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Version 3
August 20, 2018

RAMSEY COUNTY
Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, June 13, 1989

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

1. * Minutes of the May 23, 1989 Meeting.

2. Chairman's Comments.

3. Summary of 1989 Legislation.

4. * Authorize staff to negotiate a contract for Preliminary Engineering and an Environmental Impact Statement for the Midway Corridor with the BRW Team.

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 23, 1989

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, May 23, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House.

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

ALSO PRESENT: Michele Timmons represented the County Attorney's Office, James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Del Edwards. James Bower, Toni Baker, Kathryn DeSpiegelaere, Ferrol Robinson, James Tolaas, Jill Goski, Frances Glendenning,

1. Minutes of the May 9, 1989 Meeting.

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the regular meeting held on Tuesday, May 9, 1989, as written.

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

2. Legislation - Verbal Report - Discussion Only.

Chairman Finley called on Kathy DeSpiegelaere to give an update report on the status of the legislation.

Ms. DeSpiegelaere addressed the Board, she has circulated a memo to the Commissioners that indicated there are several measures that have been taken that affects Light Rail Transit and Regional Rail Authorities. One is File 1618 Senate would provide $6.8 million for the next biennium to RRA for light rail transit work. That money would be distributed by MnDOT with no more than 60% to a single authority. The difference is that at this time the Regional Transit Board would have approval power. However, there is another bill that has been passed that reconstitutes the RTB, with different people on that board, including elected officials, two of which have to be County Commissioners.

Ms. DeSpiegelaere continued, there are specific districts that must be covered according to the bill for the RTB. There is another bill which was introduced yesterday House File 1788 by Representative Battaglia, that would provide $100 million for light rail transit in the Midway Corridor, that bill was cosponsored by Representative Kelly, and Doug Carlson. It is anticipated that there will be hearings on this during the interim, and it will come up next session.

Chairman Finley asked if this calls for a specific alignment or requires a specific alignment, and Ms. DeSpiegelaere said this is correct.

Ms. DeSpiegelaere continued, a bill that did pass the House and Senate last night was House File 1408, this is the major bill we have been dealing with, this is the Novak - Carruthers bill. This retains the authority of the RRA's to continue implementing light rail transit as we have been doing. This requires regional coordination on certain elements of light rail transit work, one is the coordination plan, one is the financial plan, and the third is a development plan. These are very positive steps for Ramsey County to be involved in those. These will be developed by a Joint Advisory Board comprised primarily of County Officials, Ramsey County will have two County Commissioners on this Committee, and they will work with the RTB on that plan and it will be done rather soon. This also retains the taxing ability of the RRA that we currently have, this would allow us to levy this coming year up to $12 million.

This bill changes somewhat the responsibility of the Metropolitan Council, and the RTB, the RTB as mentioned previously would be composed of elected officials primarily rather than appointed, and they would have approval power over some aspects of light rail transit.

Chairman Finley understands that Metropolitan Council does not have approval power, and Ms. DeSpiegelaere said there is one element that they have approval power over and that is the financial and development plan, and their authority extends to how it is compatible within transportation plans, so the Legislature made it clear they did not want them to be involved in the details, but in the broad context so that approval will allow them to do that.

A tax bill, Ms. DeSpiegelaere said, had a provision that would have prevented RRA's to levying unless Hennepin County received their Federal Grant, but with the passage yesterday of HF 1408, if the Governor signs it, that provision will not come into play.

Chairman Finley said the provision was that if no bill passes, then you can't levy, the exception to that would have been that you could levy if the Federal Grant were given. The point is that if none of it is applicable if the bill that passed is signed.

Commissioner Hunt said that what Ms. DeSpiegelaere did not mention is that she played a major role in the Conference Committee Meetings and Hearings,

including hours on Sunday afternoon, to work with the staff of the House and Senate in working out arrangements with them. She thinks that because of her participation, the staffs recognizing that her input was valuable, Commissioner Hunt thinks that we have a bill that is much more agreeable than would have been otherwise. Ms. DeSpiegelaere is to be commended for her activity in that area.

Chairman Finley said he had mentioned this at the Finance Committee that he thinks our total staffs and Commissioner Hunt's work this session, administratively the CB staff and the LRT staff are really to be commended along with Commissioner Hunt for the change of attitude that was generated during this legislative session in regards to Ramsey County, especially with the legislators not within our delegation, he thinks that the House and Senate staff became very comfortable working with our staff people, there has been a tremendous amount of input because of the perception that we are being forthright and honest, and not negative throughout the entire process, but have gone to the table saying we realize there is going to be something, and here is how we would like to help as opposed to. He thinks that the posture we had taken as a Board, giving our staff some direction, of being positive towards it, rather than fighting all along, resulting in a piece of legislation that our Board can be comfortable with. Ms. De Spiegelaere's inroad into the staff of the House and Senate was just tremendous. If you look at the resolution, for example that we had passed, as to what we wanted in the bill, no more than one regional agency having approval power, we ended up with that. Elected officials on the governing regional board, we ended up with that, six elected officials on the RTB. Expanding Metropolitan Transit from three to five, that is in the bill. Specifying MTC as the operating agency, that is in the bill. Distribution of state light rail funds by MnDOT, as opposed to Met Council, that is in the bill, with RTB approval. The time table we felt was too ambitious, and the scope of the work in that timetable has been substantially reduced, the original deadlines of January 1 and June 1.

Chairman Finley thinks that the bill itself is in the positive mode, that we tried to approach it, after we knew that something was going to be passed, and he thinks that not only the Legislature, but the House and Senate staff kept us informed, and we kept them informed very well. He knows that during Ms. DeSpiegelaere's absence last week, Jim Tolaas was in contact on a regular basis with Senator Novak's office, so we knew exactly where it was. The cooperation was just excellent and this is a credit to Commissioner Hunt as well as to our staffs.

Commissioner Hunt had one more observation, on the Battaglia Bill, she would like to point out that Battaglia is Chairman of the House Committee that passed out the Carruthers Bill and then Ramsey County representatives on the floor of the House, put a number of amendments on that bill in order to protect the interests of Ramsey County. He was not very happy with them, he was upset with the Ramsey County delegation for having done that. and

in the process, in order to mend fences and all, they worked out an accommodation with the Ramsey County Delegation to proceed with protecting our interest in the Midway Corridor by that bill. So, she thinks this really enhances Ramsey County opportunity during the interim to be able to move in that direction of getting some funding for the priority corridor.

Commissioner Norgard asked how do we stand, compared to other counties with our planning, they always come back and say we are behind, and he would like to have a quick answer as to how we stand with other planning groups.

Ms. DeSpiegelaere said that Ramsey County is quite competitive in terms of where we are with other groups. Obviously, Hennepin has had authority since 1980, they were mandated to do a Comprehensive Plan that was due in July 1988, they are ahead in that regard, but there is also a number of studies that have been done on the Midway Corridor so we have that advantage. Yesterday someone from RTB said to her that Ramsey County needs to make a decision on the Midway Corridor quickly now with this Battaglia bill being introduced. She said it would happen in the process, as Hennepin has not made a decision on surface versus tunnel alignment downtown, Anoka has not made a decision on University versus Central, so she thinks we are in a good position. She does not think that we are as far behind as some perceive Ramsey County to be. We are ready to start Preliminary Engineering and will have a contract for your consideration on June 27th for the Midway Corridor. She reiterated that it is perception, not reality, that we are behind.

Chairman Finley informed the Board that Commissioner Hunt has suggested a resolution supporting the bill be drafted, with a draft letter to be signed by the Chairman of the RRA, to the Governor, supporting the bill as it is, and requesting the Governor to sign the bill. The flip side of it is that if it does not happen, we will have levy limitations, and in fact, no levy unless there is a Federal grant approved.

Ms. DeSpiegelaere distributed to the Board Members a copy of the proposed resolution, and the draft letter supporting the bill.

Chairman Finley has looked at this, and what we are really asking for is, that we are again making a positive statement that we will participate, work with the committees, and support participation of the RTB, that we are supporting the bill. It does us no good not supporting in. He again said, people worked very hard, and Ms. DeSpiegelaere was very impressed by the knowledge of the members of the Conference Committee, we had Valento and Novak from Ramsey County on this, and Metzen has always been very supportive of Ramsey County's role

Ms. DeSpiegelaere added that this Conference Committee was unique in how cohesive they were, especially with the fact that we had the opportunity to spend three hours on Sunday with the staff and Representative Carruthers was there too to review the bill, and talk about any changes we wanted to make at that point. She felt that this was an extraordinary opportunity.

Commissioner Hunt suggested that copies of the proposed resolution and letter be sent to the members of the Conference Committee.

Commissioner Ahrens would like to know if there is basically any opposition to the Governor signing this bill from any quarter that we know about.

Commissioner Hunt does not think so, as everyone is indicating that Ramsey County came out well in the process, they took a little authority away from the Metropolitan Council in the course of the discussions, but they all participated and agreed in the many discussions. Everyone got up after the Conference Committee, including Hennepin County, and commended the Committee and thanked them for their work.

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

WHEREAS, H.F. 1408, adopted by the State Legislature on May 22, 1989, contains provisions relating to regional railroad authorities and coordination of light rail transit plans; and

WHEREAS, Conference Committee Members and staff have made extraordinary efforts to involve regional railroad authorities in the pereparation and review of H.F. 1408; Now, Therefore, Be It

R89-29

RESOLVED, That Ramsey County Regional Railroad Authority supports H.F. 1408 and authorizes a letter of support for the law and for the cooperative process used in its development to be sent from the Chairman of the Railroad Authority to Governor Rudy Perpich, members of the Conference Committee (Senators Novak, McQuaid, Metzen; Representatives Carruthers, McLaughlin, Valento), and to staff members of the House and Senate involved in that process; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will participate actively in the work of the Joint Light Rail Transit Advisory Committee established by H.F. 1408 and supports Ramsey County participation on the Regional Transit Board.

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

3 2. Authorize RCRRA Staff to negotiate an agreeement with the Hennepin County Regional Railroad Authority to establish formal coordination with PE/EIS studies in the Midway Corridor.

Ms. DeSpiegelaere addressed the Board, James Tolaas has been working on this. Hennepin County has a portion of the Midway Corridor within that County, this extends between the two downtowns, so as we begin preliminary engineering in the EIS, Hennepin has left a space open between the University of Minnesota East bank, and the Ramsey County border to accommodate any light rail alignments that Ramsey County might

select. She said they thought it would be advantageous to consider that in our study as a cooperative effort with Hennepin County, and indeed, they were very receptive on the staff to that.

James Tolaas added that it is obviously good posture to take a coordinated approach toward this work, and also to potentially assist in the payment for the portion that is completed in Hennepin County. It is approximately one mile out of eight in the study that would be paid for by Hennepin County.

Commissioner Norgard asked about Anoka County, as there is a possibility of their coming in some place.

Mr. Tolaas said that the actual geography around the alternates that we are looking in the study are solely within Hennepin and Ramsey. It is the NE Corridor that Hennepin and Anoka are working on together, this could potentially connect in the future.

Chairman Finley said that it will connect to it eventually. They have excluded the Minnesota Transfer Line, Anoka has excluded the Northtown line, they are not looking at this any more.

Commissioner McCarty asked if we would not in any case, notify or in some way keep Anoka apprised of what we are doing over there.

Chairman Finley said that we would, they are on our Inter-governmental Committee, what this is really for is a formal agreement with Hennepin County as we would like to have Hennepin County pay for part of it. Anoka is also on the Technical Committee, and they are participating on both committees.

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

R89-30

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 soley 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.

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

4. Discussion of Financing Options for Light Rail Transit.

Kathy DeSpiegelaere addressed the Board, this is a composite. The Board members were asked to rank potential funding sources for light rail transit, this was done, and the results are in this packet. The composite indicates that these were primary interest to you, and one of additional interest was a payroll tax. The funding sources were listed in the following order on a board displayed at the meeting, gas Tax, sales tax, MVET, state income, payroll tax, seven county sales tax. These are the ones that will be examined in greater detail as we progress with the planning .

Ms. DeSpiegelaere pointed out that in the Bill that was passed last night, the Financial Plan for the Region is to be done by January 1st, in cooperation with the counties and the RTB. The information that we collect will be part of this. One question that arises because of this bill is in the Comprehensive Plan, it would be possible simply to list sources of funds and what they would raise, rather than to make specific recommendations just for Ramsey County. You may want to defer because you will be part of a regional plan, and you will be participating in the decision on a regional basis as to what sources of funding should be proposed. Or, is it your preference to do that in the plan itself.

Chairman Finley said we should have this information compiled in a memo as to what the rankings are, and we should also include Commissioner Salverda's. Ms. DeSpiegelaere received his rankings after this packet was completed.

Chairman Finley thinks it would be good for all members to have the cover with the composite, and then the individual attachments so that any of us that are using this for any purpose along with the breakout of what would generate, what we use. He thought it was interesting that property tax was number 14 for most members.

Ms. DeSpiegelaere asked if the Board wished to make very specific recommendations in terms of a financial plan for Ramsey County for light rail transit, or would you prefer to defer if you have the basic information collected, and do this as part of the regional financial plan.

Chairman Finley would think that we would certainly want to participate in the regional financial plan, and we would probably like to have a position going in.

Commissioner Hunt asked if we are going to have a position going in then, we have to have some better way of coming up with what first few priorities are, and we best do that at a meeting where we can discuss the pros and cons, as she might like someone's selection as Number 1 for the reasons that person chose Number 1. If you do it independently, you do not have the benefit of the reasons for some of these decisions.

Commissioner Salverda agreed with Commissioner Hunt, we might understand the rationale better.

Chairman Finley suggested that possibly the Work Session would be a good place to deal with this issue, but he does not know how important it is to be in our Comprehensive Plan. Ms.DeSpiegelaere informed the Board that there is a vast amount to cover at the Work Session, possibly we could do something on this at the Work Session, but if you want more than that, you might want to schedule a special meeting to discuss this.

Chairman Finley would like to schedule this for the Work Session, as it is a very important position, and we may be one of the first counties who has a real philosophy to develop and lend to that regional planning regarding the financing plan. Our Board understands taxes and tax ramifications better than some other Boards.

Yesterday Ms. DeSpiegelaere spoke with Representative Battaglia's assistant, and he pointed out that the Battaglia Bill provides $100 million for light rail transit with state funds, but calls for other sources as well including Federal, and Representative Battaglia was hoping that would be a model for light rail transit financial plan, that it would not come all from one source, and the local agencies would be expected to provide some revenue for that.

Chairman Finley said it could be in the form of a seven county sales tax, or something along those lines as well, it may not be property tax. In this bill the $100 million would be no more than 50% of the Federal match required. Inotherwords, if the Federal match was $100 million, that would only be 50%

of the local match required by the Federal grant, so whatever is in that State bill, if the Battaglia Bill was approved, another $100 million for example would have to come from somewhere else to match the Federal grant. Ms. DeSpiegelaere said that is the way she understands the bill, and they are looking at a partnership, federal, state and local dollars.

Chairman Finley said when we are discussing this we should be looking at that if there is a local match, how should that local match be shared, on a seven county area as opposed to just looking as we think would be 100% state income tax, but our second position we know that might not be true, and how should it be taxed as a local sales tax or gas tax,

Commissioner Schaber said this is a very valid point as obviously the way we filled out our initial lists, this is a wish list, and we have to get down to some practical discussions.

Chairman Finley said one thing would be helpful to the Board, if we could get an additional spread for the seven county area as opposed to just Ramsey and Hennepin on such things as the property tax, all of the ones which would be seven county in nature, gas tax, sales tax - generate seven county wide as opposed to just Hennepin and Ramsey's share.

Ferrol Robinson addressed the Committee, they hope to have these by the 10th of the month, for each of the listed fourteen sources, they will have a Ramsey County, Seven County, and State Wide - these would be broken down by those figures. In addition to that selected sources of revenue they would categorize, these would be selected as most promising, largest, greatest amount of equity, and for those they would project a 20 year projection, and they would be balanced against some assumptions about capital costs requirements, so there will be several scenarios to give you a sense for what is required, and this will be available for the Workshop.

Commissioner Norgard asked why we have to be involved with seven counties, as other counties, Olmsted - Rochester area is growing, St. Cloud is a great growth area. Chairman Finley said this is where the decisions are going to be made at the present time, they are going to be made by the RTB under the present law, and the Advisory Committee consists of representatives of the seven counties, and the RTB is going to have to approve the financing plan, and return to the Legislature with a financing plan, so the seven county area is going to be funding somewhere, to fund light rail transit as this is where it is going to be built, and we are going to have to have a share of it.

Commissioner Hunt added from the standpoint of transportation planning, the Met Council uses its regional planner for the seven county area, so it may be based on that.

Chairman Finley said then the Board should have complete information on these funding sources for consideration at the Work Session June 14th.

5. Ratify partial payment No. 5 to Strgar-Roscoe-Fausch, Inc. in the amount of $38,911.95.

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

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

R89-31

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.

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

6. Chairman's Comments

Chairman Finley did not have any additional comments, he just wanted to reiterate that Ms. DeSpiegelaere and staff did a beautiful job at the Legislature, Commissioner Hunt also - that the actions of the Legislature is reflective of the fine work that was done.

Discussion of the Work Session on June 14th with the addition of the topic of funding sources, Commissioner Ahrens is concerned that we should extend this through the lunch hour.

Chairman Finley said maybe we should plan on meeting through the lunch hour, to extend it to 1:00 P.M., so we will have enough time.

Ms. DeSpiegelaere wished to make one last point about the legislation, that is to remind you that Ramsey County will have to be thinking very soon about how to approach the County's appointment to the various committees,

for example, Steve Novak said yesterday that we should be thinking about an appointment to the RTB in talking to him and working on that now. In addition, there will need to be two Commissioners on the Joint Advisory Committee, so that is something which you may want to think about.

Chairman Finley pointed out that these two members cannot be a member of the RTB, so there will be three appointments. We should also start thinking about who we would like to be the other representatives within the districts, as we may have some other input as to who the RTB appointments could be, and talk to the Met Council members for our area.

A map showing the division of districts was distributed to the Board members, and Chairman Finley suggested that Ms. DeSpiegelaere be used as a focal point, if the Board members have any thoughts as to who might be a candidate for the RTB to recommend to the Metropolitan Council. There are two positions within Ramsey County, Districts 3 and 7, and 1 and 2. The way the bill reads the appointments are to be suggested through MICA for Ramsey County.

Ms. DeSpiegelaere said these eight appointments will be made by the Metropolitan Council in addition there are appointments to be made by the Governor, one is to be someone over 65, and one is to be someone with a disability.

If the Board members have any suggestions, Chairman Finley would like to have the Board members let Kathy DeSpiegelaere know, as it could be very important to Ramsey County that we get the proper people on, and then we will submit these through the MICA, and maybe through the League of Municipalities if it is a City representative that we may want from a particular city, both as an elected or as an appointed person.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

J. T. Finley /s/ 6/9/89
Authorized Signature Date

Board Action Requested

CHAIRMAN'S COMMENTS

Request Justification

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	F L Glendenning Signature	Date
Committee / Meeting Date	Signature	Date
Committee / Meeting Date June 13, 1989	Signature	Date 6/9/89
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 6/7/89
Authorized Signature Date

Board Action Requested
Summary of 1989 Legislation

DISCUSSION ONLY

Request Justification

See attached:
1. Memorandum from K. DeSpiegelaere
2. S.F. 1618
3. H.F.1408
4. House Research Summary of H.F 1408
5. H.F. 1788

Budgeting and Accounting Reviewed by Ed Glaubitz 6/9/89
County Attorney Michael Simons 6/8/89
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date June 13, 1989	F L Glendenning Signature	Date 6/9/89
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

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John T. Finley, Chairman
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Donald E. Salverda
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Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Regional Railroad Authority Legislation

DATE: June 2, 1989

At your May 23, 1989, Regional Railroad Authority meeting, legislation that affected Ramsey County Regional Railroad Authority was discussed. Because the legislative session ended on May 22, summaries of legislation and the bills were not included in the written information you received for that meeting.

The legislative action affecting regional railroad authorities is:

S.F. 1618 (pertinent section is Attachment 1) provides $6,816,000 for grants for light rail transit to regional railroad authorities. The funds will be distributed by the Minnesota Department of Transportation with no more than 60% to be distributed to a single county.

H.F. 1408 (Novak/Carruthers; entire bill as passed is Attachment 2) has been summarized in Attachment 3 by Tom Todd, House Research staff. Ramsey County Regional Railroad Authority will have two commissioners as representatives on a joint light rail transit advisory committee and may apply for a commissioner to be a member of the Regional Transit Board. The new Board is to be appointed by July 1. A regional development and financial plan for light rail transit is to be completed by January 1, 1990, and a coordination plan by July 1, 1990. Regional railroad authorities continue to have responsibility for implementing light rail transit.

