work.

On this specific alignment in the Midway Corridor, they consider it is very important for BN to operate there, they refer to this area as their bread and butter, but they did indicate that there are areas along the corridor where LRT probably could work, there are other areas, some of them considerable in length where they have constraints, such as the piggy-back operation. They indicated, however, that the way to assess the constraints is by conducting some kind of engineering analysis to determine what those are, as to whether or not that analysis should be conducted, they feel that is the County's decision, but certainly they would be interested in working with us, and they did not say, don't study it. Again, all of the alignments under consideration do have constraints, this one is no exception. They said the way they work with Hennepin County is to have Hennepin bring them the engineering plans, and then they respond if this is a reasonable way to go, you may need to make some modifications.

Another interesting point at the meeting is that because of so many changes in the structure of BN, the land outside where they operate is really not under their jurisdiction any longer. So, if you ask them is there a right of way available next to the tracks, they are probably not certain, it has to do with their management structure, Glacier Management Corporation owns some of property now. So, it is important that we work not only with the RR, but also with whomever owns the land, and sometimes the RR may not even know that. Ms. DeSpiegelaere thought it was a very productive meeting, it really clarified the issues for her.

Ferrol Robinson commented on the meeting, he feels the same way as Ms. DeSpiegelaere does, except to say that he has been following the issue also for several months, and this is the first time it became clear to him that, one, they have not said "do not look at it", they are saying you look at it, come back, they will react to it, as eventually they may come up with something that is mutually agreeable.

Ramsey County Regional Railroad Authority
May 9, 1989

Commissioner Norgard said this is exactly what was said to Commissioner Finley and himself when they made the trip to Chicago. This is exactly what they told them in Chicago, there is only one little area off of Snelling, the piggy back, this is the only place they are worried about. They did mention that the Glacier, their real estate division, owns all that property there.

Commissioner Hunt understands that this was a worthwhile meeting, and we do not have to send any letter to BN as was discussed previously.

Chairman Finley stated we would need a resolution to rescind the previous action which was in resolution form.

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

WHEREAS, Ramsey County Regional Railroad authority passed Resolution R89-21 requesting that a letter be sent to the Burlington Northern clarifying the company's position regarding the Burlington Northern Southern Mainline being considered as a location for light rail transit in the Midway Corridor; and

WHEREAS, A meeting was held on May 8, 1989 with Burlington Northern staff which clarified the position of Burlington Northern and obviates the need for sending a letter to accomplish the clarification; Now, Therefore, Be It

RESOLVED, THAT Resolution R89-21 of the Ramsey County Regional Railroad Authority is hereby rescinded.

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

Chairman Finley wished to add that, as he had said to Rosemary Wilson who has stated that it was not available, but Mr. Doggett made it very clear exactly what the position of BN is, which he felt was identical to what Mr. Hatton had been saying to us all along, and that is, we will work with you, we will have points where it is not available, we will have points where it is available, and it is only based on an engineering study that can determine what it is that can or can not be available. The point he wishes to make as Commissioner Schaber has suggested about looking at Pierce Butler Road, and he would like to have pointed out before we issue this RFP that we do know we are going to have some problem on the front end with the piggy back, we should let the people know that on the front end, this area is just west of Snelling Avenue, but it may extend east of Snelling as well as they told us. But, at least that area where we could bend it over onto the Pierce Butler, because the RR is concerned about Northtown, 7th Street and the Piggy Back - these three areas. Northtown is far up north in Blaine, Seventh Street has nothing to do with this.

Chairman Finley continued, regardless of which corridor, if we are going South at Snelling over to Pierce Butler, or whether we continue up to 280, or thereabouts, and start going south is something that the RFP engineering people would be aware that we want to be looking at both, and get a sense of direction, as it may be that it is best if we were to look at that to end up at University Avenue at Prior or Cleveland Streets, as opposed to further west, if we were to look at that, and connect it at that point, so that we can get a feel for that - what is publicly owned, part is St. Paul owned, or Glacier owned.

Ms. DeSpiegelaere added that BN said in the vicinity of Dale and Rice it was probably very workable to have LRT in that vicinity on this alignment, and this was the first time she had heard BN specify that. She thinks, in doing the RFP, we probably will want to leave ourselves open as there may be other options for land available adjacent to the tracks or Energy Park Drive, or somewhere in that vicinity that the consultant could explore, so rather than specify Pierce Butler or BN, she thinks we should leave the option open.

Chairman Finley said on the easterly part of the tracks, that is where there are new bridges at Dale and Rice Streets which would mean a tremendous cost savings, where it would be workable.