H.F. 1788 (Battaglia) was introduced the last day of the session and will be considered in 1990. The bill is Attachment 4. It provides $100 million from the state building fund for financial assistance to regional railroad authorities for a light rail transit line in the Midway Corridor between downtown St. Paul and Minneapolis. Federal funds would be required to pay at least 10 percent of the capital cost of the line.

Recommendation:

For your information.

KD/cw

Summary by Fund

General	$ 3,474,000	$ 3,474,000
Transit Assistance	$ 8,077,000	$ 8,077,000

Any unencumbered balance remaining in the first year does not cancel but is available for the second year of the biennium.

Up to $100,000 of this appropriation may be used for a study of transportation services provided by volunteer drivers, including, but not limited to, identification of issues relating to insurance availability and cost. The commissioner shall report the findings of the study to the 1991 legislature.

(a) Light Rail Transit

$ 3,408,000 $ 3,408,000

This appropriation is from the transit assistance fund.

A grant for light rail transit service within the seven-county metropolitan area must be made only with the approval of the regional transit board.

(b) Greater Minnesota Transit Assistance

$ 8,143,000 $ 8,143,000

$4,669,000 the first year and $4,669,000 the second year are from the transit assistance fund.

Subd. 4. Aeronautics 10,031,000 10,181,000

This appropriation is from the state airports fund.

(a) Airport Development and Assistance

$ 9,966,000 $ 10,116,000

$1,746,000 the first year and $1,746,000 the second year are for navigational aids.

$6,039,000 the first year and $6,089,000 the second year are for airport construction grants.

$1,773,000 the first year and $1,773,000 the second year are for airport maintenance grants.

If the appropriation for either year for navigational aids, airport construction grants, or airport maintenance grants is insufficient, the appropriation for the other year is available for it. The appropriations for construction grants and maintenance

CHAPTER No. 339
H.F. No. 1408

AN ACT

NOTE
This is the final version of the bill that will be transmitted to the governor's desk. Check House Index Department for updated status (296-6646)

relating to metropolitan government; restructuring the regional transit board and the metropolitan transit commission; directing the board to plan and coordinate light rail transit systems in the metropolitan area; directing the board to establish a joint light rail transit advisory committee; directing the commission to operate light rail transit systems; changing various provisions relating to metropolitan transit plans, programs, and authorities; amending Minnesota Statutes 1988, sections 174.32, subdivision 2; 398A.04, subdivision 9; 473.169, subdivisions 2, 3, 4, and 5; 473.373, subdivision 1a, and by adding a subdivision; 473.375, subdivisions 8 and 13; 473.404, subdivisions 2, 3, and 5; and 473.4051; proposing coding for new law in Minnesota Statutes, chapter 473; repealing Minnesota Statutes 1988, sections 473.169, subdivision 1; 473.1691; 473.17; 473.73, subdivision 4; and 473.398.

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

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

Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] (a) ~~A~~ The transit assistance fund ~~is created for the purpose of receiving~~ receives money distributed under section 297B.09. Eighty percent of the receipts of the fund must be placed into a metropolitan account for distribution to recipients located in the metropolitan area and 20 percent into a separate account for distribution to recipients located outside of the metropolitan area. Except as otherwise provided in this subdivision, the regional transit board created by section 473.373 is responsible for distributing assistance from the metropolitan account, and

the commissioner is responsible for distributing assistance from the other account. Money placed in the metropolitan account is available for distribution to regional railroad authorities established under chapter 398A in the metropolitan area, by the commissioner of transportation as provided in paragraph (b).

(b) The commissioner shall request applications from all eligible regional railroad authorities. The commissioner shall establish a reasonable deadline for submittal of applications. The commissioner may not distribute more than 60 percent of the available funds to a single recipient. Before distributing money to any regional railroad authority, the commissioner shall ~~request review and comment on the applications from the metropolitan council and the regional transit board. The council and the board have 60 days to comment. The commissioner shall consider the comments of the council and the board in evaluating applications and distributing funds~~ submit the applications to the regional transit board for approval. The commissioner may distribute funds only with the approval of the board. Before ~~distributing~~ approving any application for funds for construction, the ~~commissioner~~ board shall report to the legislature on the use and planned distribution of construction funds.

Sec. 2. Minnesota Statutes 1988, section 398A.04, subdivision 9, is amended to read:

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

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

Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.] Before preparing final design plans for a light rail transit facility, the political subdivision proposing the facility must

hold a public hearing on the physical design component of the preliminary design plans. The proposer must provide appropriate public notice of the hearing and publicity to ensure that affected parties have an opportunity to present their views at the hearing.

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

Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At least 30 days before the hearing under subdivision 2, the proposer ~~must~~ shall submit the physical design component of the preliminary design plans to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located. The city, county, or town ~~must~~ shall hold a public hearing, except that a county board need not hold a hearing if the county board membership is identical to the membership of the regional railroad authority submitting the plan for review. Within 45 days after the hearing under subdivision 2, the city, county, or town ~~must~~ shall review and approve or disapprove the plans for the route to be located in the city, county, or town. A local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be approval, unless an extension of time is agreed to by the city, county, or town and the proposer. ~~If the preliminary design plans are approved by each city, county, and town in which the route is proposed to be located, the proposer may proceed with final design plans under subdivision 5.~~

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

Subd. 4. [PRELIMINARY DESIGN PLANS; ~~METROPOLITAN COUNCIL~~ REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one or more cities, counties, or towns disapproves the preliminary design plans within the period allowed under subdivision 3, the proposer may refer the plans, along with any comments of local

jurisdictions, to the ~~metropolitan council~~ regional transit board. The ~~council must~~ board shall hold a hearing on the plans, giving the proposer ~~and the~~, any disapproving local governmental units, and other persons an opportunity to present ~~the case for or against approval of~~ their views on the plans. The ~~council~~ board may conduct independent study as it deems desirable and may mediate and attempt to resolve disagreements about the plans. Within 90 days after the referral, the ~~council~~ board ~~must either approve~~ shall review the plans ~~as~~ submitted by the proposer ~~or~~ and may recommend amended plans to accommodate the objections presented by the disapproving local governmental units. ~~Failure to respond within the time period is deemed to be approval, unless an extension of time is agreed to by the council and the proposer.~~

~~Following approval or recommendation of preliminary design plans by the council, the proposer may proceed with final design plans under subdivision 5.~~

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

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

~~(b)~~ Before ~~proceeding with~~ beginning construction, the proposer ~~must~~ shall submit the physical design component of final design plans to the governing body of each statutory and home rule city, county, and town in which the route is proposed to be located. Within 60 days after the submission of the plans, the city, county, or town ~~must~~ shall review and approve or disapprove the plans for the route located in the city, county, or town. A local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within the time period is deemed to be approval, unless an extension is agreed to by the city, county, or town and the

proposer. ~~If the final design plans are approved by each city, county, and town in which the route is proposed to be located, the proposer may proceed with construction on that route.~~

~~(c)~~ (b) If the governing body of one or more cities, counties, or towns disapproves the ~~final design~~ plans within the period allowed under paragraph ~~(b)~~ (a), the proposer may refer the plans, along with any comments of local jurisdictions, to the ~~metropolitan council~~ regional transit board. The ~~council must~~ board shall review the final design plans under the same procedure and with the same effect as provided in subdivision 4 for preliminary design plans.

~~Following approval of final design plans by the council, the proposer may proceed with construction.~~

Sec. 7. Minnesota Statutes 1988, section 473.373, subdivision 1a, is amended to read:

Subd. 1a. [~~PURPOSE~~ DUTIES OF THE BOARD.] (a) The ~~purposes~~ duties of the board are:

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

(2) to increase transit service in suburban areas;

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

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

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

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

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

(b) The board shall arrange with others for the delivery and provision of transit services and facilities. To the greatest extent possible, the board shall avoid ~~to the greatest~~

~~extent possible,~~ direct operational planning, administration, and management of specific transit services and facilities.

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

Sec. 8. Minnesota Statutes 1988, section 473.373, is amended by adding a subdivision to read:

Subd. 4a. [MEMBERSHIP.] (a) The board consists of 11 members with governmental or management experience. Appointments are subject to the advice and consent of the senate. Terms of members are four years commencing on the first Monday in January of the first year of the term.

(b) The council shall appoint eight members, one from each of the following agency districts:

(1) district A, consisting of council districts 1 and 2;

(2) district B, consisting of council districts 3 and 7;

(3) district C, consisting of council districts 4 and 5;

(4) district D, consisting of council districts 6 and 11;

(5) district E, consisting of council districts 8 and 10;

(6) district F, consisting of council districts 9 and 13;

(7) district G, consisting of council districts 12 and 14; and

(8) district H, consisting of council districts 15 and 16.

At least six must be elected officials of statutory or home rule charter cities, towns, or counties. Two of these officials must be county board members, each from a different county, and four must be elected officials of cities or towns. Service on the board of a person who is appointed as an elected official may continue only as long as the person holds the office. At least 30 days before the expiration of a term or upon the occurrence of a vacancy, the council shall request nominations for the position from relevant organizations of local elected

officials, such as the association of metropolitan municipalities, the metropolitan intercounty association, the association of urban counties, and where applicable, the association of townships. Each relevant organization shall nominate at least two persons for each position. A local governmental unit that is not a member of an organization may submit nominations independently. The council shall make its appointments from the nominations submitted to it to the extent possible consistent with the other requirements of this paragraph and with the appointment of a board that fairly reflects the diverse areas and constituencies affected by transit.

(c) The governor shall appoint, in addition to the chair, two persons, one who is age 65 or older at the time of appointment, and one with a disability. These appointments must be made following the procedures of section 15.0597. In addition, at least 30 days before the expiration of a term or upon the occurrence of a vacancy in the office held by a senior citizen or a person with a disability, the governor shall request nominations from organizations of senior citizens and persons with disabilities. Each organization shall nominate at least two persons. The governor shall consider the nominations submitted.

(d) No more than three of the members appointed under paragraphs (b) and (c) may be residents of the same statutory or home rule city or town, and none may be a member of the joint light rail transit advisory committee established under section 13.

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

Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept and disburse gifts, grants, or loans from the United States, the state, or from any person on behalf of itself or any of its contract recipients, for any of its purposes. It may enter into an agreement required for the gifts, grants, or loans and may hold, use, and dispose of money or property received therefrom

according to the terms of the gift, grant, or loan. The board may not be a recipient of federal operating or capital assistance distributed by formula or block grant. ~~The board may not be a recipient of federal discretionary capital grants for light rail and other fixed guideway transit systems.~~

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

Sec. 10. Minnesota Statutes 1988, section 473.375, subdivision 13, is amended to read:

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

Sec. 11. [473.385] [TRANSIT SERVICE AREAS.]

Subdivision 1. [DEFINITIONS.] (a) "Fully developed service area" means the fully developed area, as defined in the metropolitan council's development investment framework, plus the cities of Mendota Heights, Maplewood, North St. Paul, and Little Canada.

(b) "Regular route transit" has the meaning given it in section 174.22, subdivision 8, except that, for purposes of this section, the term does not include services on fixed routes and schedules that are primarily intended to provide circulator service within a community or adjacent communities rather than feeder service to the system of metropolitan regular route transit operated by the commission.

Subd. 2. [SERVICE AREAS.] The regional transit board may provide financial assistance (whether directly or through another entity) to private, for-profit operators of public transit only for the following services:

(1) services that are not regular route services;

(2) regular route services provided on the effective date

of this section by a private for-profit operator under contract with the board or under a certificate of convenience and necessity issued by the transportation regulation board;

(3) regular route services outside of the fully developed service area that are not operated on the effective date of this section by the commission;

(4) regular route services provided under section 473.388;

(5) regular route services to recipients who, as part of a negotiated cost-sharing arrangement with the board, pay at least 50 percent of the cost of the service that directly benefits the recipient as an institution or organization; or

(6) regular route services that the board and the commission agree are not or will not be operated for a reasonable subsidy by the commission.

Sec. 12. [473.399] [LIGHT RAIL TRANSIT; REGIONAL PLAN.]

Subdivision 1. [GENERAL REQUIREMENTS.] (a) The transit board shall adopt a regional light rail transit plan, as provided in this section, to ensure that light rail transit facilities in the metropolitan area will be acquired, developed, owned, and capable of operation in an efficient, cost-effective and coordinated manner as an integrated and unified system on a multicounty basis in coordination with buses and other transportation modes and facilities. To the extent practicable the board shall incorporate into its plan appropriate elements of the plans of regional railroad authorities in order to avoid duplication of effort.

(b) The regional plan required by this section must be adopted by the board before any regional railroad authority may begin construction of light rail transit facilities and before any authority is eligible for state financial assistance for constructing light rail transit facilities. Following adoption of the regional plan, each regional railroad authority or other developer of light rail transit in the metropolitan area shall act in conformity with the plan. Each authority or proposer shall prepare or amend its comprehensive plan and preliminary and final design plans as necessary to make the plans consistent

with the regional plan.

(c) Throughout the development and implementation of the plan, the board shall contract for or otherwise obtain engineering services to assure that the plan adequately addresses the technical aspects of light rail transit.

Subd. 2. [DEVELOPMENT AND FINANCIAL PLAN.] (a) The board shall adopt a regional development and financial plan for light rail transit composed of the following elements:

(1) a staged development plan of light rail transit corridors;

(2) a statement of needs, objectives, and priorities for capital development and service for a prospective ten-year period, considering service needs, ridership projections, and other relevant factors for the various segments of the system, along with a statement of the fiscal implications of these objectives and priorities, and policies and recommendations for long term capital financing;

(3) a capital investment component for a five-year period following the commencement of construction of facilities, with policies and recommendations for ownership of facilities and for financing capital and operating costs;

(b) For any segments of rail line that may be constructed below the surface elevation, the plan must estimate the additional capital costs, debt service, and subsidy level that are attributable to the below grade construction. The plan must include a method of financing the operation of light rail transit that depends on property tax revenue for no more than 35 percent of the operations cost.

(c) The board shall prepare the plan in consultation with its light rail transit advisory committee. The board shall submit the plan and amendments to the plan to the metropolitan council for review and approval or disapproval, for conformity with the council's transportation plan. The council has 90 days to complete its review.

Subd. 3. [COORDINATION PLAN.] (a) The board shall adopt a regional coordination plan for light rail transit. The plan

must include:

(1) a method for organizing and coordinating acquisition, construction, ownership, and operation of light rail transit facilities, including in particular, coordination of vehicle specifications, provisions for a single light rail transit operator for the system, and the organization and coordination method required if a turn-key approach to facility acquisition is used by a regional railroad authority;

(2) specifications and standards to ensure joint or coordinated procurement of rights-of-way, track, vehicles, electrification, communications and ticketing facilities, yards and shops, stations, and other facilities that must be or should be operated on a systemwide basis;

(3) systemwide operating and performance specifications and standards;

(4) bus and park-and-ride coordination policies, standards, and plans to assure maximum use of light rail transit and the widest possible access to light rail transit in both urban and suburban areas;

(5) a method for ensuring ongoing coordination of development, design, and operational plans for light rail facilities;

(6) provision for the operation of light rail transit by the metropolitan transit commission; and

(7) other matters that the board deems prudent and necessary to ensure that light rail transit facilities are acquired, developed, owned, and capable of operation in an efficient, cost-effective and coordinated manner as an integrated and unified system on a multicounty basis in coordination with buses and other transportation modes and facilities.

(b) The joint light rail transit advisory committee shall prepare and recommend the plan to the board. The board shall review the plan within 90 days and either adopt it or disapprove it and return it to the committee with the modifications that the board recommends before adoption of the plan. The committee

shall take into consideration the board's recommendations and resubmit the plan to the board for review and adoption or disapproval.

(c) The metropolitan council shall review and comment on the plan.

Sec. 13. [473.3991] [JOINT LIGHT RAIL TRANSIT ADVISORY COMMITTEE.]

Subdivision 1. [CREATION; PURPOSE.] The transit board shall establish a joint light rail transit advisory committee, to assist the board in planning light rail transit facilities and in coordinating the light rail transit activities of the county regional railroad authorities and the transit commission. The committee shall perform the duties specified in sections 12 and 20 and shall otherwise assist the board upon request of the board.

Subd. 2. [MEMBERSHIP.] The committee consists of:

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

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

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

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

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

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

Subd. 3. [CHAIR.] The committee shall annually elect a

chair from among its members.

Subd. 4. [ADMINISTRATION.] The regional transit board shall provide staff and administrative services for the committee. The organizations represented on the committee shall provide information, staff, and technical assistance for the committee as needed.

Sec. 14. [473.3993] [LIGHT RAIL TRANSIT FACILITY PLANS; DEFINITIONS.]

Subdivision 1. [APPLICATION.] The definitions in this section apply to section 473.169 and section 15.

Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design plan" means a light rail transit plan that identifies:

(1) preliminary plans for the physical design of facilities, including location, length, and termini of routes; general dimension, elevation, alignment, and character of routes and crossings; whether the track is elevated, on the surface, or below ground; approximate station locations; and related park and ride, parking, and other transportation facilities; and a plan for handicapped access; and

(2) preliminary plans for intermodal coordination with bus operations and routes; ridership; capital costs; operating costs and revenues; funding for final design, construction, and operation; and an implementation method.

Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a light rail transit plan that includes the items in the preliminary design plan for the facilities proposed for construction, but with greater detail and specificity. The final design plan must include, at a minimum:

(1) final plans for the physical design of facilities, including the right-of-way definition; environmental impacts and mitigation measures; intermodal coordination with bus operations and routes; and civil engineering plans for vehicles, track, stations, parking, and access, including handicapped access; and

(2) final plans for civil engineering for electrification, communication, and other similar facilities; operational rules, procedures and strategies; capital costs; ridership; operating

costs and revenues; financing for construction and operation; an implementation method; and other similar matters.

The final design plan must be stated with sufficient particularity and detail to allow the proposer to begin the acquisition and construction of operable facilities. If a turn-key implementation method is proposed, instead of civil engineering plans the final design plan must state detailed design criteria and performance standards for the facilities.

Sec. 15. [473.3996] [LIGHT RAIL TRANSIT FACILITY DESIGN PLANS; REVIEW BY BOARD.]

Subdivision 1. [PRELIMINARY DESIGN PLANS.] Before submitting the physical design component of final design plans of a light rail transit facility for local review under section 473.169, subdivision 5, the proposer shall submit preliminary design plans to the regional transit board for review. The board shall review the preliminary design plans to determine the compatibility of the plans with other light rail transit plans and facilities in the metropolitan area, the adequacy of the plans for handicapped accessibility, and the conformity of the plans with the regional light rail transit plan prepared under section 12. The board may comment on any aspect of the plans. The board has 90 days to complete its review, unless an extension of time is agreed to by the proposer. If the board determines that the plans do not satisfy the standards stated in this subdivision, the board shall recommend modifications in the plans that are necessary in order to satisfy the board. After adopting or amending the regional plan required by section 12, the board may again review any previously reviewed preliminary design plans and recommend modifications that are necessary to satisfy the board.

Subd. 2. [FINAL DESIGN PLANS.] Before acquiring or constructing light rail transit facilities, other than land for right of way, the proposer shall submit final design plans to the regional transit board for review. The board shall review the final design plans under the same schedule and according to the same standards as provided for its review of preliminary

design plans. The board shall either approve the plans, or if it determines that the plans do not satisfy the standards, disapprove the plans, in whole or in part, and recommend modifications in the plans that are necessary to secure approval. A proposer may not proceed with acquisition or construction of a light rail transit facility, other than land for right of way, unless the final design plans for the facility have been approved by the board. Following approval of final design plans by the board, if a regional railroad authority wishes to select a bid or a response to a request for proposal that is more than ten percent higher than the capital costs indicated in the final design plans for the facility, the authority may not proceed with construction until it has resubmitted the final design plans to the transit board for further review and approval or disapproval. The board has 10 working days to review and approve or disapprove and recommend modification, unless an extension of time is agreed to by the authority.

Sec. 16. Minnesota Statutes 1988, section 473.404, subdivision 2, is amended to read:

Subd. 2. [MEMBERSHIP.] The transit commission consists of ~~three~~ five members appointed by the transit board. One member must be a resident of the city of Minneapolis, one must be a resident of the city of St. Paul, ~~and one~~ two must reside in the service area of the commission outside ~~of~~ Minneapolis and St. Paul, and one may reside anywhere in the metropolitan area. At least one of the members from outside of Minneapolis and St. Paul must reside in the commission's full-peak and off-peak service area, as defined for tax purposes in section 473.446. Appointments are ~~not~~ subject to the advice and consent of the senate.

Sec. 17. Minnesota Statutes 1988, section 473.404, subdivision 3, is amended to read:

Subd. 3. [TERMS.] The term of each member of the commission is three years and until a successor is appointed and qualified. The ~~initial~~ terms of members commence on ~~the first~~

day after August 1, 1984, that all three members have been appointed and qualified of the first year of a term. One member must be appointed to an initial term of one year, one to an initial term of two years, and one to an initial term of three years. The terms of members of the transit commission appointed and serving on August 1, 1984, pursuant to Minnesota Statutes 1982, section 473.141, expire on the day that the terms of members appointed pursuant to this section commence.

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

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

Sec. 19. Minnesota Statutes 1988, section 473.4051, is amended to read:

473.4051 [LIGHT RAIL TRANSIT OPERATION.]

The transit commission may enter into an agreement to provide for the operation of a shall operate regional rail railroad authority light rail transit system facilities and services upon completion of construction of the system by the regional rail authority facilities and the commencement of revenue service using the facilities. If a regional rail authority enters into an agreement with the transit commission for The regional railroad authority and the commission may not allow the commencement of revenue service until after an appropriate period of acceptance testing to ensure satisfactory performance. In assuming the operation of the system, the

transit commission must comply with ~~the provisions of~~ section 473.415. The commission shall coordinate operation of the light rail transit system with bus service to avoid duplication of service on a route served by light rail transit and to ensure the widest possible access to light rail transit lines in both suburban and urban areas by means of a feeder bus system. If the regional plan prepared by the transit board under section 12 calls for construction and operation of light rail transit facilities in a jurisdiction whose governing body has chosen not to organize and proceed under chapter 398A, the board may authorize the transit commission to implement the plan in that area.

Sec. 20. [LIGHT RAIL PLANNING REQUIREMENTS.]

Subdivision 1. [DEVELOPMENT AND FINANCIAL PLAN.] The regional transit board shall complete the initial light rail transit development and financial plan required in section 12, subdivision 2, by January 1, 1990. The metropolitan council has 45 days to complete its review of the initial plan. The transit board shall report to the legislature by February 15, 1990, on the plan and on the board's capital development and financing recommendations.

Subd. 2. [COORDINATION PLAN.] The board's light rail transit advisory committee shall prepare and recommend to the regional transit board the initial light rail transit coordination plan required by section 12, subdivision 3, by July 1, 1990. Before adopting the initial coordination plan, the transit board shall:

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

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

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

The transit board may not include on the peer review panel any person who is employed by, or under contract as a consultant

or for professional services to, regional railroad authorities, a firm employed as a consultant to regional railroad authorities, the transit commission, or the transit commission's management contractor.

Subd. 3. [TRANSPORTATION PLAN.] Notwithstanding the provisions of section 473.146, by January 1, 1990, the council shall revise the light rail transit element of its transportation plan, taking into consideration all comprehensive plans and studies of corridors and preliminary design plans of regional railroad authorities.

Sec. 21. [METROPOLITAN REGIONAL RAILROAD AUTHORITIES.]

Subdivision 1. [AUTHORITY.] Nothing in this act should be interpreted to require the elimination of the regional railroad authorities in the metropolitan area or to forbid one or more authorities to act independently, so long as their activities are consistent with the regional light rail transit plan.

Subd. 2. [ELIGIBILITY FOR FEDERAL FUNDS; SPECIAL PROVISION.] (a) A regional railroad authority in the metropolitan area is specifically authorized to apply for and receive, in its own name, federal financial assistance.

(b) Nothing in this act may be interpreted or relied on by any person, political subdivision, or agency to forbid, restrict, or delay an application for federal financial assistance of any regional railroad authority in the metropolitan area acting independently, or to transfer to another entity the authority of a regional railroad authority to receive such assistance individually, independently, and directly for the planning, engineering, or construction of a regional railroad authority's light rail transit system.

(c) If a regional railroad authority in the metropolitan area has made application for a federal construction or capital grant for light rail transit by April 1, 1989, and the secretary of transportation preliminarily awards or indicates an intent to award federal funds to the regional railroad authority for that grant application, then the location of the light rail transit line, stations, yards and shops contained in that application is

not subject to approval by the regional transit board, if the grant is awarded or a notice of intent to award the grant is received.

Sec. 22. [SPECIAL TRANSIT SERVICES; DELIVERY STUDY.]

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

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

(2) assess the role of nonprofits in providing cost-effective service;

(3) identify transit issues for special populations in suburban areas; and

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

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

(1) members of the transportation handicapped advisory committee;

(2) representatives of the department of human services;

(3) members of the transit providers advisory committee;

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

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

(6) interested members of the general public.

Subd. 3. [REPORT.] The board shall report to the legislature on the study and the board's findings and recommendations by December 1, 1989.

Sec. 23. [APPOINTMENTS.]

(a) Notwithstanding section 8, the terms of the initial members of the transit board appointed under section 8 begin July 1, 1989, and end as follows:

(1) for members representing districts A, B, C, and D, for the chair, and for the disabled person, on the first Monday in January of 1993;

(2) for all other members, on the first Monday in January of 1991.

The terms of members of the board appointed and serving on the effective date of this act expire on the day that the terms of members appointed under this section and section 8 commence.

(b) Notwithstanding sections 16 and 17, the initial term of one of the members added to the transit commission by section 16 is two years. At the time of appointment, the board shall designate the member appointed under section 16 to a two-year term and the member appointed to a three-year term. The board may not appoint the added members under this section and section 16 until the initial members of the transit board appointed under this section and section 8 have been appointed and have began serving their terms.

Sec. 24. [REPEALER.]

Minnesota Statutes 1988, sections 473.169, subdivision 1; 473.1691; 473.17; 473.373, subdivision 4; and 473.398, are repealed.

Sec. 25. [APPLICATION.]

Sections 1 to 24 are effective the day following final enactment. Sections 4 to 24 apply in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

HOUSE RESEARCH

Bill Summary

H. F.	1408	S.F.	1202
SUBJECT	Metropolitan Transit: RTB; MTC; LRT Planning		
AUTHORS:	Carruthers/Novak		
COMMITTEE:	Conference Committee Report		
ANALYST:	Tom Todd (296-5048)	DATE:	5-22-89

General Summary

The Regional Transit Board (RTB) is restructured with eleven members, three appointed by the Governor and eight by the Metropolitan Council. The Metropolitan Transit Commission (MTC) is expanded from three members to five, with at least two from the suburbs. Various changes are made in metropolitan transit financial assistance programs.

The RTB is directed to adopt a regional light rail transit (LRT) plan, consisting of a development and finance element and a regional coordination element. The development and finance element is subject to the approval of the Metropolitan Council. The regional plan must be adopted before any construction of LRT facilities. Initial plans are due in 1990.

The RTB is directed to establish a joint LRT advisory committee to assist the RTB in planning and coordinating LRT activities of CRRAs and the MTC.

The RTB is given approval power over LRT final facility design plans, which must conform to the regional LRT plan. The MTC is given the authority to operate LRT in revenue service.

County regional rail authorities (CRRAs) are given the authority to enter into joint powers agreements with each other, and their authority to act independently and to receive federal LRT grants is confirmed.

* * * * *

Sections — RTB Structure

7 **RTB duties.** The RTB has the responsibility to increase suburban service, advise and coordinate other agencies, and improve the coordination, availability, and use of transit.

8 **Membership.** The RTB has 11 members, eight appointed by the Metropolitan Council and three by the governor. All appointments are subject to confirmation by the senate. No more than three members may be residents of one city or town, and none may be a member of the joint LRT advisory committee established under section 13. Members must have governmental or management experience.

Council appointments. Council appointments are from eight metropolitan agency districts. Some district boundaries are altered. At least six of the eight must be local elected officials. Two of these six must be county officials, and four must be city or town officials; the appointments expire when an official loses the local elected office. To the

extent possible, the Council must make these appointments from nominations submitted by organizations of local elected officials.

Gubernatorial appointments. The governor appoints, in addition to the chair, two persons: one a senior citizen and one a person with a disability. The open appointments process applies, and a nomination process is created.

23 Transition provisions. Initial terms begin July 1, 1989; some end in January, 1991, and some in January, 1993. Terms of members now serving on the RTB end on July 1.

Sections — RTB Programs

9 Eligibility for federal LRT grants. The RTB may receive federal capital grants for LRT.

1 RTB approval of state LRT grants. RTB approval is required for state LRT grants administered by MnDOT.

10 RTB financial assistance to private operators. The RTB may not use bond proceeds to provide capital assistance to private, for-profit operators of public transit.

11 The RTB may provide financial assistance to private, for-profit operators of public transit only for:

- paratransit service; and
- regular route service that:
  - = is now provided by private, for-profit operators, or
  - = is outside of the fully developed service area (which is defined largely by reference to the Metropolitan Council's fully developed area), or
  - = is under the "opt out" program, or
  - = is under a cost-sharing arrangement where an organization receiving the service pays at least 50 percent of the cost, or
  - = is high subsidy service.

22 Special transit services. The RTB must report to the Legislature by December 1, 1989, on improving the delivery of services for the elderly, handicapped, and disabled.

Sections — MTC Structure and Programs

16-18 Membership. The MTC is expanded from three to five members: one from St. Paul, one from Minneapolis, two from the suburban service area, and one from anywhere in the metro area. At least one member must reside in the suburban full service area. Appointments are subject to senate confirmation. Terms remain three years. Members must have transit, governmental, or management experience.

23 Transition provisions. The initial term of one added member is two years and the other three years. Added members must be appointed by the new RTB board.

19 LRT operation. The MTC must operate LRT facilities put in revenue service after acceptance testing. The MTC must coordinate bus and LRT operation to avoid duplication and ensure wide LRT access. The RTB may authorize the MTC to develop LRT facilities required in the regional plan where a CRRA is not proceeding.

Sections

LRT Regional Planning

12

General requirements. The RTB must adopt a regional LRT plan, to ensure that facilities are established in an efficient, cost-effective, and coordinated manner as an integrated regional system. The regional plan consists of a development and financial plan and a coordination plan. To the extent possible, the RTB must incorporate CRRA plans into the regional plan. The RTB must engage engineering services to ensure that the plan addresses technical aspects of LRT.

Development and financial plan. This element of the plan addresses various matters relating to LRT capital development, cost, and finance. The RTB must prepare the plan in consultation with the joint LRT advisory committee created under section 13. The Metropolitan Council reviews the development and financial plan for conformity with the Council's transportation plan, and the Council may disapprove the plan.

Coordination plan. This element of the plan addresses various matters relating to regional management and coordination of LRT development by CRRAs and the MTC. The joint advisory committee must prepare and recommend the plan for RTB adoption. The RTB has 90 days to review the committee's recommended plan; the RTB may adopt the plan or return it, with recommended changes, to the joint advisory committee for reconsideration. The Metropolitan Council must review and comment on the coordination plan.

Effect. The regional plan must be adopted before LRT construction or state funding of LRT construction. CRRAs must act in conformity with the regional plan. The RTB reviews LRT facility design plans for conformity to the regional plan.

20

Initial regional LRT plans. The RTB must complete the initial development and finance plan by January 1, 1990. The Council has 45 days to complete its review of this plan, and the RTB must report to the Legislature on the plan and development and financing recommendations by February 15, 1990.

The joint LRT advisory committee must recommend the initial coordination plan to the RTB by July 1, 1990. Before adopting the plan the RTB must ask for comments from the Council and MnDOT, hold a hearing, and assemble a disinterested expert review panel.

By January 1, 1990, the Council must revise the LRT element of its transportation plan, taking into consideration CRRA plans.

13

Joint LRT Advisory Committee. The RTB must establish this committee to assist the RTB in planning and coordinating LRT. The committee consists of one member of each CRRA planning for LRT; one additional member of each CRRA engaged in preliminary engineering; one additional member from the Hennepin CRRA; two members of the MTC, and a representative of MnDOT. The committee elects its own chair and is staffed by the RTB, with assistance from the member agencies.

Sections — LRT Facility Design Plans

14 **Definitions.** The definitions list the elements of preliminary and final design plans, and distinguish between physical design elements and other elements relating to finance and system coordination.

3-6 **Local review of LRT design plans.** CRRAs must submit only the physical design component of LRT preliminary and final design plans for local review. Local review of preliminary design must occur before the CRRA begins final design; and local review of final design must occur before construction. Localities that disapprove plans must also recommend changes that would be acceptable. The RTB, rather than the Metropolitan Council, is the regional agency responsible for mediating interlocal disagreements over physical design plans.

15 **RTB review of preliminary design plans.** Before submitting final physical design plans for local review, CRRAs must submit preliminary design plans to the RTB for review. The RTB reviews the design plans for compatibility with other LRT facilities, handicapped access, and conformity with the RTB's regional LRT plan. The RTB has 90 days to review and recommend modifications to satisfy the standards. The RTB may re-review any preliminary design plans it has reviewed before adopting the regional LRT plan.

RTB review of final design plans. CRRAs must submit final design plans to the RTB for review before construction. The review schedule and standards are the same as for preliminary design plans. The RTB may disapprove final design plans. A CRRA may not begin LRT construction without RTB approval. If final cost figures exceed those in the final design plan by 10 percent or more, the RTB must re-review the plans.

Section — Regional Railroad Authorities

2 **Joint powers.** CRRAs may enter into joint powers agreements with other CRRAs.

21 **Authority.** The law does not forbid independent CRRA action that is consistent with the regional plan. CRRAs are authorized to apply for and receive federal LRT funds directly and independently. The location of LRT facilities proposed in the federal grant application already made by the Hennepin CRRA is not subect to RTB approval, if the grant, or a notice of intent to award the grant, is forthcoming.

Section — Repealer

24

- 473.169, subdivision 1: unnecessary provision in local review process of LRT design plans
- 473.1691, 473.17: obsolete provisions relating to regional agency cooperation and review of LRT
- 473.373, subdivision 4: obsolete provision on RTB terms
- 473.398: restriction on regional agency LRT authority

To be introduced 5/22/89
by Battaglia

A bill for an act

relating to metropolitan transit; providing assistance for the acquisition and betterment of certain light rail transit facilities in the metropolitan area; appropriating money; authorizing the issuance of state bonds; proposing coding for new law in Minnesota Statutes, chapter 174.

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

Section 1. [174.246] [LIGHT RAIL TRANSIT; CAPITAL ASSISTANCE.]

Subdivision 1. [ASSISTANCE PROGRAM.] The commissioner of transportation shall establish a program to provide financial assistance to regional railroad authorities in the metropolitan area, as defined in section 473.121, to pay the cost of acquisition and betterment by regional railroad authorities of a demonstration light rail transit line in the midway corridor between the downtown areas of Minneapolis and St. Paul, together with associated common facilities like vehicles, yards, shops, power, and communications systems and any necessary connector line between yards and shops and the midway line.

Subd. 2. [QUALIFICATION REQUIREMENTS.] To qualify for grants under this section, the authorities having jurisdiction in the corridor must have:

(1) completed preliminary design and specifications for the facilities;

(2) selected and agreed upon an alignment for the midway

line, a location for yards, shops, and other common facilities, and any necessary connector line;

(3) entered into a joint powers agreement and established a joint powers board to coordinate planning, financing, final design and engineering, construction, and operation;

(4) agreed with the metropolitan transit commission on the coordination of bus operations to ensure the most effective use of the light rail facility;

(5) agreed upon a management plan that includes system operating and performance standards, coordinated acquisition, construction, ownership, and operation of the facilities, a schedule for construction and for transition to operations, and other similar matters that the commissioner determines necessary and prudent to ensure that the facilities are acquired, developed, owned, and capable of operation in a coordinated manner as an integrated and unified system on a multicounty basis in coordination with buses and other transportation modes and facilities in the metropolitan area; and

(6) received or ensured the receipt of federal funds sufficient to pay at least ten percent of the capital cost of the project.

Subd. 3. [LIMIT.] The assistance provided under this section may not exceed 50 percent of the nonfederal share of the total capital cost of the project.

Subd. 4. [INTERGOVERNMENTAL COORDINATION.] Before making a grant, the commissioner shall submit the application for review and comment by the metropolitan council and review and approval or disapproval by the regional transit board. The council and the board have 60 days to complete their review. The commissioner may not make a grant unless the regional transit board approves. Rail authorities applying for grants may enter into joint powers agreements with local governments, each other, regional agencies, and other agencies of government for the purpose of coordinating the light rail transit project.

Subd. 5. [SERVICE DISTRICTS.] To pay all or part of the capital and operating costs of light rail transit facilities

that receive state assistance under section 1, a county acting under chapter 375B, or a city acting under chapter 428A, may establish one or more transit service districts in major commercial, retail, or industrial centers served by the light rail transit facilities.

Sec. 2. [APPROPRIATION.]

$100,000,000 is appropriated from the state building fund to the commissioner of transportation for the transit assistance program under section 1.

Sec. 3. [BOND SALE.]

To provide the money appropriated by section 2 from the state building fund, the commissioner of finance on request of the governor shall sell and issue bonds of the state in an amount up to $100,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, sections 4 to 7.

Sec. 4. [EFFECTIVE DATE.]

Sections 2 and 3 are effective July 1, 1990.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA
Originating Department

K DeSpiegelaere — 6/7/89
Authorized Signature — **Date**

Board Action Requested
Authorize staff to negotiate a contract for preliminary engineering and an environmental impact statement for the Midway Corridor with the BRW team.

ACTION IS REQUESTED

Request Justification

See attachments: 1. Memorandum on consultant selection from K. DeSpiegelaere
2. Proposed resolution

Funds are available in 1989 Budget for est. cost of Contract

Budgeting and Accounting Ed Blaufuss 6/9/89

County Attorney Michele L. Timmons 6/8/89

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: June 13, 1989 (Board Date)	F L Glendenning (Signature)	6/9/89 (Date)

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a request for proposals for consultant services for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor; and

WHEREAS, A committee of six has reviewed the proposals, listened to presentations from each of the three teams of firms which submitted proposals and made a recommendation that the team to be offered a contract be BRW; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with BRW for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

3

RAMSEY COUNTY
Regional Railroad Authority

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John T. Finley, Chairman
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Diane Ahrens
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District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Selection of a Consultant for Preliminary Engineering and Environmental Impact Statement for Midway Corridor

DATE: June 8, 1989

The staff recommendation for consultant services for preliminary engineering phase I and an environmental impact statement for the Midway Corridor is that the team of BRW/Bechtel Civil, Inc./Parsons Brinckerhoff Quade & Douglas, Inc./LTK Engineering Services, Inc./Richard H. Pratt/COMSIS Corporation, Inc./Barton Aschmann Associates, Inc. be selected to perform the work.

A request for qualifications resulted in seven applicants for the Midway corridor work. Proposals were received from three of the seven teams:

- BRW, Inc/Bechtel Civil Inc./LTK Engineering Services, Inc./Parsons Brinkerhoff/Comsis Corp. BRW is located in Minneapolis.
- LS Transit Systems, Inc./Edwards and Kelcey/Braun, Inc. Environmental Laboratories, Inc./Harry Weese & Assoc. Architecture, Inc. LSTS is located in New Jersey.
- Strgar-Roscoe-Fausch, Inc./DeLeuw Cather and Company. SRF is located in Plymouth, Minnesota.

Proposals were received and presentations were made on June 7 to a group comprised of staff representatives of Hennepin County, Minnesota Department of Transportation and Ramsey County Regional Railroad Authority. The cost for consultant services contained in the proposals was:

LSTS	$1,399,906
BRW	1,398,039
SRF	1,284,950.

The recommendation to select the BRW team, although their proposed budget is not the lowest, is made for these reasons:

o The immediate availability of adequate numbers of technical staff to perform the project tasks;

o The breadth of experience of the project team;

o The comprehensive, well written proposal;

o The knowledge of the local and federal process for light rail transit implementation;

o Coordination with Hennepin County Regional Railroad Authority will be enhanced since BRW is its consultant for light rail transit work.

A resolution approving the selection of the BRW team is attached. A contract will be prepared for approval at your June 27 Regional Railroad Authority meeting.

KD/cw

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY
WORK SESSION

JUNE 14, 1989
8:30 AM - 1:00 PM
ST. PAUL RADISSON HOTEL

AGENDA

8:30	Chairman's Comments - John Finley
8:35	Format and Schedule - Jill Goski
8:40	Goals - Jill Goski
8:50	Standards - Peter Fausch/Ferrol Robinson
9:00	Ridership -Ferrol Robinson
9:20	Corridor Alignments - Peter Fausch/Ferrol Robinson
10:00 AM	*** BREAK ***
10:15	Downtown Alignments - Ferrol Robinson
10:35	Downtown Connections - Jim Tolaas
10:45	Cost - Peter Fausch/Ferrol Robinson
11:00	Evaluation - Ferrol Robinson
11:15	Staging - Kathy DeSpiegelaere
11:30	Financing - Jim Tolaas/Michael Vlaisavljevich
12:00 PM	*** LUNCH ***
12:30	Other Plan Elements - Kathy DeSpiegelaere
12:45	Next Steps/Metro Context - Kathy DeSpiegelaere
1:00	Adjourn

RAMSEY COUNTY
Regional Railroad Authority

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JG

John T. Finley, Chairman
District 3
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Hal Norgard
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Donald E. Salverda
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District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere
Director Light Rail Transit Planning KD

SUBJECT: Work Session on Comprehensive LRT Plan

DATE: May 22, 1989

The second work session for the Ramsey County Regional Railroad Authority Commissioners has been scheduled for Wednesday, June 14, 1989 from 8:30 A.M. until 11:30 A.M. at the Radisson Hotel (Lower Level), 11 East Kellogg Boulevard. The session has been scheduled to precede a key decision-making point in the Comprehensive Plan.