Commissioner Ahrens is very glad that the meeting with BN took place, she feels there has been a lot of confusion with the correspondence sent us and also by the personal contacts that we have had with people where one thing was said to one person, and another thing was said to someone else. It seems to her at this point since they have said that there are sections that would not be usable but you could tunnel or bridge, there are other sections which they would consider, that it would be very helpful to some of us if they could have a map where those areas are that are not accessible, but she thinks that we have this information, it is good, it has clarified it for all us and that we should proceed with the study on the three alignments.

Chairman Finley said the study itself is going to clearly identify those particular areas, and that is what they want a response, so we do not hear "it is about Lexington or Hamline", and that is why they are suggesting we do it, and they respond to what is not workable, what is workable providing you do certain things. He feels it would be very premature to start saying, we know the piggy back yard is a "no-no". However, Commissioner Ahrens said some members do not know what area this is.

Ms. DeSpiegelaere said this discussion occurred yesterday as well, and the RR uses different maps than we do, so they are not familiar with the streets, but in answer to a specific question from Rich Hadley, asking Mr. Doggett if this is an area where LRT would not work, Ed Doggett said no, that was not what he was saying, you need to do an analysis really to determine that. So, while there are constraints on the piggy back area, she does not think they are saying, "no, don't consider LRT here, it is just you may need some creative options".

Chairman Finley feels what they are saying, we should have the Preliminary Engineering done, and then they can respond to it, but to try to guess what is or is not workable is going to end up in same confusion that we have had for the last six months. If the direction is to proceed as you were originally outlining, and it appears that it is, then just do it, and we will work with BN, and get their reactions to the Preliminary Engineering.

Commissioner Schaber feels a motion may be necessary on this matter as there has been considerable discussion on this. He had suggested Pierce Butler, so that we would not just confine ourselves to trackage and find it unworkable, as he thinks there are some possible alternatives.

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

WHEREAS, Ramsey County Regional Railroad Authority has previously examined alignment alternatives for light rail transit in the Midway Corridor connecting downtown St. Paul and Minneapolis and will soon initiate environmental and engineering studies of the Midway Corridor; Now, Therefore, Be It

RESOLVED, That the areas to be examined for light rail transit in the environmental and engineering studies will be in the vicinity of I-94, University Avenue and the Burlington Northern Southern Mainline. Combinations of these areas may also be considered in the studies to assist in a determination of where light rail transit is most appropriate in the Midway Corridor.

Roll Call: Ayes - 6, Nays - 0 (Commissioner Hunt left during this discussion.)
Motion adopted.

Chairman Finley advised the Committee that we did not get on the Agenda for this meeting the information for Financing Options for Light Rail Transit, which has been sent to the Board Members for their comments. The financial outline has been prepared by the consultant which brings to us what 1% sales tax would bring, what payroll tax would bring, all the different variables on sources of revenue to subsidize LRT.

Chairman Finley said this information will be compiled, and we will discuss this at the next meeting.

Ms. DeSpiegelaere distributed additional copies of the May 5th memo.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

RCRRA Originating Department <u>R. H. Spiegelberg</u> Authorized Signature	<u>5/11/89</u> Date	Board Action Requested Verbal report on legislation DISCUSSION ONLY
---	------------------------	---

Request Justification

Staff and/or commissioners will provide a verbal report on recent legislative action affecting light rail transit and regional railroad authorities

Budgeting and Accounting <u>Ed Blumley</u> <u>5-18-89</u>	Date / Time
County Attorney <u>Kris Wenzel</u> <u>5-18-89</u>	Received By
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date May 23, 1989	<u>J. L. Blendenning</u> Signature	Date 5/18/89
Board Date		Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

RCRRA
Originating Department
James E. Polase 5/17/89
Authorized Signature *for ED* **Date**

Board Action Requested

Authorize RCRRA staff to negotiate an agreement with the HCRRA to establish formal coordination for PE/EIS studies in the Midway Corridor.