At the first Work Session on April 10, 1989, initial corridor information was presented so that preliminary conclusions regarding which corridors should be analyzed further in the comprehensive plan could be made. The work session on June 14 will focus on the results of the detailed analysis. The consultant recommendations for the comprehensive plan will be presented for discussion and review. The agenda will include: countywide corridors, downtown alignments, implementation schedule, financing, capital and operating costs, system standards and how the goals relate to the recommendations. Peter Fausch and Ferrol Robinson, SRF consultants, and RRA staff will present material and address questions, concerns and comments.

This is the last work session scheduled before the completion of the draft plan in July. As with the first work session, final decisions will not be made in the work session itself. The work session provides the Regional Railroad Authority Commissioners the opportunity to review and discuss the recommendations prior to the committee and public review process. Formal action on these items will be deferred until after committee recommendations and public comments have been received. The draft plan is scheduled to be adopted at the July 25 Ramsey County Regional Railroad Authority meeting.

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

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

JG/cw

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

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MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Work Session - October 30, 1989

DATE: October 23, 1989

As you have requested, a work session will be held on October 30 to review comments that have been made on the comprehensive LRT plan, to discuss the regional plans being prepared on LRT and to discuss what steps the Rail Authority may wish to consider next on LRT.

The meeting will be held from 10:00 a.m. until 1:00 p.m. (lunch provided) at the St. Paul Hotel in the Hill Room, on the first floor. This meeting, unlike the previous two on the comprehensive LRT plan, will have less technical material to consider and has been designed to allow more discussion time.

NOTE: Please bring your copy of the Draft Comprehensive LRT Plan to the Work Session.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 10/18/89
Authorized Signature Date

Board Action Requested

Authorize Chairman of RCRRA to sign letter to UMTA.

***Action is Requested.**

Request Justification

See Attached:
1. Proposed Resolution.
2. Memorandum from K. DeSpiegelaere with Attachments.
3. Letter to UMTA

Budgeting and Accounting Reviewed by Mark Johnson 10/19/89
County Attorney Daniel MacMillan
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: October 24, 1989 (Board Date)	T. L. Glendenning (Signature)	Date: 10/19/89

RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Twin Cities region wishes to maximize the potential for federal funding for light rail transit; Now, Therefore, Be It

RESOLVED, That the Chairman of the Regional Railroad Authority is authorized to sign a letter to the Urban Mass Transportation Administration requesting federal funding for the Midway and Northeast Corridors, pending additional signatures of Anoka County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Regional Transit Board.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

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Regional Railroad Authority

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MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Federal Funding for Midway Corridor

DATE: October 18, 1989

At your October 12 meeting, you requested additional information before making a determination if federal funding should be sought for the Midway Corridor and if authorization should be given for Chairman Finley to sign a letter to be sent to the Urban Mass Transportation Administration.

The information you requested was:

1. Where does Hennepin County Regional Railroad Authority (HCRRA) plan to use $24 million in federal funds and for what purpose?

2. Will Hennepin County Regional Railroad Authority prepare a federal Environmental Impact Statement (EIS) for the University Connector portion of the Central (Midway) Corridor?

3. What is the status of the legislative proposal for $100 million for construction of LRT in the Midway Corridor? The bill introduced in the 1989 session would provide funds, "To pay the cost and betterment of a demonstration light rail transit line in the Midway Corridor between the downtown areas of Minneapolis and St. Paul, together with associated common facilities like vehicles, yards, shops, power..."

4. How does the additional length of time required for the federal process for light rail planning and engineering affect the cost of light rail facilities?

This memo will respond to those questions and provide additional information.

Hennepin County Federal Grant Applications

Hennepin County Regional Railroad Authority (HCRRA) prepared an application for federal funds to the Urban Mass Transportation Administration (UMTA) in the amount of $100 million in late 1988. The grant was to pay for approximately 25% of the cost of Hennepin County's proposed Phase I LRT system of 29 miles and included the following elements:

Element	Estimated Cost
44 light rail vehicles	$ 77,220,000
Maintenance Yard and Shop	22,070,060
Total Requested	$ 99,290,060

Local approvals, including the expansion of the priority corridor for LRT to include additional areas beyond the Central Corridor, were secured. Hennepin County was notified in December, at a meeting Commissioner Finley and I attended, that UMTA would only provide $24 million, not $100 million, in federal funds and UMTA suggested a revised grant application for a minimum operating segment. The $24 million would require a 75% match from non-federal funds. Hennepin County Regional Railroad Authority submitted a revised grant application asking for 24% of these costs:

Element	Estimated Cost
University Connector	$ 34,200,000
Yard and shop	27,000,000
Vehicles (six)	10,500,000
Right of way	5,500,000
Contingency	8,200,000
Engineering	14,600,000
Total costs	$100,000,000
Grant application request	$24,000,000

That application, not processed through local review, was sent to UMTA on March 1, 1989.

The response from UMTA (Attachment 1) indicated that HCRRA would be awarded the $24 million after all legal, environmental and cost-effectiveness criteria had been met. It also said that the $24 million federal award would be the only federal funds Hennepin County could receive for its entire 29 mile LRT system estimated to cost $500 million. In effect, this was a 5% federal match, not a 25% match, being offered by UMTA.

At a meeting in September with UMTA staff it was indicated that HCRRA could consider using the $24 million in a location other than the University Connector, such as the Hiawatha Corridor. A federal Environmental Impact Statement (EIS) was previously completed for the Hiawatha Corridor and was approved by the Federal Highway Administration, but has not been approved by the Urban Mass Transportation Administration. These two federal agencies have somewhat different requirements for the EIS's. Since the EIS was completed in the mid-1980's, the alignment being considered for LRT in this corridor has changed north of Lake Street.

HCRRA has not yet submitted a revised grant application to UMTA for the Hiawatha Corridor. It is my understanding that consideration is being given to excluding the maintenance facility for LRT vehicles from this application. The application would be for construction of a portion of the Hiawatha Corridor and the number of vehicles required for that segment.

Federal EIS for University Connector

HCRRA does not need to complete a federal EIS for the University Connector from downtown Minneapolis to Oak/Washington if the $24 million in federal funds is spent elsewhere. Because the federal EIS process requires more time and has less local control than the state process, Hennepin County staff has indicated that HCRRA would be reluctant to undertake a federal EIS for the University Connector, since it is not required if federal funds are not spent on the University Connector.

HCRRA plans to issue a state EIS for the University Connector in a few weeks.

Another matter for you to consider in regard to the University Connector is that the current proposal for LRT in that area includes closing Washington Avenue through the University of Minnesota campus to automobile traffic. In order to provide an alternative location for these vehicles, the I-94 REMAP project will need to be completed before the University Connector is constructed for LRT. The I-94 REMAP project, scheduled for 1992-94 by the Minnesota Department of Transportation, may delay the start of construction of LRT on the University Connector until 1994.

Modifications to the $100 Million Bonding Bill
for LRT in the Midway Corridor

There have been discussions about modifications to the bill introduced by Representative Battaglia relating to bonding for LRT. Commissioners Hunt and Finley will share information with you on that subject at the Rail Authority meeting.

Length of Time for Federal Process Related to Costs

Besides the additional cost of following the federal process that is encountered in consultant fees and increased staff requirements, the additional time required for the federal process adds to the cost of LRT projects.

Last week at the LRT financing forum we learned of Pittsburgh's experience, where the federal funds were distributed over an eight year period during construction, significantly increasing the cost of construction. The rate of disbursement of federal funds does not necessarily keep pace with the desirable time for rail construction to proceed in a cost-effective manner. Pittsburgh eventually worked out a method of covering these delays with an advance construction note.

We also learned that the new Overmatch program is untested. There are uncertainties about whether or not UMTA will expedite reviews required at frequent intervals when the federal process is followed.

The anticipated construction costs for the Midway Corridor for LRT are:

Oak/Washington to Ramsey County line	$ 26,000,000
Ramsey County line to downtown St. Paul	134,000,000
Downtown St. Paul	48,000,000
Total	$208,000,000

BRW has prepared calculations at my request of the relationship of delay encountered for the federal process to inflation.

YEARS TO BREAK EVEN WITH FEDERAL GRANT

Pct. Federal Participation	Annual Percent Inflation Rate									
	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5
20	7	6	5	5	4	4	4	3	3	3
25	8	7	6	6	5	5	4	4	4	4
30	9	8	7	6	6	5	5	5	4	4

The cost of transit systems has increased slightly faster than inflation in recent years. If the inflation rate is six percent and federal participation is 30%, and the delay is five years, the grant would just pay for the inflation.

Other Considerations

- The attached chart (Attachment 2) illustrates information you have previously received about expectations in terms of time for the federal process. As mentioned previously, there are uncertainties with the new federal process that could delay the progress on LRT projects.

- The existing Surface Transportation Act expires on September 30, 1991. There is a possibility that block grants will be the new distribution method of federal funds and will allow for greater state and regional control of federal transportation funds. A federal Environmental Impact Statement would still be required. Currently, $400 million per year is available from UMTA and there are $28 billion in requests for this type of project. Congressional earmarking is always a factor in determining what projects are funded.

- Maximizing the federal contribution to LRT in this region is desirable. Anoka County Regional Railroad Authority is interested in exploring the possibility of federal funding for its Northeast Corridor. The Midway Corridor, from a technical standpoint, would be a good candidate for federal funds.

- There is a need to decide what process will be followed for the Midway Corridor: Federal Alternatives Analysis and Draft Environmental Impact Statement; or Minnesota Environmental Impact Statement. Delaying that decision will delay the Midway Corridor project.

Recommendation

The attached resolution for your consideration authorizes Chairman Finley to sign a letter to UMTA regarding the federal process for the Midway Corridor. The letter is also to be signed by representatives of the Regional Transit Board, Hennepin County Regional Railroad Authority and Anoka County Regional Railroad Authority. There would be editorial modifications to the letter, but the concepts would remain unchanged, should you authorize his signature.

An alternative action for your consideration is that you may direct staff to begin the state, rather than the federal EIS process for the Midway Corridor.

KD/blk
Attachments

ATTACHMENT 1

U.S. Department of Transportation
Urban Mass Transportation Administration

The Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

MAY 30 1989



Mr. Sam S. Sivanich, Chairman
Hennepin County Regional
Railroad Authority
A-2307 Government Center
Minneapolis, Minnesota 55487-0237

RE: Program No. MN-08-0058

Dear Mr. Sivanich:

I am pleased to advise you that your application for a Technical Studies grant under Section 8 of the Urban Mass Transportation Act of 1964, as amended, has been approved in the maximum amount of $1,500,000. This project will allow Hennepin County Regional Railroad Authority to proceed with the development of technical and financial plans for Light Rail Transit (LRT).

It is UMTA's intention to participate in the proposed LRT construction project with a Section 3 grant as soon as all the legal, cost-effectiveness and environmental requirements are met. This one-time expenditure of $24 million in Federal funds to construct an entire 29-mile light rail system is a good example of Secretary Skinner's initiative to use scarce Federal resources to leverage increased non-Federal funding.

Enclosed are four copies of the approved project budget and four counterparts of a grant agreement executed on behalf of this Administration. Instructions which you should follow in executing these counterparts are included. You may incur costs for this project as of the date specified on the enclosed Notification of Grant Approval.

If you have any questions on the enclosed grant materials, please call UMTA's Regional Office in Chicago at (312) 353-2789.

Sincerely,

Alfred A. DelliBovi

Alfred A. DelliBovi

Enclosures

EVALUATION OF ALTERNATIVE APPROACHES TO FEDERAL UMTA FUNDING FOR THE MIDWAY CORRIDOR

CHARACTERISTIC	TRADITIONAL (75% Federal)	OVERMATCH 1 (31-70% Federal)	OVERMATCH 2 (30% Federal)	NO PARTICIPATION (0% Federal)
TIME TO COMPLETE AA/DEIS	24 - 36 months	24 - 36 months	17 - 20 months	14 months
TIME TO COMMENCE CONSTRUCTION	6 - 20 years	5 Years ± 1 Year	48 - 56 months	30 - 36 months
INCREMENTAL CONSULTANT COST FOR AA/DEIS	$300,000 ± $100,000	$300,000 ± $100,000	$250,000 ± $100,000	$0
INCREMENTAL STAFF EFFORT	+ 30 to 50%	+ 30 to 50%	+ 20 to 30%	0
LEAD AGENCY	UMTA	UMTA	UMTA	RCRRA
PROBABILITY OF SUCCESS	2 - 5%	10 - 20%	40 - 50%	N.A.
APPROVALS	UMTA/RCRRA/RTB	UMTA/RCRRA/RTB	UMTA/RCRRA/RTB	RCRRA/RTB
NUMBER OF PRODUCTS	30	30	25 ± 2	2
POTENTIAL FEDERAL FUNDING FOR ENGINEERING	Low	High	High	None

NOTE: The "Overmatch" program has been announced, but is not yet an official UMTA program. The above values are estimated based on data available.

DRAFT

September 25, 1989

Mr. Brian W. Clymer
Administrator
Urban Mass Transportation Administration
400 Seventh Street SW
Washington, DC 20590

Dear Mr. Clymer:

We are enthusiastic about the announcement by Secretary Skinner on March 13, 1989, of a new initiative to improve the delivery of Section 3 discretionary grants.

The purpose of this letter is twofold:

- request from UMTA designation of the Midway Corridor between downtown St. Paul and the East Bank of the University of Minnesota as an overmatch corridor and to gain agreement on the alternatives for study in the AA/DEIS

- request from UMTA designation of the Northeast Corridor between downtown Minneapolis in Hennepin County and the Northtown Shopping Center in Anoka County as an overmatch corridor and authorize the initiation of AA/DEIS

Both of these corridors meet the three requirements of UMTA for entry into the AA/DEIS process:

- they have over 15,000 transit trips in 1989
- the expected annual cost per annual new transit rider is less than $10.00
- a conceptual financial plan has been developed

We understand that under the overmatch program a region may study two corridors simultaneously. The point is made that the federal participation requested in both Twin City corridors is less than the amount typically requested in a single corridor in other metropolitan areas.

The following background information is included to assist in your evaluation of the request.

- Summary of System Planning Activities in the Twin Cities
- Status of LRT Planning in Twin Cities
- Overview of Midway Corridor
- Overview of Northeast Corridor

- o Financial Approach
- o Local Financial Capability
- o Additional Work Being Completed
- o Requests of UMTA

SUMMARY OF SYSTEM PLANNING ACTIVITIES IN THE TWIN CITIES

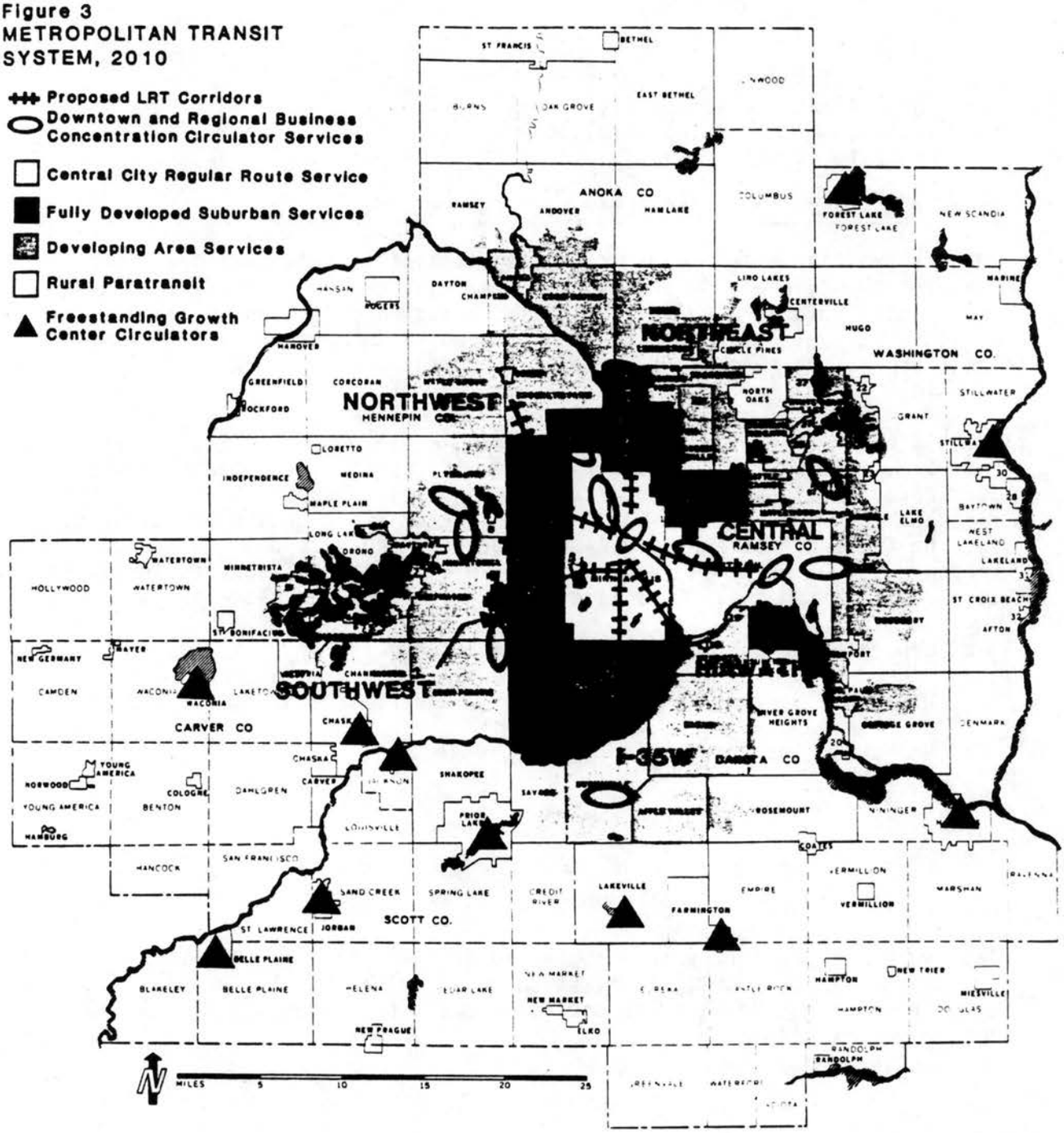
UMTA is familiar with the numerous transit studies that have been completed over the past twenty years in the Twin Cities. The region has evaluated heavy rail, light rail, automated guideway transit, busway/high occupancy vehicle lanes, personal rapid transit, and various transportation system management options. These studies have led to a regional consensus on a strategy for fixed guideway transit.

In 1986 the Metropolitan Council completed a regional transitway analysis entitled, "A Study of the Potential Transit Capital Investments in Twin Cities Corridors." This study identified the range of appropriate transit modes in eighteen corridors in the Twin Cities. The analysis became the technical basis for the Transportation Policy Plan adopted by the Metropolitan Council in February 1989. Relative to LRT, the plan calls for LRT service in six corridors to be implemented by 2010 as listed below and shown on the attached figure:

- o Central Corridor (University Connector/Midway)
- o Northeast Corridor (North Corridor in Metropolitan Council Report)
- o Northwest Corridor
- o Southwest Corridor
- o I-35W Corridor
- o Hiawatha Corridor

This work has previously been submitted to UMTA and serves as the required Phase I Systems Planning work. Thus, fixed guideway service in the Midway Corridor and the Northeast Corridor is consistent with the adopted regional transportation policy plan.

Figure 3
METROPOLITAN TRANSIT SYSTEM, 2010



SOURCE: "TRANSPORTATION-DEVELOPMENT GUIDE/POLICY PLAN", METROPOLITAN COUNCIL, 2/89

STATUS OF LRT PLANNING IN THE TWIN CITIES

Many planning activities have occurred since the legislative action in 1987. The LRT legislation required Hennepin County to complete a Comprehensive Plan for LRT:

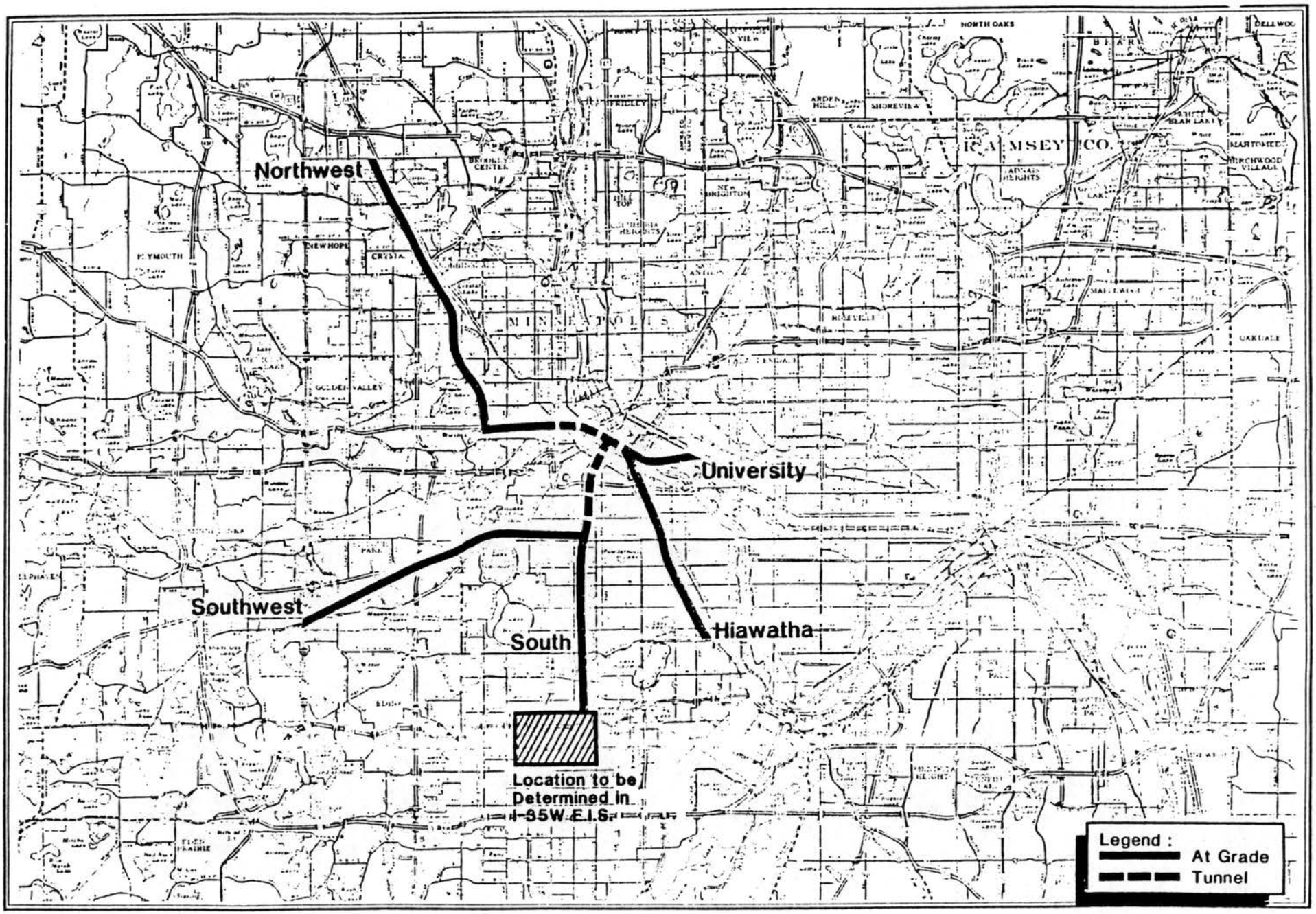
- Hennepin County Comprehensive LRT System Plan - The plan was approved by the Hennepin County Regional Railroad Authority (HCRRA) in June 1988. The Stage I plan (See attached figure.) includes 29.1 miles of LRT service and is estimated to cost $497 million. Over 150 public meetings were held prior to the plan adoption.

- Central Corridor - The Central Corridor extends from downtown Minneapolis through the University of Minnesota to downtown Saint Paul. The portion from Minneapolis through the University is referred to as the University Connector. East of the University the corridor is referenced as the Midway Corridor. The Metropolitan Council has historically designated the Central Corridor between downtown Minneapolis and downtown Saint Paul as the priority corridor in the Twin Cities. A Central Corridor AA/DEIS was conducted between 1982 and 1984; the work was never completed because the 1985 Legislature prohibited further fixed guideway planning. This ban was lifted in 1987. In March 1988, the Regional Transit Board (RTB) in cooperation with the Ramsey County Regional Railroad Authority (RCRRA) completed a study of alternative alignments in the Midway Corridor; the draft report was made available for public, agency, and community review. A preferred alignment was not selected. The RCRRA and HCRRA have begun preliminary design and environmental work on this corridor.

- Draft Comprehensive LRT Plan for Ramsey County - In July 1989, the draft Comprehensive LRT Plan was completed. The plan identifies the Midway Corridor as the top priority LRT corridor in Ramsey County. Six corridors are recommended for LRT in the next twenty years.

- Northeast Corridor Planning - In July of 1988, the Anoka County (ACRRA) and HCRRA initiated comprehensive planning in the Northeast Corridor. In February 1989, the ACRRA adopted a Comprehensive Plan and Hennepin County approved the results of the study. HCRRA will update its Comprehensive Plan when a specific alignment is selected within the corridor. Analysis of two route options is currently underway.

- Other Regional Railroad Authority Comprehensive Plans - Dakota and Washington Counties are in the process of developing plans. Carver and Scott Counties have received state money to assist in plan development. Preservation of right-of-way is the primary focus of the plans.



HCRRA

Comprehensive

BRW

FIGURE 2

Stage I Plan

- Legislature Activities - The 1988 Legislature appropriated $4.2 million for Railroad Authorities to plan and engineer LRT; each RRA must match each state dollar with a local dollar. The 1989 Legislature defined a regional oversight process for LRT development and focuses that function with a newly constituted RTB and a joint LRT Advisory Committee, and retains Metro Council approval on some issues and review/comment on others. The legislature appropriated $6.8 million for next two years' LRT planning and engineering. In addition, the legislation states that the MTC "shall operate regional railroad authority light rail transit facilities and services upon completion of construction of the facilities and the commencement of revenue service using the facilities."

- Regional LRT Plan - The 1989 legislature directed the new Regional Transit Board to develop a Regional LRT Plan. The plan is to contain two parts: a Development and Financial Plan to be completed by December 31, 1989, and a Regional LRT Coordination Plan to be completed by July 1, 1990. The work on the Development and Financial Plan has been initiated.

- Federal Funding - The HCRRA recently applied for two federal grants. The Section 8 grant for $1.5 million would assist potential turnkey contractors in preparing detailed technical and financial approaches for the Stage I LRT system. The second grant application is a Section 3 application for $24 million of federal support for a Minimum Operating Segment that is part of the Hennepin County Stage I system. The first grant has been approved. UMTA has given its intention to participate in the Stage I system with a one-time expenditure of $24 million in federal funds toward construction of the entire 29-mile LRT system. The grant is contingent upon meeting all the legal, cost-effectiveness, and environmental requirements.

OVERVIEW OF MIDWAY CORRIDOR

The Midway Corridor is located between downtown St. Paul and the intersection of Oak/Washington on the East Bank campus of the University of Minnesota. The extension of the Midway Corridor, defined as the "University Connector," connects to downtown Minneapolis. The existing transit ridership in the entire corridor is 24,000 to 27,000 riders per day; the forecasted LRT ridership is 33,000 to 47,000 per day depending upon the alignment selected. The corridor has the following features:

- Serves the major employment concentrations of the two downtowns, the University, and the State Capitol.

- Interconnects readily with north/south bus lines which can act as feeder lines with little or no modification.

- o Provides additional people movement capacity in a corridor with significant roadway congestion.

- o Serves many neighborhoods with transit dependents.

OVERVIEW OF NORTHEAST CORRIDOR

The Northeast Corridor extends approximately eleven miles from downtown Minneapolis to the Northtown Shopping Center, a regional mall. The corridor includes portions of both Hennepin and Anoka Counties. The two major transit arteries, Central and University Avenues, provide service to northeast Minneapolis, Columbia Heights, Fridley, Hilltop, Coon Rapids, Blaine, and Anoka. The systemwide LRT analysis conducted by the Metropolitan Council in 1986 identified 15,800 daily transit riders presently in the corridor.

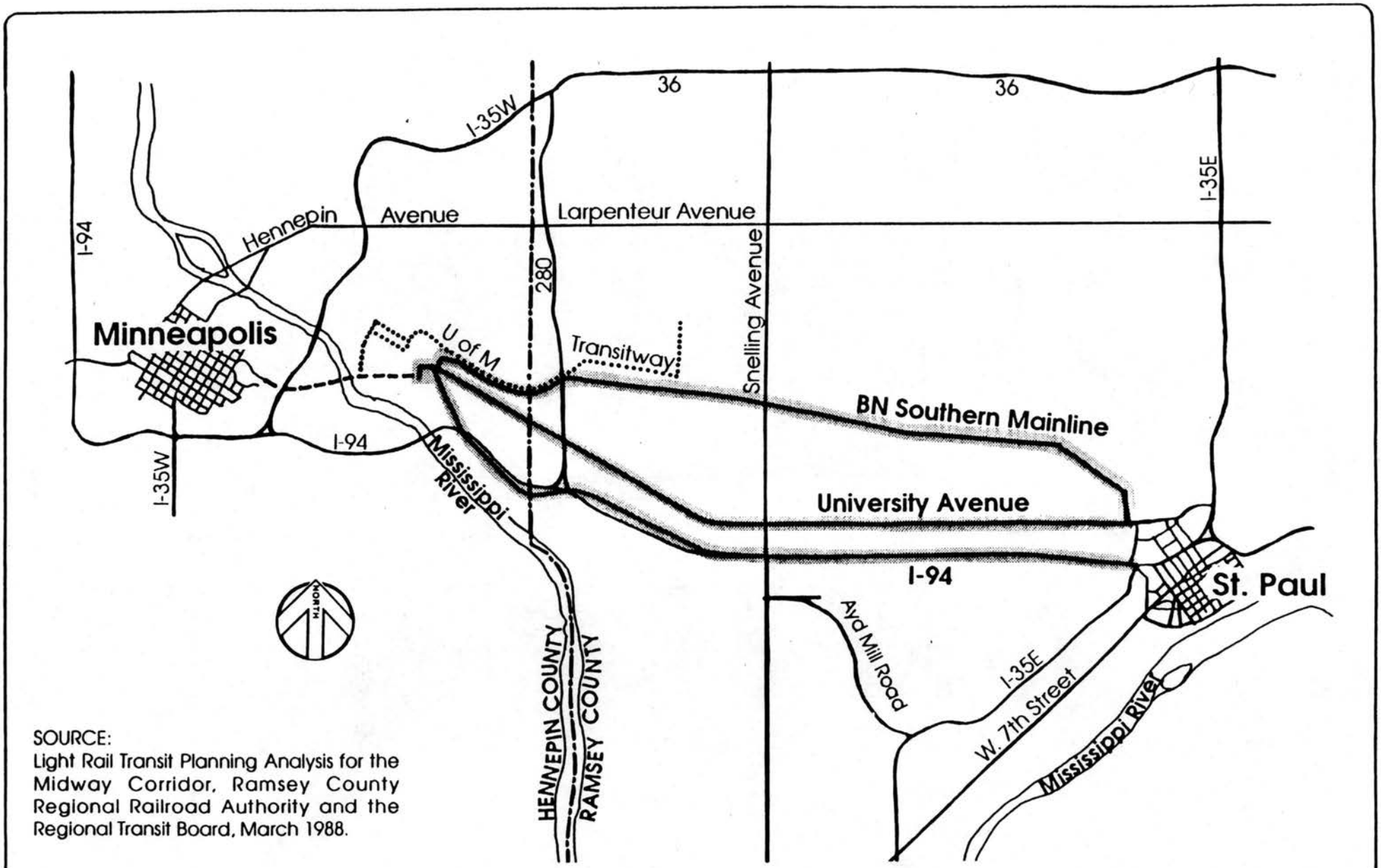
The Comprehensive LRT plan for Anoka County identified two alternative LRT routes in the corridor as shown in the attached map. Based upon the Metropolitan Council LRT System study, potential daily LRT ridership projections range from 19,000 to 27,000. The preferred route will be selected during the preliminary design and state environmental work presently underway.

FINANCIAL APPROACH

Specific financial plans for the Midway Corridor and the Northeast Corridor have not been approved by the Railroad Authorities. However, a conceptual approach has been defined and is outlined below.

The capital cost of the planned LRT capital investments in the next ten years includes the following:

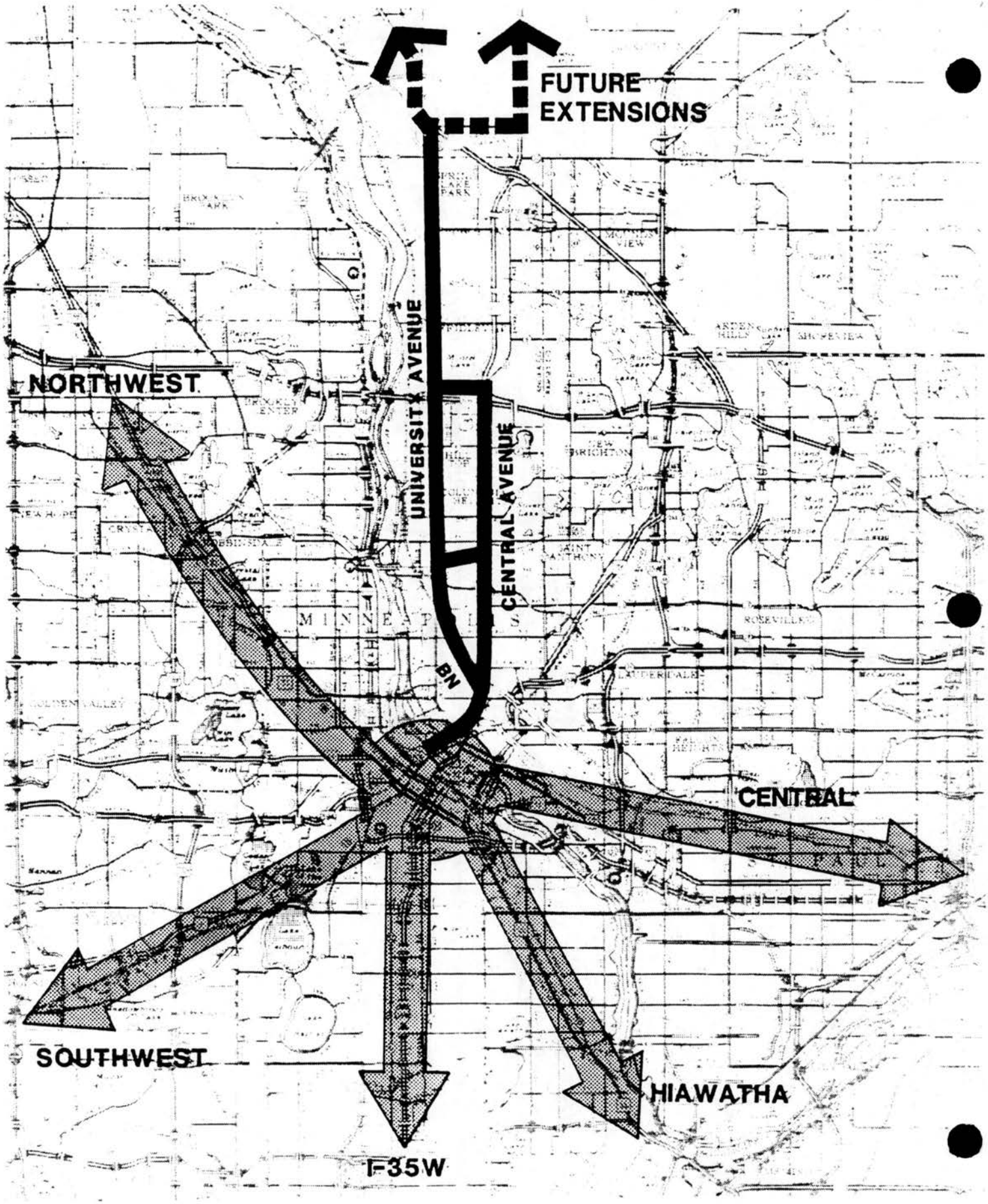
CORRIDOR	CAPITAL COST (1988 Millions)
Midway Corridor	
- Downtown St. Paul	$48
- Edge of Downtown to Ramsey County Boundary	$107 - 134*
- Hennepin County Boundary to Oak/Washington	$20 - 26*
Northeast Corridor	
- Anoka County	$90 - 103*
- Hennepin County	$67-77*

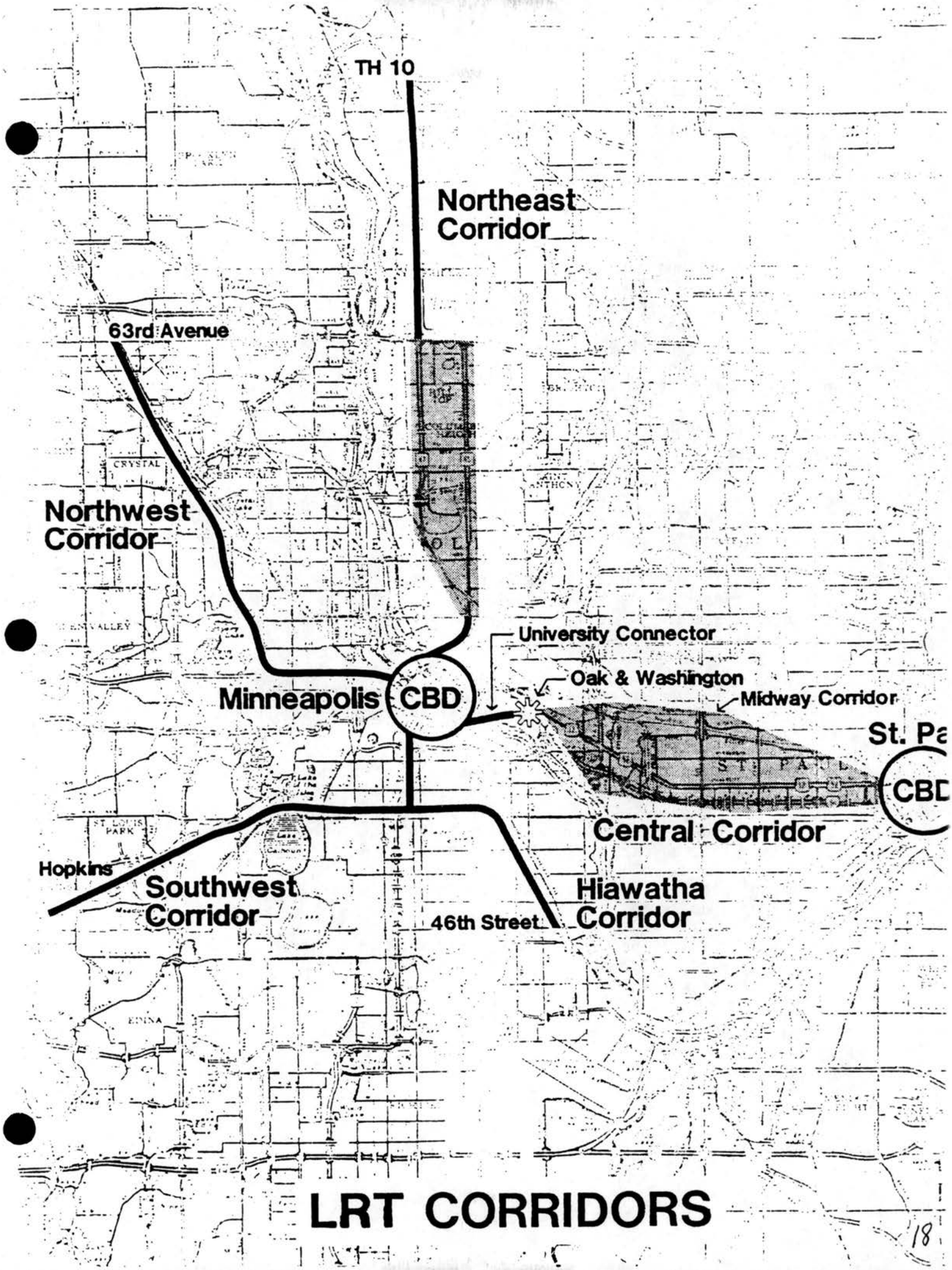


SOURCE:
Light Rail Transit Planning Analysis for the Midway Corridor, Ramsey County Regional Railroad Authority and the Regional Transit Board, March 1988.

SRF

Midway Corridor Alignments


FUTURE
EXTENSIONS
UNIVERSITY AVENUE
CENTRAL AVENUE
BN
NORTHWEST
CENTRAL
SOUTHWEST
HIAWATHA
I-35W



LRT CORRIDORS

CORRIDOR	CAPITAL COST (1988 Millions)
Northwest Corridor (63rd)	$114
Southwest Corridor (TH 169)	$ 71
University Connector	$ 40
Central Area Tunnel	$138
Yard and Shop	$ 20
TOTAL	$715 - 771

* Depends Upon Alignment

The $24 million in federal funds for Minimum Operating Segment 1 in Hennepin County is treated independent of the overmatch program. Therefore, the Hiawatha Corridor, where the $24 million is planned to be expended is not listed in the above table.