* action is requested

Request Justification

See Attached: 1) Memorandum from K. DeSpiegelaere to RCRRA
 2) Proposed resolution

Budgeting and Accounting *reviewed by Ed Glauity 5-18-89*
 County Attorney *reviewed by Kris Wendorf 5-18-89*
 Risk Manager _____
 Data Processing _____
 Previous Action taken on Request _____

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
 May 23, 1989

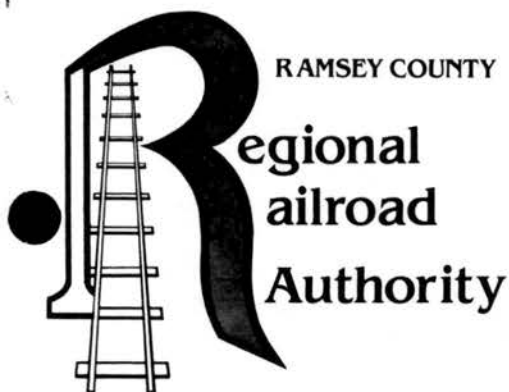
Signature

Date
 5/18/89

Board Date

Signature

Date



Room 316 Courthouse
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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
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *[Signature]* for KD
Director of Light Rail Transit Planning

SUBJECT: Preliminary Engineering/Environmental Impact Statement
Midway Corridor Study - RCRRRA/HCRRA Coordination

DATE: May 17, 1989

As you are aware, the western terminus of the Midway Corridor is in the City of Minneapolis. The precise point of connection to proposed Hennepin County LRT facilities is at or near the intersection of Oak Street and Washington Avenue, near the University of Minnesota. The point of connection will not be significantly different for any of the alignments included in the PE/EIS study. The total length of the Midway Corridor is approximately 8 miles. The portion within Hennepin County is just over one mile, varying to a minor degree for each alternate.

Obviously, any technical study must define and evaluate the corridor between logical termini, irrespective to political boundaries. On the other hand, current governance provisions coupled with budget constraints and common sense, necessitate inclusion of the Hennepin County Regional Railroad Authority in completion of the proposed Midway Corridor work. Preliminary discussions with HCRRA staff indicates a willingness to participate administratively and fiscally for work relating to segments within Hennepin County. Similar coordination between the HCRRA and the Anoka County Regional Railroad Authority (ACRRA) has been successful in recent studies of the Northeast Corridor by BRW, Inc..

In the case of the Midway Corridor, since the major portion of work covers areas within Ramsey County, the RCRRRA would be the Responsible Governmental Unit (RGU). All work, including those

segments within Hennepin County, would be conducted by one consultant (or consultant team) under one contract. We would solely administrate the contract. Accounting provisions within the contract would allow for allocation of costs between the authorities for major tasks on segments within each respective county. Hennepin County's role and fiscal obligations would be established through a separate agreement between the RCRRA and the HCRRA. Language within that agreement would establish review and approval rights sought by the HCRRA and set forth procedures for reimbursing the RCRRA for completed work within Hennepin County.

We believe formal establishment of coordination with the HCRRA is essential to proposed Midway Corridor studies. It is our request that the RCRRA authorize staff to negotiate an agreement with the HCRRA, in accordance with the principals set forth above. The agreement would be presented to the Authority concurrent to the anticipated June 27, 1989 submittal of the professional services agreement governing PE/EIS studies on the Midway Corridor.

JT/cw



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, the Ramsey County Railroad Authority intends to contract for the completion of Preliminary Engineering(PE) and Environmental Impact Statement(EIS) studies for the Midway Corridor; and

WHEREAS, technical studies must define and evaluate the Corridor between logical termini irrespective of political boundaries; and

WHEREAS, the western terminus of the Midway Corridor has been defined as at or near the intersection of Oak Street and Washington Avenue, near the University of Minnesota, in Hennepin County; and

WHEREAS, the portion of the Corridor within the boundaries of Hennepin County is approximately one mile in length and will potentially connect to proposed Hennepin County Light Rail Transit facilities; and

WHEREAS, it is essential to formally coordinate Midway Corridor studies with ongoing Hennepin County Regional Railroad Authority LRT initiatives; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority authorizes staff to negotiate an agreement with the Hennepin County Regional Railroad Authority for the purpose of establishing formal coordination during the completion of PE/EIS studies in the Midway Corridor; and Be It Further

RESOLVED, that the agreement adhere to the following principals:

- 1) Ramsey County will be named the Responsible Governmental Unit(RGU).
- 2) Ramsey County will solely administer the contract governing completion of PE/EIS studies in the Midway Corridor.
- 3) The Hennepin County Regional Railroad Authority will reimburse the Ramsey County Regional Railroad Authority for Corridor study work completed within Hennepin County, as identified by cost allocations determined under the agreement governing the PE/EIS studies.
- 4) The agreement shall establish review and approval rights of the Hennepin County Regional Railroad Authority and set forth reimbursement procedures.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary 3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	Board Action Requested Discussion of financing options for light rail transit DISCUSSION ONLY
<u>5/11/89</u> Date	

Request Justification

See attached:

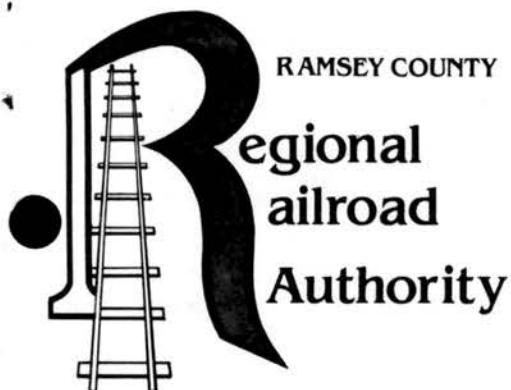
1. Memorandum from K. DeSpiegelaere of 5/11/89
2. Surveys
3. Survey request memorandum
4. Information from SRF on financing

Budgeting and Accounting <u>reviewed by Ed Blauvelt 5/18/89</u> County Attorney <u>reviewed by Kris Wenzel 5-18-89</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
<u>May 23, 1989</u>	<u>J L Glendon</u>	<u>5/18/89</u>
Board Date	Signature	Date



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Phone 298-4145

John T. Finley, Chairman

District 3

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Ruby Hunt

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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: Financing Options for Light Rail Transit

DATE: May 11, 1989

On May 5 you received a memo from me requesting that you complete a survey ranking potential sources of light rail transit funding on a scale of 1 to 14, 1 being the method of most interest to you and 14 the least. The responses I have received from you are attached. The consultant for the comprehensive LRT plan will now develop additional information on the sources you have indicated are of most interest to you. This information will be presented to you at your work session on June 14, 1989. In addition to your responses, a copy of the May 5 memo and attachments are included with this documentation. The conclusion that can be drawn from your rankings is that you are interested in broad-based, rather than county-based, methods of financing.

Recommendation:

For your information.



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Warren W. Schaber
District 6

**POTENTIAL REVENUE SOURCES FOR
CAPITAL COSTS FOR
LIGHT RAIL TRANSIT**

**PREFERENCES FOR
ADDITIONAL DATA
TO BE DEVELOPED**

Rank in order:
1=of most interest to you;
14=of least interest to you

Property tax - County
Property tax - Metropolitan Transit Taxing District
Income tax - Ramsey County
Income tax - Seven county
Income tax - Statewide
Sales tax - Ramsey County
Sales tax - Seven county
Sales tax - Statewide
Motor vehicle taxes:
 registration fee surtax
 excise tax
 gasoline tax
Payroll tax
Hotel/motel/liquor tax
Cigarette tax
Other (specify) _____

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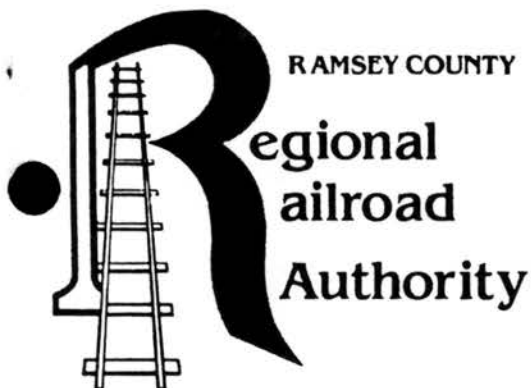
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NAME Ruby Hunt
DATE _____

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89

*Kathy,
Ruby doesn't
like any of the
others. Kathleen*



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District 7
Donald E. Salverda
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Warren W. Schaber
District 6

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CAPITAL COSTS FOR
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 gasoline tax
Payroll tax
Hotel/motel/liquor tax
Cigarette tax
Other (specify) _____

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NAME Diane Ahrens
DATE _____

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89



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District 3
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Duane W. M...
District 1
Hal Norgard
District 7
Donald E. Salverda
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CAPITAL COSTS FOR
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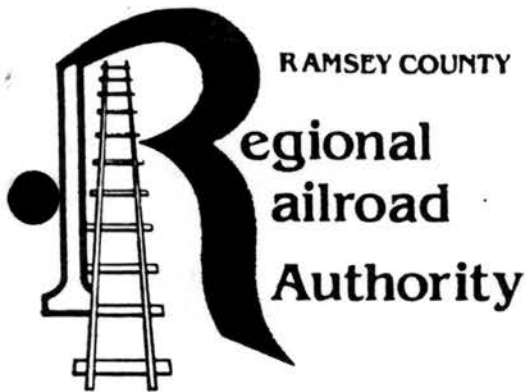
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Sales tax - Ramsey County
Sales tax - Seven county
Sales tax - Statewide
Motor vehicle taxes:
 registration fee surtax
 excise tax
 gasoline tax
Payroll tax 7 COUNTY
Hotel/motel/liquor tax 7 COUNTY or STATE
Cigarette tax 7 COUNTY or STATE
Other (specify) _____