As previously mentioned, the RTB is currently preparing a Development and Financial Plan for LRT. The ten-year plan of the RTB may change the above corridors, but the level of expenditure over the ten-year period is not expected to change significantly.

A value of $771 million will be used as the estimated capital cost. The financial strategy for the region includes the following points:

- o commit to a total minimum capital investment in LRT of $771 million over the next ten years in Anoka, Hennepin, and Ramsey Counties
- o develop a specific financial plan that includes local, state, private, and federal dollars
- o request thirty percent participation from UMTA (or $231 million) for the total regional commitment to be allocated to the Midway Corridor and the Northeast Corridor

- the federal share would be allocated as follows:

CORRIDOR	COST (MILLION)	FEDERAL SHARE (MILLION)	% FEDERAL
Midway	$208	$ 97	47%
Northeast	$180	$135	75%
Rest of Regional LRT System	$383	$ 0	0%
TOTAL	**$771**	**$231**	**30%**

Thus, Midway and Northeast Corridors would be overmatch corridors.

- The source of the non-federal share is expected to include the following sources:

  - county property tax
  - state Motor Vehicle Excise Tax
  - private sector contributions
  - other regional tax sources

Hennepin and Anoka Counties have conceptually agreed to use their property tax authority. Ramsey County has proposed that alternatives to the property tax be examined and has encouraged legislation that would provide flexible, alternative sources of funding to the property tax. The Development and Financial Plan being prepared by the RTB as part of the Regional LRT Plan will define the local sources in more detail.

LOCAL FINANCIAL CAPABILITY

The Twin Cities has a long history of local, dedicated funding support for public transit. This tradition is extended to LRT. Outlined below are the annual taxing capability enabled by the legislature for each Railroad Authority, the amounts levied to date, and the state contributions. To give an indication of capability to operate the funding of the bus system for the past five years is outlined.

- The taxing capability of the three Railroad Authorities includes:

REGIONAL RAILROAD AUTHORITY	ANNUAL TAXING CAPABILITY (1990)
Anoka County	$ 5,200,000
Hennepin County	$ 20,000,000
Ramsey County	$ 7,300,000

- To date the authorities have levied for property taxes as follows:

REGIONAL RAILROAD AUTHORITY	YEAR PAYABLE	AMOUNT
Anoka County	1989	$ 500,000
~~Anoka County~~	~~1990~~	
Hennepin County	1982	$ 2,239,350
Hennepin County	1983	2,500,727
Hennepin County	1984	2,700,785
Hennepin County	1985	2,809,021
Hennepin County	1986	0
Hennepin County	1987	0
Hennepin County	1988	6,931,031
Hennepin County	1989	9,218,000
Ramsey County	1988	125,000
Ramsey County	1989	1,700,000

These amounts levied have adequately funded engineering and environmental studies and property acquisition.

- The state through the Motor Vehicle Excise Tax (MVET) has funded LRT as follows:

TIME PERIOD	MVET (LRT)
FY '89	$ 4,170,000
FY '90-91	6,800,000

- The following amounts have been expended locally to support public transit in the Twin Cities.

YEAR	PROPERTY TAX	STATE CONTRIBUTION
1984		
1985		
1986		
1987		
1988		
1989		

ADDITIONAL WORK BEING COMPLETED

Within a week a preliminary calculation on the cost per new rider for the Midway and Northeast Corridor as compared to a TSM alternative will be completed and forwarded to UMTA. The region is very confident based on previous work that the $10.00 threshold is met. The requests of UMTA outlined below are based on the expectation of meeting the threshold.

Also within a short time the justification for not including a busway/high occupancy vehicle lane alternative in the Midway Corridor and the Northeast Corridor will be forwarded to UMTA.

REQUESTS OF UMTA

The following requests are made of UMTA:

- Agree that the UMTA required Phase I: System Planning activities are completed for the Twin Cities.

- Designate the Midway Corridor and the Northeast Corridor as overmatch corridors.

- Agree that both the Midway Corridor and the Northeast Corridor can proceed simultaneously with AA/DEIS. The total federal funding request of $232 million for a scheduled ten-year period is less than many regions (St. Louis, Los Angeles, Buffalo, Pittsburgh, Atlanta, etc.) have or are requesting for a single corridor.

- Negotiate a scope of services for the AA/DEIS. As stated above, justification for not including a busway/high occupancy vehicle lane alternative will be developed. Therefore, the expected alternatives include no-build, TSM and LRT.

- o Authorize the initiation of AA/DEIS in each corridor with an overmatch designation and agree to expedited review of the thirty products required during the development of the AA/DEIS.

Thank you for your consideration of this matter. If you have general questions or comments, please contact Judy Hollander of the RTB at (612) 292-8789. If you have questions that relate to an individual Railroad Authority, call the appropriate person listed below:

RAILROAD AUTHORITY	PERSON	PHONE NUMBER
Anoka County	Tim Yantos	(612) 421-4760
Hennepin County	Ken Stevens	(612) 348-4182
Ramsey County	Kathy Despiegelaere	(612) 298-4145

We await your response.

Sincerely yours,

REGIONAL TRANSIT BOARD

Michael Ehrlichmann
Chairman

ANOKA COUNTY REGIONAL RAILROAD AUTHORITY

Paul McCarron
Chairman

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY

Sam S. Sivanich
Chairman

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

John T. Finley
Chairman

/jkf
Attachments
cc: Commissioner Earl Gnan, Carver County RRA
Commissioner Donald Chapdelaine, Dakota County RRA
Commissioner William Koniarski, Scott County RRA
Commissioner Russ Larkin, Washington County RRA
Joel Ettinger, UMTA Region V
Ken Mowll, UMTA
Steven Keefe, Chairman, Metropolitan Council
Judy Hollander, RTB
Nacho Diaz, Metropolitan Council
Kathy DeSpiegelaere, RCRRA
Ken Stevens, HCRRA
Tim Yantos, ACRRA

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, June 27, 1989

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

1. * Minutes of the June 13, 1989 Meeting.

2. Discussion of Light Rail Transit Coordination with Shepard/Warner Road Project with Leon Pearson and Peter Fausch.

3. * Ratify Partial Payment No. 6 to Strgar-Roscoe-Fausch, Inc. in amount of $52,823.45.

4. Comprehensive LRT Plan Review Schedule - Discussion.

5. * Additional Work Session on Comprehensive LRT Plan.

6. * Authorize staff to develop agreement and Chairman of RRA to sign the agreement for services to be provided by Springsted, Inc. for comprehensive light rail transit plan financial analysis.

7. * Appointments to Joint LRT Advisory Committee and Technical Committee.

8. * Authorize staff to negotiate a contract for preliminary engineering and an environmental impact statement for the Midway Corridor.

9. Chairman's Comments.

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 13, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, June 13, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House.

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

ALSO PRESENT: Ed Glaubitz, Robert Clarkson,Ben Sebesta, Jill Goski, James Tolaas, Michelle Kelly, Jim Bower, Hugh Faville, Kathryn DeSpiegelaere, Frances Glendenning, Kristi Wendorff represented the County Attorney's Office, Ferrol Robinson,Terry Schutten

1. Minutes - of the May 23, 1989 Meeting of the Regional Railroad Authority Board.

Commissioner Norgard moved the following recommendation, seconded Commissioner Salverda.

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting held on Tuesday, May 23, 1989, as written.

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

2. Chairman's Comments

Chairman Finley said on the Chairman's Comments, he will reserve these until the 1989 Legislation is finalized, as we may be running into a few problems that we had not anticipated which Commissioner Hunt and he had discussed yesterday.

3. Summary of 1989 Legislation

Kathryn DeSpiegelaere addressed the Board, this is information which the Board members had received verbally at the last Regional Railroad Authority Meeting, but that was the day after the session concluded. She thought it might be beneficial to put it in writing, and to provide the Board with copies of the legislation, and pertinent sections of bills that had been

passed. There were three pieces of legislation that were significant in terms of the RRA, Senate File 1618 provided $6,816,000 for grants for the light rail transit for the next biennium, these funds will be distributed by the Minnesota Department of Transportation to Regional Railroad Authorities.

Commissioner Hunt would like to know if this is the same amount of money that was made available the last session that we have been drawing on. Ms. DeSpiegelaere said the last session amount was slightly over $4 million, which was for one year, but this $6 million is for two years. The distribution is the same as for one year.

House File 1408 is the Novak Carruthers Bill on which we had several discussions that evolved during the course of the session. A copy of Tom Todd's summary of the bill and the bill is attached. One of the things that the bill does is to create a new Regional Transit Board, two of the appointments to the Regional Transit Board are specified to be County Commissioners, four are to be city representatives. Those appointments are made by the Metropolitan Council.

The legislation also requires that a financial plan, development plan, and a coordination plan be completed by the Regional Transit Board. These undertakings are done in cooperation with Joint Light Rail Transit Advisory Committee. Ramsey County will have two Commissioners on that Advisory Committee.

A third piece of legislation is the Battaglia Bill that was introduced to provide $100 million for light rail transit in the Midway Corridor, this was introduced the last day of the session. The first two pieces of legislation passed, this bill was introduced late, and will be considered next year, the funding package is part of this proposal which would require that there be some Federal funds, and the $100 million is a piece of the funding, this would not be the amount in its entirety for the Midway Corridor.

Commissioner Ahrens would like to know the source of the state funds. Ms. DeSpiegelaere said the bill says the State Building Fund, and when she questioned Representative Battaglia's assistant, he said that is a state bond fund, so it would not be out of the motor vehicle excise tax sources of funds that have been used previously for planning light rail transit, it would be a different source.

Chairman Finley referred to Item 3 which included the summary by Tom Todd, this refers to the RTB Structure, that all Board members look at the council and appointments as shown on the bottom of that page so that everyone fully understands it. This means that we are not a unit unto ourselves, but the appointments have to be from a district of the Metropolitan Council, at least two must be County Officials, four must be city or town officials, so there may be a problem regarding how and where people live, as it goes by Metropolitan Council District and we looked at the map just the other day. For example, Chairman Finley lives in the City of St. Paul which is a district different than Ramsey County suburbs, or even Highland Park, so it is not the unit of government of the County, it is where the appointment resides that carries whether or not it is the official classification.

Chairman Finley said that Ms. DeSpiegelaere made a point in looking at these districts, and he asked that she talked to Tom Todd who was really the drafter of the legislation, and got down to the detail in the Conference Committee to see how he interpreted it after Commissioner Hunt and Chairman Finley had spent some time talking about it yesterday.

Ms. DeSpiegelaere talked to Tom Todd this morning, and she distributed a map to Board members.

At this time Commissioner Norgard informed the Board that he had received a call from Washington County, as they wanted to know if Ramsey County would like a resolution from Washington County supporting Commissioner Finley as a candidate.

Ms. DeSpiegelaere said the districts to look at on this map are A, B and H. An appointment will be made from each of those districts by the Metropolitan Council, and the concerns expressed yesterday by Commissioners Hunt and Finley were if a representative from the City of St. Paul as a Councilmember is appointed who resides in District A, would that not preclude a County Commissioner who lives in District A from being appointed, and the answer is yes. Now, the Councilmember who lives in the corner of H in the Highland Park area or the County Commissioner area were appointed, then you could still have the representative from District A, or there could be a County Commissioner from District B appointed as well, and a Councilmember from the City of St. Paul. She said we will have to find out specifically the boundaries for these districts.

Chairman Finley said the original intent of Senator Novak when he first started drafting this bill, his idea, even before it was introduced, of the whole thing was that the County Commissioners, and the representatives from the Cities of Minneapolis and St. Paul be on the RTB with some citizen members, and this we should end up with. Hennepin County could run into exactly the same thing depending upon where the Hennepin County Commissioner lives, if in the City of Minneapolis, this would be the problem.

Commissioner Hunt would like to know if Tom Todd say that residency would apply, and Ms. DeSpiegelaere replied that it is residency, not the area the one represents, he also said that perhaps next year the Legislature should "tinker" with the membership.

Ms. DeSpiegelaere continued, there are three additional appointments, besides these eight districts, these are appointed by the Governor, one is the Chairman, an additional appointment for a disabled person, and one person who is 65 or over.

Chairman Finley discussed the problem, which he wished to bring to the Board's attention so we are okay as long as we continue with what we have, but we could go to something different.

Commissioner Hunt feels we should be discussing this with our representatives on the Met Council to see how they would view this, as certainly Ramsey County has the initial responsibility so Ramsey County should get priority for the appointment to RTB over the City of St. Paul representatives, as we are charged with the responsibility by the Legislature, and she hopes that they will recognize that.

Commissioner Hunt continued, we should accept Washington County's offer, and formally ask them to submit a resolution, can we handle this informally or do we need to take some action.

Commissioner Ahrens discussed the corner section of this map which would include Dakota County, and she would like to suggest that our plan does extend into Dakota County, and it would be to their benefit to also support our nominee, but it does not preclude them from submitting their own name, they could gain some benefit having our nominee on there. She would like to make a motion that we accept Washington County's offer.

Commissioner Norgard suggested that we wait a week, he will call Washington County, and also we should do the same thing with Dakota.

Commissioner Hunt suggested that we mention the fact that Washington County is doing this, as District H includes a great deal of Washington County as well as Dakota County, so that would be an incentive to show some uniformity among the East Metro area.

Chairman Finley asked who is the Mayor from Anoka County who is very, very knowledgeable, who is a member of the Inter-governmental Committee, Al Tinklenberg is a member of the Anoka County staff as well. He is a mayor, he is very familiar with light rail, and would be a good candidate. In talking about Anoka County's concern that they would not be represented, this is one of the things we could talk to the Anoka County Commissioners about at the MICA is that this Mayor would be an excellent person, he is the Mayor of Blaine, so they could be represented through another elected official very nicely as far as their interests are concerned without having a County Commissioner on the Board, this would really help our dilemma a little bit if we can get the support of the East Metro Area. Also, there is James Krautkremer who is Mayor of Brooklyn Park who is very active and is on the RTB Advisory Committee.

Chairman Finley continued, the next step is the Metropolitan Inter-County Council who is going to be recommending to the Met Council. He will be talking to Met Council members himself. Mary Hauser is the Met Council member for our area.

Representatives on the Met Council from District A are Mike McLaughlin and Liz Anderson, B is Mary Hauser and Jim Senden, in H there is Margaret Schreiner and Pat Scully.

4. Authorize staff to negotiate a contract for Preliminary Engineering and an Environmental Impact Statement for the Midway Corridor with the BRW Team.

Chairman Finley has discussed this matter with staff, and staff has discussed this item with each Commissioner, and it appears in his discussion with the Commissioners that some of the Commissioners would like to see the evaluation that was used by the team in evaluating the three different proposals. Some are pleased with Strgar-Roscoe-Fausch, some feel that BRW because of coordination with other counties would be the one, both of these are very good points. If the Board members could get the criteria that was used by the staff and the selection team, we could get a better feel as to what they are looking at.

Chairman Finley looked at the financial difference, there is quite a bit between BRW and SFR, and other was Kelcey, LS Transit who combined with Kelcey as a team. We should look at them as well, as he assumed that there was written criteria that was used in the interviewing process.

Commr. Norgard would like to know who sits on the Evaluation Board. Ms. DeSpiegelaere said there were six members, this was indicated in the documentation, four from Ramsey County, one from Hennepin County, and one from the Minnesota Department of Transportation.

Commissioner Norgard asked if you would feel that any one of these would be able to do it, if geared up properly. Ms. DeSpiegelaere said their conclusion that all were technically capable of doing the work. There were different staffing levels, and for the SRF they would have to add additional staff and additional consulting services. It was something they acknowledged in their oral presentation that they would be willing to do that. The other firms, two might need to assign specific people to the project, but they had larger staffs upon which to draw already at hand.

Commissioner Norgard is not too familiar with this, but when he saw the difference in price, there is too much difference, and we have to look at it. BRW we have listened to them, and whatever you want to hear, they are going to tell you.

Chairman Finley asked if staff can get this evaluation to the Board members within the next few days, so we can take a look at it, and then we can put it back on the agenda for two weeks from today.

Ms. DeSpiegelaere asked if the Board is interested in the criteria, not on the individual comments, and Chairman Finley said if they look at the criteria, then if the individual Commissioners would like to discuss it further with staff they can. He thinks it is the criteria that most Board members would be interested in. Ms. DeSpiegelaere said the proposals are available for review, as they did not have sufficient copies for each Commissioners, she will have these for eary reference.

Commissioner Hunt would like to suggest that at some point before we make a decision, we should discuss or have some clarification as to the role of the consultant, and whether they should end up being an advocate, or who is going to be the advocate. She thinks there is a difference of opinion among different places in the community as to just what the role of the consultant should be. In some of her experiences with consultants, they have turned out to be advocates, and coming from where she feels the consultants should not end up being the advocates. The County Board, in making the decision at some point in time, has to be the advocate and not the consultant.

Chairman Finley was glad she brought this up, this is a good point, he shares Commissioner Hunt's philosophy on this. He looks to the consultants and the staff to give facts upon which to make those decisions, and to gather and provide as much information to the Board and to the Committees who will be making the recommendations to us,and not be alternatives for the decision makers to make decisions, as opposed to pushing one recommendation or whatever.

It is Chairman Finley's feeling, and he asked other Board members to share their thoughts on this, as it is important, not only in this particular consulting project, but this is going to be the largest and most important one. This $1.2 million is going to be substantially more than that, we are not going to probably be changing horses in midstream. This is Phase I of the Preliminary Engineering, there is a Phase II which we would be going into after the alignment is chosen, and Phase III is the design phase. This is probably the smallest contract of the three, so when we are making this decisiion, we are making more than the decision on $1.2 million, so we all understand that there are two phases after this which are even larger than this phase. He doubts that we will be changing engineering companies after Phase I and go to someone else, so we should keep in mind that this contract has a lot more to it than meets the eye.

Commissioner Schaber asked if we would need to go out again for RFP's after this. Chairman Finley said probably not, that is his point.

Kris Wendorff informed the Committee that it is her understanding under Federal Regulations we will need to go through some kind of competitive proposal again on the next contract, they encourage competiveness and do not want people to formulate their opinions on this contract that will not mesh with what they want to do later.

Commissioner Schaber's thought on the responsibility of the role of the consultant is that until we have a go or no-go, the consultant should be providing all the facts, all the facts negative and positive on whatever alignment, or what we are talking about at that particular time. Until the County Board has made a decision as policy makers, the consultant should not be playing the role of an advocate.

Commissioner Hunt would agree with Commissioner Schaber, that staff or consultants if they are still on board, after the Board has reached some kind of decision, could assist by explaining to the public and groups or whatever

on the County Board decision and be an advocate for that position.

Commissioner Schaber commented that it is difficult to do it before the fact, before the basic decisions have been made.

Commissioner Ahrens feels that this is a big decision, and would recommend that we lay the matter over for two weeks, and that staff should provide backup information and criteria that was used in the evaluation of the proposals.

Chairman Finley asked if there were any other views in regard to the consultants.

Commissioner Hunt has a question that would have to be posed to consultants, and that is if you have one consultant in Ramsey County and a different consultant in Hennepin County as to who they would view their relationship with one another from a coordinating standpoint.

Chairman Finley replied that BRW has Hennepin, and Anoka, and SRF has been working with Dakota County. Ms. DeSpiegelaere explained how this has worked on this project, and that is Hennepin County has requested that rather than having a consultant interact directly with their consultant that we have staff interaction then we have staff call Ken Stevens and he will authorize it.

Commissioner Ahrens feels that two weeks time would also do something else, having the hearings out in the community, would like to have a chance to talk to some folks to get the feel about it as well.

Commissioner Salverda asked if the Advisory Committee has been involved in this as well.

Chairman Finley explained that we have not passed this by the Advisory Committee as staff is better able to interview and make the decisions and recommendations, as they have to deal with them all the time, that is why we did not do the interviewing as a Board.

Ms.DeSpiegelaere added that to have four committees of the RRA, and the membership totals 80, to have each one participate in the process would be rather cumbersome.

Chairman Finley informed the Board that Anoka and Hennepin Counties did not go out for RFP's, they just hired BRW. So, from the County Attorney's statement, from a Federal standpoint, we are better off doing RFP's, using their Federal guidelines.

Commissioner Salverda wished to comment, each consultant has their own personality, their own style and track record from previous projects, relationships are important, however, he thought BRW had the classiest proposal as he had looked at all the proposals.

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

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a Request for Proposals for consultant services for Preliminary Engineering Phase I and an Environmental Impact Statement for the Midway Corridor;and

WHEREAS, A Committee of six has reviewed the proposals, listened to presentations from each of the three teams of firms which submitted proposals and made a recommendation that the team to be offered a contract be BRW; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority will table the selection of the consultant, pending the availability of additional information.