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NAME Warren W. Schaber
DATE 5-8-89

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89



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District
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District
Hal Norgar
District
Donald E. Salver
District
Warren W. Schab
District

**POTENTIAL REVENUE SOURCES FOR
CAPITAL COSTS FOR
LIGHT RAIL TRANSIT**

**PREFERENCES FOR
ADDITIONAL DATA
TO BE DEVELOPED**

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Payroll tax
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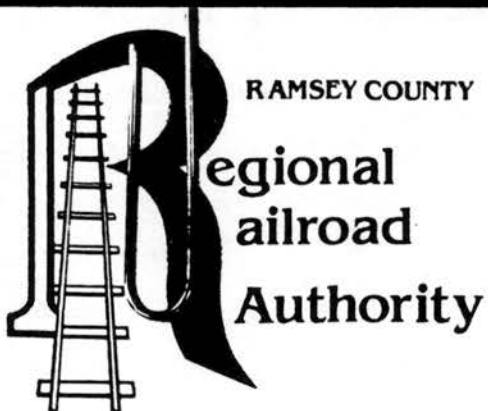
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NAME Duane W. McCart
DATE 5/9/89

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89



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**POTENTIAL REVENUE SOURCES FOR
CAPITAL COSTS FOR
LIGHT RAIL TRANSIT**

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Cigarette tax
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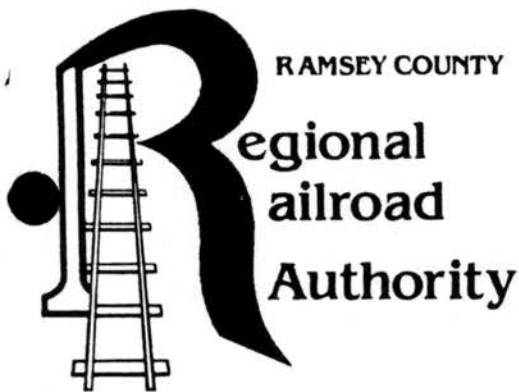
NAME

DATE

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89

John T. Finley, Chairman
District 3
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John T. Finley, Chairman

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Ruby Hunt

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Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

**POTENTIAL REVENUE SOURCES FOR
CAPITAL COSTS FOR
LIGHT RAIL TRANSIT**

**PREFERENCES FOR
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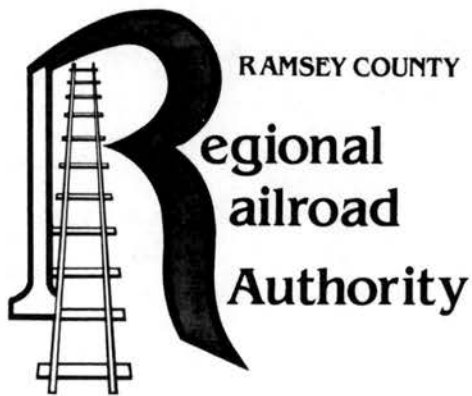
NAME

DATE

H. A. Norgard
5-9-89

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89



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John T. Finley, Chairman

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District

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District 7

Donald E. Salverda

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Warren W. Schaber

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MEMORANDUM

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

From: Kathryn DeSpiegelaere *XD*

Subject: Financing options for light rail transit

Date: May 5, 1989

The purpose of this memorandum is to request your assistance in identifying what potential sources of revenue the consultant for the comprehensive plan should address for financing light rail transit. Chairman Finley suggested that soliciting your comments by memorandum would be appropriate. This will be discussed at your May 9 Regional Railroad Authority meeting.

At the April 10 work session on the comprehensive light rail transit plan, Strgar-Roscoe-Fausch (SRF) presented information on financing methods for light rail transit that had been the subject of discussion in Anoka and Hennepin Counties. A copy of the April 5 memo on that subject is attached. You requested additional information about potential sources of funding. Some potential sources are described in the May 1 memorandum from SRF that is attached.

Before additional work is completed to quantify in detail what the sources of funds would provide in revenue, it would be helpful to narrow the number of alternatives to be explored. Would you please rank on a scale of 1 to 14 on the attached sheet, 1 being the method of most interest to you and 14 the least, what funding sources you would like more detailed information on? Although federal sources of funding are not specified on the attached sheet, we have obtained information on that source of funds that will be included in a summary of potential funding sources.

Recommendation:

Would you please return the attached sheet to me by Wednesday, May 10?



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Phone 298-4145

PREFERENCES FOR ADDITIONAL DATA TO BE DEVELOPED

Rank in order:
1=of most interest to you;
14=of least interest to you

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 gasoline tax
Payroll tax
Hotel/motel/liquor tax
Cigarette tax
Other (specify)

NAME _____

DATE _____

Please return to Kathy DeSpiegelaere by May 10.

KD/clm
5/89

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

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District 7

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District 2

Warren W. Schaber

District 6



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: May 1, 1989

SUBJECT: REVENUE SOURCES FOR LRT FINANCING

This memorandum complements our April 5 memorandum "Potential Revenue Sources for LRT Financing in Ramsey County", which is attached. Its purpose is to provide you with an expanded list of potential revenue sources and preliminary estimates of the level of funding that each source may generate in Ramsey County. For comparison purposes, the level of revenue generation is also shown for Hennepin County.

Revenue levels were obtained from material prepared in connection with the Hennepin and Anoka County LRT Comprehensive Plans and the LRT Planning Analysis for the Midway Corridor.

The funding levels shown are rough estimates and must be refined further. However, we suggest that they be used to eliminate certain sources from further consideration. For example, it is estimated that a Driver License Fee of one dollar would only generate \$100,000 per year in Ramsey County. Even if a five dollar fee was added to the average of \$70 currently charged, the revenue from this source would only be \$500,000, which is significantly lower than most of the other revenue sources. In addition, and as described in the April 5 memorandum, several revenue sources are unattractive because they are difficult to administer, do not provide adequate levels of funding, are unreliable or are not equitable. These include:

- . Tax Increment Financing
- . Fiscal Disparities
- . Special Assessments
- . Transit Impact Fees

Kathryn DeSpiegelaere

- 2 -

May 1, 1989

Other sources may also fall under this category but have not been analyzed in sufficient detail previously. These are Head Tax, Square Footage Assessment and Toll Road Fee.

As we discussed, the plan is that you discuss these financing options with the Commissioners in order to reduce the list of funding options to the most promising. Once this is accomplished, we will have a financing analyst examine the remaining options in more detail.

FOR:bba

POTENTIAL REVENUE SOURCES FOR LRT FINANCING

Revenue Source	Unit	Year	Revenue Per Year (Million)	
			Ramsey County	Hennepin County
Property Tax	1 Mill	1988	\$ 3.4	\$ 9.2
Metro Transit Taxing District	1 Mill	1988	\$ 25.5 (Metro)	\$ 25.5 (Metro)
Motor Veh. Registration Fee Surtax	\$1.00	1987	\$ 0.3	\$ 0.7
Motor Vehicle Excise Tax	30% Metro 30% Mn/DOT	1989	\$ 4.2 (Metro)	\$ 4.2 (Metro)
Parking Sales Tax	1%	1988	N.A.	\$ 0.2 (Mpls.)
Gasoline Tax	\$.01	1987	\$ 2.7	\$ 5.0
Driver License Fee	\$1.00	1988	\$ 0.1	\$ 0.2
General Sales Tax	1%	1989	\$ 33.4	\$ 97.5
Hotel/Motel/Liquor Tax	1%	1986	\$ 0.3	\$ 1.3
Cigarette Tax	\$.01	1987	\$ 3.4 (State)	\$ 3.4 (State)
Payroll Tax	1%	1986	\$ 63.0	\$ 149.0

OTHER SOURCES OF REVENUES
(TO BE QUANTIFIED)

- . Federal Funds
- . State Funds

- . Tax Increment Financing
- . Fiscal Disparities

- . Income Tax
- . Head Tax (employer)
- . Square Footage Assessment
- . Transit Impact Fee

- . Toll Road Fee



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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA		Board Action Requested
Originating Department		Ratify partial Payment No. 5 to Strgar-Roscoe-Fausch, Inc. in amount of \$38,911.95 *Action is Required
K. DeSpiegelaere /s/	5/17/89	
Authorized Signature	Date	

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. for the purposes of developing a Comprehensive Light Rail Transit Plan. Contract Agreement No. RCRRA-88-002 governs the performance of services and terms of payment. Payment in the amount of \$38,911.95, for the period ending April 30, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-16. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments:
- 1) Accounts Payable form and Partial Payment No. 5
 - 2) SRF Invoice No. 5 and attachments
 - 3) Proposed Resolution ratifying payment

Budgeting and Accounting	<i>reviewed by Ed Blankley 5/18/89</i>	Date / Time Received By
County Attorney	<i>reviewed by Kim Wenzel 5-18-89</i>	
Risk Manager	_____	
Data Processing	_____	
Previous Action taken on Request	_____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 23, 1989	<i>J. L. Henderson</i>	5/18/89
Board Date	Signature	Date

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY

Date May 17, 1989

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA		1	

1-2 3-7 8 9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$38,911.95
			Agreement No: PA 736	

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

\$38,911.95

Total

(4) PAY TO: 2 8 First Name & Initial 9-22

STRGAR-ROSCOE-FAUSCH, INC.