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

R89-32

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

K DeSpiegelaere 6/19/89
Authorized Signature — Date

Board Action Requested
Discussion of Light Rail Transit Coordination with Shepard/Warner Road Project with Leon Pearson and Peter Fausch

DISCUSSION ONLY

Request Justification
See attached: Memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Blaubit 6/21/89
County Attorney reviewed by Brian Wendorf 6/21/89
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: June 27, 1989 (Board Date)	F L Glendenning (Signature)	6/22/89 (Date)

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Light Rail Transit Coordination with Shepard/Warner Road Project

DATE: June 19, 1989

At a work session on June 14 on the Comprehensive LRT Plan for Ramsey County, the subject of access to downtown St. Paul from the east, southeast, southwest, south southwest and south was discussed. Commissioners requested that at the June 27 Regional Railroad Authority meeting, information on Shepard/Warner Road plans and opportunities for coordination with light rail transit be discussed. Leon Pearson from St. Paul Public Works Department and Peter Fausch, consultant for the Shepard Road project, will be at the June 27 meeting to briefly review the project with you.

Maps of potential light rail transit corridors and downtown alignments are attached.

Recommendation:

For discussion at the Railroad Authority meeting.

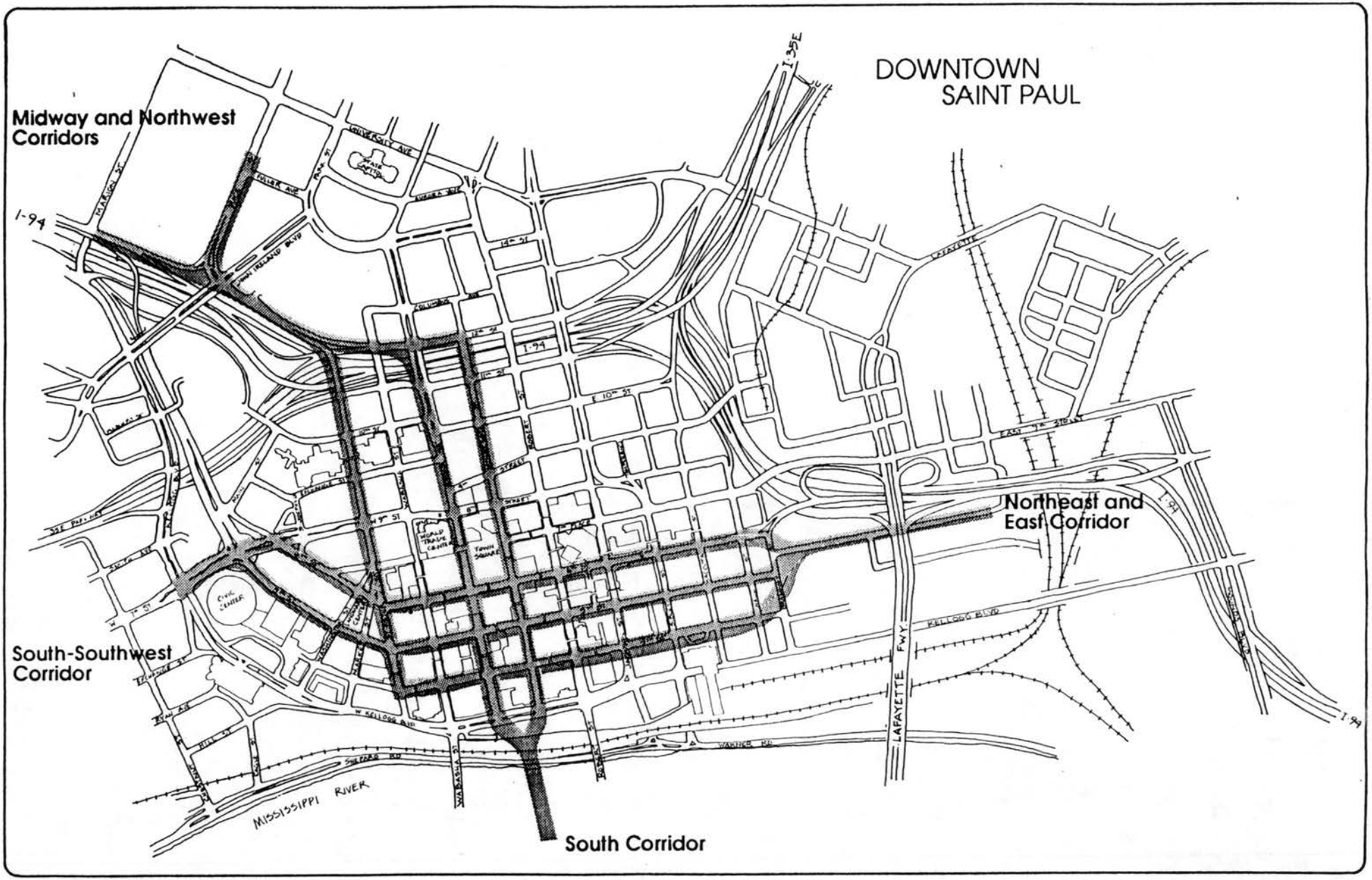


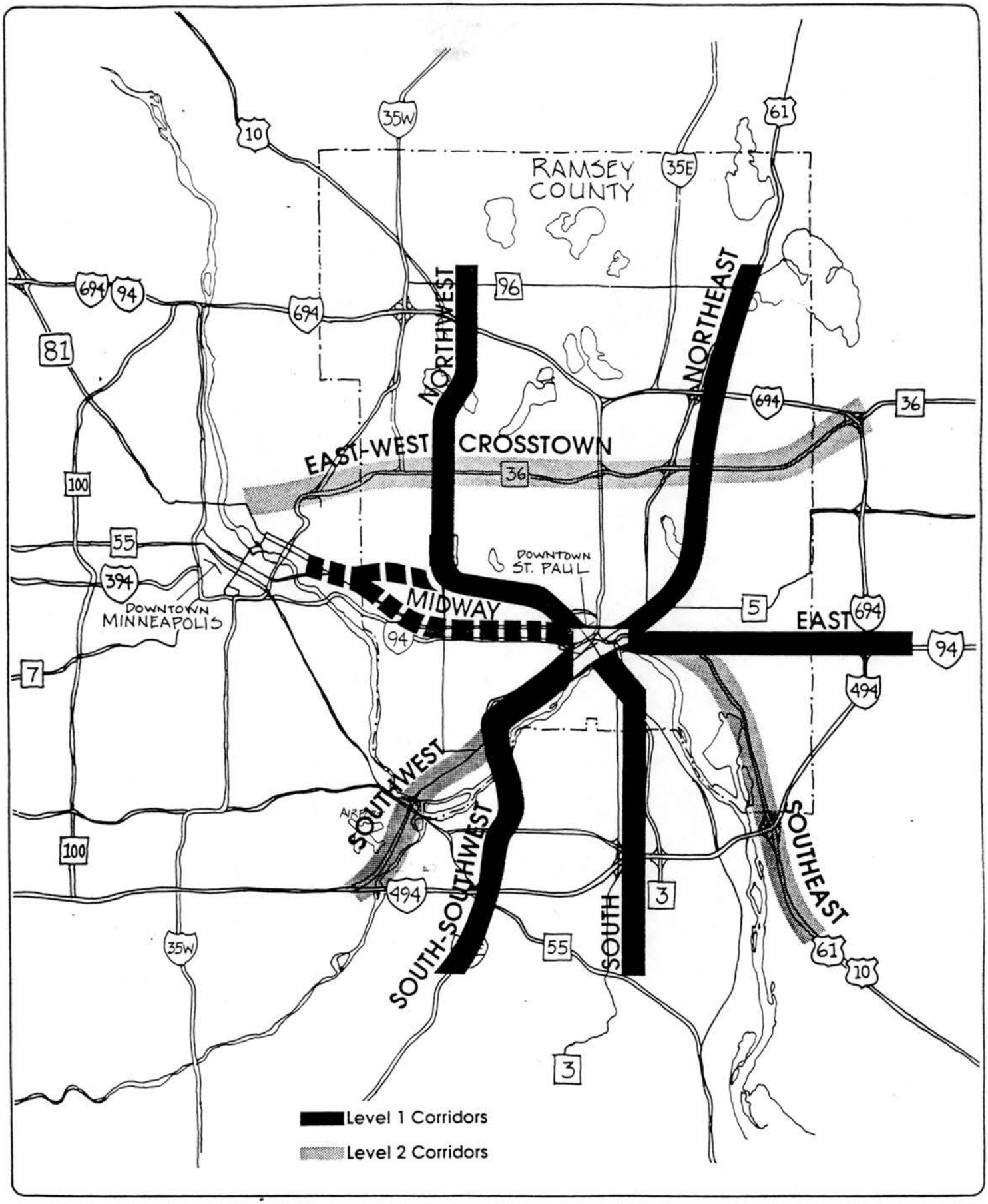
FIGURE 2

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

RELATIONSHIP OF DOWNTOWN ALIGNMENTS TO REGIONAL CORRIDORS

Ramsey County Regional Railroad Authority

SRF



Ramsey County Regional Railroad Authority

SRF

FIGURE 1
RAMSEY COUNTY COMPREHENSIVE LRT PLAN
POTENTIAL CORRIDORS

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

RCRRA
Originating Department

K. DeSpiegelaere /s/ — Authorized Signature
6/20/89 — Date

Board Action Requested

Ratify Partial Payment No. 6 to Strgar-Roscoe-Fausch, Inc., in amount of $52,823.45

*Action is required

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 $52,823.45, for the period ending May 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. 6
2) SRF Invoice No. 6 and attachments
3) Proposed resolution ratifying payment

Budgeting and Accounting Ed Glaubitz 6 21-89
County Attorney [illegible] 6-21-89
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: June 27, 1989 — Board Date
Signature: J L Glendenning — Signature
Date: 6/20/89 — Date

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. 6 in the amount of $52,823.45, is in accordance with governing contract provisions and payment in that amount is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date June 19, 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	$52,823.45
			Agreement No: PA736	
15-17	18-20	21-25	26-31	32-41

$52,823.45
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) 1 Carlson Parkway North , Suite 150
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 #6, File #881127-1134 & 1159
9-60
(5) Agreement #RCRRA 88-002
9-60

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

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

Address

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

Preparer's Signature: G Brisdell

(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: K Halpiggelaere

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

2

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 6

PREPARED BY:

ENTERED BY:

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

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

DATE: 15 JUNE 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 41.9%
TOTAL VALUE OF WORK CERTIFIED - 31 MAY 89	$183,565.59
LESS 10% RETAINAGE	$18,356.56
AMOUNT DUE	$165,209.03
LESS PREVIOUSLY APPROVED PAYMENTS:	$112,385.58
ALLOWABLE PAYMENT FOR THIS PARTIAL:	$52,823.45

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.

6/15/89 — DATE — DIRECTOR, RC REGIONAL RAILROAD PLANNING

6/16/89 — 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. 5	$38,911.95
PARTIAL PAYMENT NO. 6	$52,823.45
PARTIAL PAYMENT TOTAL:	$165,209.03

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	$165,209.03
AMOUNT REMAINING ON AGREEMENT	$272,490.97

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: 5/31/89
Invoice No. 6
Period Ending: 5/31/89

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	1,482.01	9,843.49	11,325.50
Task 3 -Corridor Ident./Evaluation	1129	29,379.79	55,725.90	85,105.69
Task 4 -Downtown St.Paul Alignment	1130	4,927.95	8,495.70	13,423.65
Task 5 -LRT Staging Plan	1131	1,350.00	900.00	2,250.00
Task 6 -Operating/Financial Plan	1132	4,907.96	2,024.09	6,932.05
Task 7 -Draft & Final LRT Plans	1133	1,997.14	0.00	1,997.14
Task 8 -Community/Agency Particip. *	1134	11,973.93	42,113.11	54,087.04
Total Labor and Overhead		56,018.78	140,734.55	196,753.33
Direct Non-Salary Costs - Phase I	1127	0.00	573.18	573.18
Direct Non-Salary Costs - Phase II	1159	2,673.94	5,770.58	8,444.52
TOTAL FEE EARNED		58,692.72	147,078.31	205,771.03
LESS 10% RETAINAGE - PHASE II		5,869.27	12,487.29	18,356.56
TOTAL		52,823.45	134,591.02	187,414.47

TOTAL AMOUNT DUE THIS INVOICE 52,823.45

* TASK 8

Community/Agency Participation	812.50
Newsletter/Presentation Materials	7,306.43
Special Meetings/Preparation	3,855.00
TOTAL	11,973.93

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	14.0	1050.00
W. Gardner	Trans. Planner	57.92	7.0	405.44
B. Bersie-Ashfeld	Word Processor	37.95	0.7	26.57
---------	TOTALS ---------		21.7	1482.01

COMMISSION # 881129
LRT PLAN - CORRIDOR IDENTIFICATION
PERIOD ENDING MAY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	7.0	595.00
P. Fausch	Principal	80.00	30.5	2440.00
F. Robinson	Principal	75.00	37.0	2775.00
D. Eyler	Principal	75.00	91.0	6825.00
J. Kern	Associate	75.00	86.0	6450.00
J. Kranig	Associate	70.95	0.5	35.48
N. Heuer	Sr. Engineer	62.70	56.5	3542.55
F. Loetterle	Trans. Planner	41.25	140.5	5795.63
R. Asmus	Tech Supervisor	47.02	1.0	47.02
V. Martinez	Technician	33.83	1.0	33.83
J. Woolcott	Technician	33.83	7.0	236.81
A. Tassoni	Technician	33.49	1.3	43.54
K. Ehrlichman	Technician	30.53	2.0	61.06
M. VanderLinden	Technician	30.29	1.8	54.52
B. Bersie-Ashfeld	Word Processor	37.95	11.1	421.25
K. Dooley	Clerical	23.10	1.0	23.10
---------	TOTALS ---------		475.2	29379.79

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	26.5	1987.50
D. Eyler	Principal	75.00	20.0	1500.00
F. Loetterle	Trans. Planner	41.25	34.0	1402.50
B. Bersie-Ashfeld	Word Processor	37.95	1.0	37.95
---------	TOTALS ---------		81.5	4927.95

COMMISSION # 881131
LRT PLAN - LRT STAGING PLAN
PERIOD ENDING MAY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	8.0	600.00
D. Eyler	Principal	75.00	10.0	750.00
---------	TOTALS ---------		18.0	1350.00

COMMISSION # 881132
LRT PLAN - OPERATING & FINANCIAL PLAN
PERIOD ENDING MAY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	2.0	170.00
P. Fausch	Principal	80.00	12.0	960.00
F. Robinson	Principal	75.00	43.5	3262.50
A. Tassoni	Technician	33.49	1.0	33.49
B. Bersie-Ashfeld	Word Processor	37.95	12.7	481.97
---------	TOTALS ---------		71.2	4907.96

COMMISSION # 881133
LRT PLAN - DRAFT & FINAL LRT PLANS
PERIOD ENDING MAY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
J. Kern	Associate	75.00	13.5	1012.50
W. Gardner	Trans. Planner	57.92	17.0	984.64
---------	TOTALS ---------		30.5	1997.14

COMMISSION # 881134
LRT PLAN - COMMUNITY & AGENGY PART.
PERIOD ENDING MAY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	5.0	400.00
F. Robinson	Principal	75.00	5.5	412.50
---------	TOTALS ---------		10.5	812.50

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	75.00	1.0	75.00
M. Iisakka	Sr. Technician	46.20	5.0	231.00
D. Paulu	Sr. Technician	36.30	115.0	4174.50
V. Martinez	Technician	33.83	58.0	1962.14
K. Ruff	Technician	33.33	25.0	833.25
M. VanderLinden	Technician	30.29	0.3	9.09
D. Madison	Technical Writer	42.90	0.5	21.45
---------	TOTALS ---------		204.8	7306.43

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	2.0	170.00
P. Fausch	Principal	80.00	17.0	1360.00
F. Robinson	Principal	75.00	31.0	2325.00
---------	TOTALS ---------		50.0	3855.00

891159

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

LRT PLAN - PHASE II DIRECT COSTS

****

CAT #	CATEGORY	
1	MILEAGE	182.26
2	PARKING	9.50
8	LONG DISTANCE TELEPHONE	9.99
9	SPECIAL DELIVERY	22.45
12	REPRODUCTION	21.10
13	IN-HOUSE COPY DUPLICATION	3.00
14	BLUELINE PRINTS	2.60
16	MYLAR SEPIA PRINTS	4.80
21	FILM & DEVELOPING	520.79
22	SUPPLIES	209.51
50	CPP8.511 8.5X11 B/W PAPER STAT	42.60
51	CPP1012 10X12 B/W PAPER STAT	278.85
52	CPP1218 12X18 B/W PAPER STAT	254.10
53	CPP2024 20X24 B/W PAPER STAT	190.30
55	CPPAB1012 10X12 ADH PAPER STAT	88.20
56	CPF1012 10X12 B/W FILM STAT	183.60
58	CPFAB1012 10X12 ADH FILM STAT	24.45
78	SUBCONSULTANTS	544.38
80	XEROX BOND PRINTS	39.70
81	XEROX VELLUM	36.00
83	FAX	5.76
	TOTAL DIRECT EXPENSES	2673.94

~~#29~~
1159

Richard H. Pratt, Consultant, Inc.
11112 Rokeby Avenue
Garrett Park, Maryland 20896-0158
(301) 933-0400

May 5, 1989

Bill for Services Rendered

RHPC Job. No. 500e
Invoice No. 1

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

Attn: Mr. Ferrol O. Robinson, Principal

For professional services provided in connection with assistance on Ramsey County LRT ridership estimation and evaluation

Period Covered: Project Inception through April 30, 1989

Direct Labor:

R.H. Pratt	3.5 hours @ $100.00/hr.	$350.00 ✓	
	Total Direct Labor		$350.00

Other Direct Costs:

Air Fare (1/4 round trip)	$127.55 ✓	
Hotel (1/2 one night)	$33.19 ✓	
Auto expense (1/2 day)	$25.57 ✓	
Telephone	$8.07 ✓	
Total Other Direct Costs		$194.38

Total Cost This Period . . . . . $544.38 ✓

Services rendered this period include an afternoon on site worksession on 4/27/89 reviewing ridership estimation and analysis procedures and providing related technical advice

Total Previous Billing	$0.00
Total This Period	$544.38
Grand Total Billing	$544.38
Less Payment Received	$0.00

TOTAL NOW DUE AND PAYABLE $544.38

15

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

RCRRA
Originating Department

F L Glendenning 6/19/89
Authorized Signature Date

Board Action Requested

Comprehensive LRT Plan Review Schedule

DISCUSSION ONLY

Request Justification

Jill Goski has prepared the attached report entitled "Recommendations for Draft Comprehensive LRT Plan Public Review Process." This report will be circulated to the committees of the Regional Railroad Authority and to Community Organizers of the District Councils in St. Paul. Your suggestions on the process proposed in the report are solicited.

See attached report.

Budgeting and Accounting reviewed by Ed Stanton 6/21/89
County Attorney reviewed by Kris Wenderoff 6/21/89
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
June 27, 1989 Board Date	F L Glendenning Signature	6/20/89 Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA
Originating Department

K DeSpiegelaere 6/20/89
Authorized Signature — Date

Board Action Requested
Additional Work Session on Comprehensiv LRT Plan

ACTION IS REQUESTED

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Gaukler 6-21-89
County Attorney Kris Wendorf 6-21-89
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: June 27, 1989 (Board Date)	Signature: J L Glendenning	Date: 6/20/89

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Additional Work Session on Comprehensive Light Rail Transit Plan

DATE: June 19, 1989

Two work sessions have been held on the Comprehensive Light Rail Transit Plan for Ramsey County: one in April and one in June. At the June 14 work session, an additional work session on the plan was requested by some commissioners.

An appropriate time for the work session could be when the comments on the draft plan have been received. They are due October 12. The purpose of the work session could be to review the comments and discuss what revisions should be made to the plan before it is adopted. The date for adoption has been planned as November 28.

If an additional work session is desired, it should be scheduled for the week of October 23 so that ample time is allowed for additional work and revisions to be made to the comprehensive LRT plan.

Recommendation:

If an additional work session is desired, selection of a date and time is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA
Originating Department

K DeSpiegelaere 6/21/89
Authorized Signature Date

Board Action Requested

Authorize staff to develop agreement and Chairman of Railroad Authority to sign the agreement for services to be provided by Springsted Inc. for comprehensive light rail transit plan financial analysis.

ACTION IS REQUESTED

Request Justification

See attached: 1. Proposed resolution
2. Memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Blankfeld 6-21-89
County Attorney Kris Wentzoff 6-21-89
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: June 27, 1989 (Board Date)	Signature: J L Glendenning	Date: 6/22/89
	Signature	Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan that is required to include information on the financing of capital and operating costs for light rail transit; and

WHEREAS, Information on potential sources of funding has been developed by Price Waterhouse; Now Therefore Be It

RESOLVED, That staff of Budgeting and Accounting, County Attorney and Regional Railroad Authority be authorized to develop an agreement with Springsted Inc. for:

1. Correlation and refinement of financial data that has been developed with the estimated capital and operating costs for light rail transit for Ramsey County; and

2. An estimate of the impact on Ramsey County taxpayers of sources of funding considered to have potential for light rail transit; and Be It Further

RESOLVED, That the Chairman of the Regional Railroad Authority is authorized to sign an agreement for services with Springsted Inc. for these services at an hourly rate not to exceed $125 up to a maximum of $ (number to be available at Regional Railroad Authority meeting).