Last Name or Firm Name 23-52

53-76

3 8 Address 9-32

Minneapolis

MN

55447

City State 33-54

Zip Code 55-59

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Invoice #5, File #1128-1134 & 1159

5 Agreement #RCRRA-88-002

9-60

For Risk Management
Use Only

6
8

Last Name First Name

(6) SEND TO:

Address

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

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

Preparer's Signature: Connie Wagner

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

Authorized Signature: _____

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

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 5

PREPARED BY: 

PROJECT: COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
CONTRACT AGREEMENT NUMBER RCRR-88-002

ENTERED BY: 

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

DATE: 16 MAY 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STRGAR-ROSCOE-FAUSCH, INC
ONE CARLSON PARKWAY N., SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	28.5%
TOTAL VALUE OF WORK CERTIFIED - 30 APRIL 89		\$124,872.87
LESS 10% RETAINAGE		\$12,487.29
AMOUNT DUE		\$112,385.58
LESS PREVIOUSLY APPROVED PAYMENTS:		\$73,473.63
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$38,911.95</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

PREVIOUS PARTIAL PAYMENTS:

DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING	PARTIAL PAYMENT NO. 1	\$6,806.63
		PARTIAL PAYMENT NO. 2	\$11,096.78
		PARTIAL PAYMENT NO. 3	\$25,484.29
		PARTIAL PAYMENT NO. 4	\$30,085.93
DATE	CONTRACTOR	PARTIAL PAYMENT NO. 5	\$38,911.95
		PARTIAL PAYMENT TOTAL:	<u>\$112,385.58</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$112,385.58</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$325,314.42</u>

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

Telephone: (612) 475-0010

Refer to File: 0881127-1134

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

Invoice Date: 4/30/89

Invoice No. 5

Period Ending: 4/30/89

re: COMPREHENSIVE LRT PLAN
AGREEMENT NUMBER RCRRA-88-001 (PHASE I)
AGREEMENT NUMBER RCRRA-88-002 (PHASE II)

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	957.50	8,885.99	9,843.49
Task 3 -Corridor Ident./Evaluation	1129	16,783.41	38,942.49	55,725.90
Task 4 -Downtown St. Paul Alignment	1130	5,298.52	3,197.18	8,495.70
Task 5 -LRT Staging Plan	1131	900.00	0.00	900.00
Task 6 -Operating/Financial Plan	1132	2,024.09	0.00	2,024.09
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip. *	1134	13,977.45	28,135.66	42,113.11
Total Labor and Overhead		39,940.97	100,793.58	140,734.55
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	3,294.53	2,476.05	5,770.58
TOTAL FEE EARNED		43,235.50	103,842.81	147,078.31
LESS 10% RETAINAGE - PHASE II		4,323.55	8,163.74	12,487.29
TOTAL		38,911.95	95,679.07	134,591.02
TOTAL AMOUNT DUE THIS INVOICE		38,911.95	=====	

* TASK 8

Community/Agency Participation	1,915.00
Newsletter/Presentation Materials	7,904.97
Special Meetings/Preparation	4,157.48
TOTAL	13,977.45

COMMISSION # 881128
LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
F. Robinson	Principal	75.00	8.5	637.50
----- TOTALS -----			12.5	957.50

COMMISSION # 881129
LRT PLAN - CORRIDOR IDENTIFICATION
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	6.0	510.00
P. Fausch	Principal	80.00	17.5	1400.00
F. Robinson	Principal	75.00	33.0	2475.00
J. Kern	Associate	75.00	62.0	4650.00
J. Hensrud	Trans. Planner	61.58	24.5	1508.71
F. Loetterle	Trans. Planner	41.25	112.0	4620.00
P. Patzoldt	Tech Supervisor	49.50	1.2	59.40
R. Asmus	Tech Supervisor	47.02	21.0	987.42
J. Woolcott	Technician	33.83	9.5	321.39
A. Tassoni	Technician	33.49	0.6	20.09
M. VanderLinden	Technician	30.29	1.5	45.44
B. Bersie-Ashfeld	Word Processor	37.95	4.9	185.96
-----	TOTALS -----		293.7	16783.41

COMMISSION # 881130
LRT PLAN - DOWNTOWN ST. PAUL ALIGNMENT
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	3.0	255.00
P. Fausch	Principal	80.00	6.0	480.00
F. Robinson	Principal	75.00	32.0	2400.00
F. Loetterle	Trans. Planner	41.25	16.0	660.00
D. Dusheck	Land Surveyor	59.40	0.5	29.70
R. Asmus	Tech Supervisor	47.02	21.5	1010.93
V. Martinez	Technician	33.83	12.0	405.96
B. Bersie-Ashfeld	Word Processor	37.95	1.0	37.95
J. Lubenda	Word Processor	37.95	0.5	18.98
-----	TOTALS -----		92.5	5298.52

COMMISSION # 881131
LRT PLAN - LRT STAGING PLAN
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	12.0	900.00
----- TOTALS -----			12.0	900.00

COMMISSION # 881132
LRT PLAN - OPERATING & FINANCIAL PLAN
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	3.0	255.00
P. Fausch	Principal	80.00	6.0	480.00
F. Robinson	Principal	75.00	14.0	1050.00
M. Bressler	Sr. Technician	37.95	2.0	75.90
B. Bersie-Ashfeld	Word Processor	37.95	4.3	163.19
-----	TOTALS -----		29.3	2024.09

COMMISSION # 881134
LRT PLAN - COMMUNITY & AGENCY PART.
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	8.0	640.00
F. Robinson	Principal	75.00	10.0	750.00
C. Zimmer	Principal	75.00	7.0	525.00
----- TOTALS -----			25.0	1915.00

COMMISSION # 891157
LRT PLAN - NEWSLETTER/PRESENTATION
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	75.00	1.5	112.50
J. Hensrud	Trans. Planner	61.58	13.0	800.54
M. Iisakka	Sr. Technician	46.20	15.5	716.10
D. Paulu	Sr. Technician	36.30	50.5	1833.15
V. Martinez	Technician	33.83	52.0	1759.16
A. Tassoni	Technician	33.49	1.0	33.49
K. Ruff	Technician	33.33	34.5	1149.89
K. Ehrlichman	Technician	30.53	6.5	198.45
D. Madison	Technical Writer	42.90	18.5	793.65
B. Bersie-Ashfeld	Word Processor	37.95	5.5	208.73
J. Lubenda	Word Processor	37.95	5.8	220.11
D. Eckblad	Clerical	26.40	3.0	79.20
-----	TOTALS -----		207.3	7904.97

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING APRIL 30, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	12.0	960.00
F. Robinson	Principal	75.00	37.5	2812.50
C. Zimmer	Principal	75.00	4.0	300.00
J. Hoffman	Technician	36.30	1.5	54.45
K. Ehrlichman	Technician	30.53	1.0	30.53
	TOTALS		56.0	4157.48

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING APRIL 30, 1989

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	422.24
2	PARKING	86.25
9	SPECIAL DELIVERY	39.30
12	REPRODUCTION	151.85
13	IN-HOUSE COPY DUPLICATION	529.10
17	PRINTING	203.00
21	FILM & DEVELOPING	48.60
22	SUPPLIES	305.95
50	CPP8.511 8.5X11 B/W PAPER STAT	35.50
51	CPP1012 10X12 B/W PAPER STAT	321.75
52	CPP1218 12X18 B/W PAPER STAT	138.60
53	CPP2024 20X24 B/W PAPER STAT	25.95
55	CPPAB1012 10X12 ADH PAPER STAT	102.90
56	CPF1012 10X12 B/W FILM STAT	841.50
58	CPFAB1012 10X12 ADH FILM STAT	8.10
69	CPFAB1218 12X18 ADH FILM STAT	26.25
80	XEROX BOND PRINTS	3.60
81	XEROX VELLUM	1.80
83	FAX	2.24

TOTAL DIRECT EXPENSES

3294.53



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA-88-002, the Ramsey County Regional Railroad Authority authorized (Resolution R89-16) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-16 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

RESOLVED, Invoice and payment documentation for Partial Payment No. 5 in the amount of \$38,911.95, is in accordance with governing contract provisions and payment in that amount is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary 13

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>RCRRA</u> Originating Department <u>John T. Finley</u> <u>5/10/89</u> Authorized Signature Date	Board Action Requested Chairman's Comments
Request Justification	

<u>Budgeting and Accounting</u> <u>Ed Glanville</u> <u>5/18/89</u> <u>County Attorney</u> <u>Kris L. Hennings</u> <u>5-18-89</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By
---	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>May 23, 1989</u>	<u>JL Glanville</u>	<u>5/18/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>