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCar[illegible]
Distric[illegible]
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Financing for Light Rail Transit

DATE: June 21, 1989

The comprehensive light rail transit plan for Ramsey County is required to discuss financing of capital and operating costs. At the work session on the plan with commissioners on June 14, you received information from Price Waterhouse on financing options.

Chairman Finley asked that this item be placed on the agenda for the next Regional Railroad Authority meeting. It is requested by staff that staff of Budgeting and Accounting, County Attorney and Regional Railroad Authority be authorized to develop an agreement with Springsted Inc. for:

1. Correlation and refinement of financial data that has been developed for the comprehensive LRT plan with the estimated capital costs and operating expenses of light rail transit for Ramsey County.

2. An estimate of the impact on Ramsey County taxpayers of sources of funding considered to have potential for light rail transit.

It is further requested that the Chairman of the Regional Railroad Authority be authorized to sign the agreement for services to be provided by Springsted Inc. at an hourly rate not to exceed $125. Staff is meeting with a representative of Springsted Inc. today and will have a total maximum cost for this work on June 27 at your Regional Railroad Authority meeting.

Recommendation:

The attached resolution has been prepared for your consideration.

KD/clm
Attachment

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

RCRRA
Originating Department

K. DeSpiegelaere 6/19/89
Authorized Signature Date

Board Action Requested
Appointments to Joint LRT Advisory Committee and Technical Committee

ACTION IS REQUESTED

Request Justification

See attached:
1. Proposed resolution
2. Memo from K. DeSpiegelaere
3. Pages of legislation relating to joint LRT advisory committee
4. Letter from Regional Transit Board

Budgeting and Accounting Ed Blankfuss 6/21/89
County Attorney Kris Westrup 6-21-89
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
June 27, 1989	J L Glendenning	6/20/89
Board Date	Signature	Date

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Regional Transit Board has requested that two members of Ramsey County Regional Railroad Authority be appointed to the Joint Light Rail Transit Advisory Committee; and

WHEREAS, The Regional Transit Board has requested that a staff member of Ramsey County Regional Railroad Authority be appointed to a Technical Committee of the Joint Light Rail Transit Advisory Committee; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority appoints --------- and ---------- to the Joint Light Rail Transit Advisory Committee and -------- to the Technical Committee of the Joint Light Rail Transit Advisory Committee.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

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

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
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Hal Norgard
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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: Appointments to the Joint LRT Advisory Committee

DATE: June 19, 1989

Legislation which passed recently specifies that the Regional Transit Board shall establish a joint light rail transit advisory committee "to assist the board in planning light rail transit facilities and in coordinating the light rail transit activities of the county regional railroad authorities and the transit commission."

A copy of the relevant pages of the legislation is attached. Membership of the committee includes representatives of county regional railroad authorities, Metropolitan Transit Commission and the Minnesota Department of Transportation. Ramsey County Regional Railroad Authority is to appoint two commissioners as members of the joint light rail transit advisory committee by July 15, as requested by the Regional Transit Board. The members of the joint light rail transit advisory committee cannot be members of the Regional Transit Board.

Designation of a staff representative of Ramsey County Regional Railroad Authority is requested by the Regional Transit Board to participate on a technical committee. I have participated in the initial meetings of the technical committee.

Recommendation:

Appointment of two commissioners to the joint light rail transit advisory committee and one staff representative to the technical committee is requested.

2

officials, such as the association of metropolitan municipalities, the metropolitan intercounty association, the association of urban counties, and where applicable, the association of townships. Each relevant organization shall nominate at least two persons for each position. A local governmental unit that is not a member of an organization may submit nominations independently. The council shall make its appointments from the nominations submitted to it to the extent possible consistent with the other requirements of this paragraph and with the appointment of a board that fairly reflects the diverse areas and constituencies affected by transit.

(c) The governor shall appoint, in addition to the chair, two persons, one who is age 65 or older at the time of appointment, and one with a disability. These appointments must be made following the procedures of section 15.0597. In addition, at least 30 days before the expiration of a term or upon the occurrence of a vacancy in the office held by a senior citizen or a person with a disability, the governor shall request nominations from organizations of senior citizens and persons with disabilities. Each organization shall nominate at least two persons. The governor shall consider the nominations submitted.

(d) No more than three of the members appointed under paragraphs (b) and (c) may be residents of the same statutory or home rule city or town, and none may be a member of the joint light rail transit advisory committee established under section 13.

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

Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept and disburse gifts, grants, or loans from the United States, the state, or from any person on behalf of itself or any of its contract recipients, for any of its purposes. It may enter into an agreement required for the gifts, grants, or loans and may hold, use, and dispose of money or property received therefrom

with the regional plan.

(c) Throughout the development and implementation of the plan, the board shall contract for or otherwise obtain engineering services to assure that the plan adequately addresses the technical aspects of light rail transit.

Subd. 2. [DEVELOPMENT AND FINANCIAL PLAN.] (a) The board shall adopt a regional development and financial plan for light rail transit composed of the following elements:

(1) a staged development plan of light rail transit corridors;

(2) a statement of needs, objectives, and priorities for capital development and service for a prospective ten-year period, considering service needs, ridership projections, and other relevant factors for the various segments of the system, along with a statement of the fiscal implications of these objectives and priorities, and policies and recommendations for long term capital financing;

(3) a capital investment component for a five-year period following the commencement of construction of facilities, with policies and recommendations for ownership of facilities and for financing capital and operating costs;

(b) For any segments of rail line that may be constructed below the surface elevation, the plan must estimate the additional capital costs, debt service, and subsidy level that are attributable to the below grade construction. The plan must include a method of financing the operation of light rail transit that depends on property tax revenue for no more than 35 percent of the operations cost.

(c) The board shall prepare the plan in consultation with its light rail transit advisory committee. The board shall submit the plan and amendments to the plan to the metropolitan council for review and approval or disapproval, for conformity with the council's transportation plan. The council has 90 days to complete its review.

Subd. 3. [COORDINATION PLAN.] (a) The board shall adopt a regional coordination plan for light rail transit. The plan

must include:

(1) a method for organizing and coordinating acquisition, construction, ownership, and operation of light rail transit facilities, including in particular, coordination of vehicle specifications, provisions for a single light rail transit operator for the system, and the organization and coordination method required if a turn-key approach to facility acquisition is used by a regional railroad authority;

(2) specifications and standards to ensure joint or coordinated procurement of rights-of-way, track, vehicles, electrification, communications and ticketing facilities, yards and shops, stations, and other facilities that must be or should be operated on a systemwide basis;

(3) systemwide operating and performance specifications and standards;

(4) bus and park-and-ride coordination policies, standards, and plans to assure maximum use of light rail transit and the widest possible access to light rail transit in both urban and suburban areas;

(5) a method for ensuring ongoing coordination of development, design, and operational plans for light rail facilities;

(6) provision for the operation of light rail transit by the metropolitan transit commission; and

(7) other matters that the board deems prudent and necessary to ensure that light rail transit facilities are acquired, developed, owned, and capable of operation in an efficient, cost-effective and coordinated manner as an integrated and unified system on a multicounty basis in coordination with buses and other transportation modes and facilities.

(b) The joint light rail transit advisory committee shall prepare and recommend the plan to the board. The board shall review the plan within 90 days and either adopt it or disapprove it and return it to the committee with the modifications that the board recommends before adoption of the plan. The committee

5

shall take into consideration the board's recommendations and resubmit the plan to the board for review and adoption or disapproval.

(c) The metropolitan council shall review and comment on the plan.

Sec. 13. [473.3991] [JOINT LIGHT RAIL TRANSIT ADVISORY COMMITTEE.]

Subdivision 1. [CREATION; PURPOSE.] The transit board shall establish a joint light rail transit advisory committee, to assist the board in planning light rail transit facilities and in coordinating the light rail transit activities of the county regional railroad authorities and the transit commission. The committee shall perform the duties specified in sections 12 and 20 and shall otherwise assist the board upon request of the board.

Subd. 2. [MEMBERSHIP.] The committee consists of:

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

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

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

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

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

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

Subd. 3. [CHAIR.] The committee shall annually elect a

b

chair from among its members.

Subd. 4. [ADMINISTRATION.] The regional transit board shall provide staff and administrative services for the committee. The organizations represented on the committee shall provide information, staff, and technical assistance for the committee as needed.

Sec. 14. [473.3993] [LIGHT RAIL TRANSIT FACILITY PLANS; DEFINITIONS.]

Subdivision 1. [APPLICATION.] The definitions in this section apply to section 473.169 and section 15.

Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design plan" means a light rail transit plan that identifies:

(1) preliminary plans for the physical design of facilities, including location, length, and termini of routes; general dimension, elevation, alignment, and character of routes and crossings; whether the track is elevated, on the surface, or below ground; approximate station locations; and related park and ride, parking, and other transportation facilities; and a plan for handicapped access; and

(2) preliminary plans for intermodal coordination with bus operations and routes; ridership; capital costs; operating costs and revenues; funding for final design, construction, and operation; and an implementation method.

Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a light rail transit plan that includes the items in the preliminary design plan for the facilities proposed for construction, but with greater detail and specificity. The final design plan must include, at a minimum:

(1) final plans for the physical design of facilities, including the right-of-way definition; environmental impacts and mitigation measures; intermodal coordination with bus operations and routes; and civil engineering plans for vehicles, track, stations, parking, and access, including handicapped access; and

(2) final plans for civil engineering for electrification, communication, and other similar facilities; operational rules, procedures and strategies; capital costs; ridership; operating

7

REGIONAL TRANSIT BOARD
Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-6789

June 20, 1989

John Finley, Chairman
Ramsey County Regional Railroad Authority
1050 Mary Lane
St. Paul, MN 55117

Dear Chairman ~~Finley~~ John:

As you are aware, recent legislation requires the Regional Transit Board to prepare a regional light rail transit plan. In order to develop the plan, the RTB is organizing the Joint LRT Advisory Committee. This committee will include representatives from the boards of the county regional railroad authorities, the Metropolitan Transit Commission, as well as a representative from the Minnesota Department of Transportation.

The legislation provides for two representatives to the committee from the Ramsey County Regional Railroad Authority. We are requesting the authority to appoint its representatives by July 15, 1989. Committee members will be contacted regarding the date of the first meeting shortly thereafter.

We are also requesting appointment of a representative from your staff to participate on a technical committee, which will provide staff support to the Joint LRT Advisory Committee.

Enclosed is a preliminary schedule of activities associated with development of the plan. Should you have any questions, please contact Howard Blin at 229-2711.

Sincerely,

Elliott

Elliott Perovich
Chairman

EP:HB:jmo
Enclosure
cc: Kathy DeSpiegelaere, Ramsey County

TENTATIVE SCHEDULE FOR DEVELOPMENT OF REGIONAL LIGHT RAIL TRANSIT PLAN

1989

July/August	Organize Joint LRT Advisory Committee
September	Contract for Consultant Services
December	Draft LRT Development and Financial Plan available for public comment

1990

January	Submit LRT Development and Financial Plan to Metropolitan Council (January 1)
	Metropolitan Council revises Transportation Policy Plan
February	Report on LRT Development and Financial Plan due to legislature (February 15)
July	Joint LRT Advisory Committee submits LRT Coordination Plan to RTB

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

RCRRA
Originating Department

K DeSpiegelaere 6/19/89
Authorized Signature Date

Board Action Requested

Authorize staff to negotiate a contract for preliminary engineering and an environmental impact statement for the Midway Corridor

ACTION IS REQUESTED

Request Justification

See attachments:
1. Proposed resolution
2. Memo from K. DeSpiegelaere dated June 19
3. Criteria used by staff review committee
4. Memo from K. DeSpiegelaere dated June 8

Budgeting and Accounting Reviewed by Ed Blaufuss 6/21/89
County Attorney Kris Wendorff 6-21-89
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
June 27, 1989 Board Date	Signature	6/22/89 Date

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a request for proposals for consultant services for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor; and

WHEREAS, A committee of six has reviewed the proposals, listened to presentations from each of the three teams of firms which submitted proposals and made a recommendation that the team to be offered a contract be BRW; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with BRW for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

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

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
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Duane W. McCa
District
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: Consultant Selection for the Midway Corridor

DATE: June 19, 1989

At the June 13 Regional Railroad Authority meeting, you received information on selection of a consultant for preliminary engineering and an environmental impact statement for the Midway Corridor. You requested a copy of the criteria used by staff in reviewing proposals and presentations.

Copies of the criteria, the June 8 memo on consultant selection and a proposed resolution are attached for your consideration.

2

Ramsey County Regional Railroad Authority
Proposal Evaluations - June 2, 1989
Midway Corridor - PE/EIS Studies

Rater _____

Date _____

Criteria		
Expressed Understanding of Project Objectives and Work Tasks		
Demonstrated Understanding of Local and Regional Governments		
Firm Qualifications - Structure and Organization, General Background and Reputation, Readily Available Resources in Personnel/Experience/Information Systems, and Demonstrated Competence and Performance Ability in Similar Projects		
Personnel Qualifications - Education Experience, and Reputation of Staff Members Assigned to the Project		
Detail and Quality of Proposed Work Plan, Schedule, and Anticipated Products		
Detail and Reasonableness of Cost Estimates, Service Charges, and Unitized Billing Rates		
Other		
Final Ranking		

Ramsey County Regional Railroad Authority
Oral Presentation - June 6, 1989
Midway Corridor - PE/EIS Studies

Rater _____

Date _____

Question		
Verbal Skills		
Time Managment Skills (Use of Time Wisely)		
Responses to Questions		
Qualifications of Firm and Personnel		
Approach to Project		
Other		
Other		
Final Ranking		

RAMSEY COUNTY
Regional Railroad Authority

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John T. Finley, Chairman
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Diane Ahrens
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District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Selection of a Consultant for Preliminary Engineering and Environmental Impact Statement for Midway Corridor

DATE: June 8, 1989

The staff recommendation for consultant services for preliminary engineering phase I and an environmental impact statement for the Midway Corridor is that the team of BRW/Bechtel Civil, Inc./Parsons Brinckerhoff Quade & Douglas, Inc./LTK Engineering Services, Inc./Richard H. Pratt/COMSIS Corporation, Inc./Barton Aschmann Associates, Inc. be selected to perform the work.

A request for qualifications resulted in seven applicants for the Midway corridor work. Proposals were received from three of the seven teams:

- BRW, Inc/Bechtel Civil Inc./LTK Engineering Services, Inc./Parsons Brinkerhoff/Comsis Corp. BRW is located in Minneapolis.
- LS Transit Systems, Inc./Edwards and Kelcey/Braun, Inc. Environmental Laboratories, Inc./Harry Weese & Assoc. Architecture, Inc. LSTS is located in New Jersey.
- Strgar-Roscoe-Fausch, Inc./DeLeuw Cather and Company. SRF is located in Plymouth, Minnesota.

Proposals were received and presentations were made on June 7 to a group comprised of staff representatives of Hennepin County, Minnesota Department of Transportation and Ramsey County Regional Railroad Authority. The cost for consultant services contained in the proposals was:

5

LSTS	$1,399,906
BRW	1,398,039
SRF	1,284,950.

The recommendation to select the BRW team, although their proposed budget is not the lowest, is made for these reasons:

o The immediate availability of adequate numbers of technical staff to perform the project tasks;

o The breadth of experience of the project team;

o The comprehensive, well written proposal;

o The knowledge of the local and federal process for light rail transit implementation;

o Coordination with Hennepin County Regional Railroad Authority will be enhanced since BRW is its consultant for light rail transit work.

A resolution approving the selection of the BRW team is attached. A contract will be prepared for approval at your June 27 Regional Railroad Authority meeting.

KD/cw

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Chairman Finley
Originating Department

J. T. Finley — 6/22/89
Authorized Signature — Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

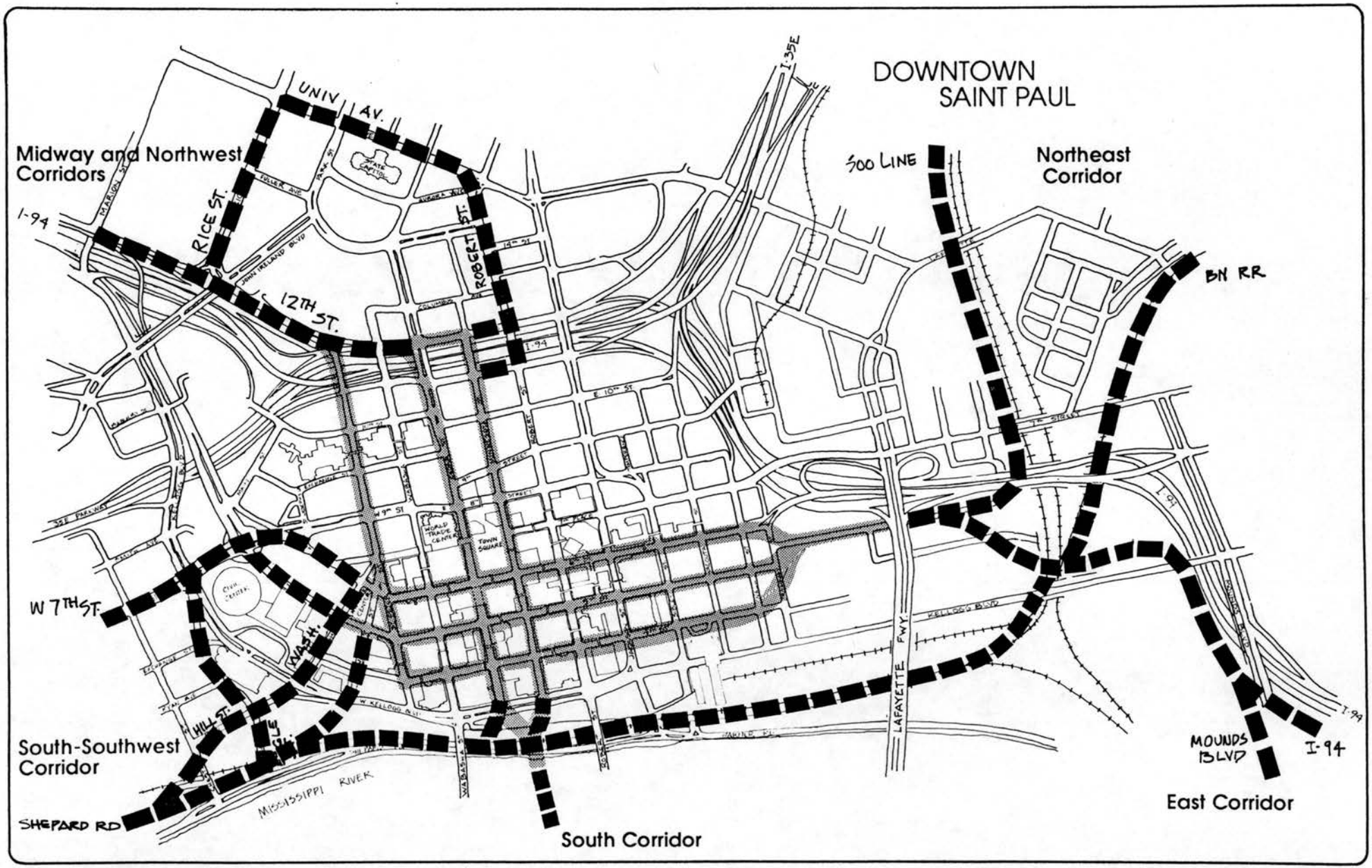
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date June 27, 1989	Signature J L Glendenning	Date 6/22/89
Board Date	Signature	Date



Ramsey County Regional Railroad Authority

SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

PRELIMINARY ACCESS OPTIONS TO DOWNTOWN ALIGNMENTS FROM REGIONAL CORRIDORS

RAMSEY COUNTY

Regional Railroad Authority

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 AUIHORITY

Tuesday, July 25, 1989

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

1. Chairman's Comments
2. * Minutes of the July 11, 1989 Meeting
3. * Quarterly Report of Payments for RCRRA for April - June, 1989
4. Report on Meeting with Urban Mass Transportation Administration
5. * Approve public participation program for Midway Corridor
6. * Adopt "Analysis of Financing Options for Light Rail Transit" for purposes of public review.
7. * Adopt Draft Comprehensive Light Rail Transit Plan for Ramsey County for purposes of public review.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Chairman Finley
Originating Department

J.T.Finley — 7/20/89
Authorized Signature — Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: July 25, 1989	Signature: J L Glendenning	Date: 7/20/89
Board Date	Signature	Date

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 11, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, July 11, 1989 at 1:20 P.M. in the Large Conference Room of 316, Court House.

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

MEMBERS ABSENT: Chairman John Finley

ALSO PRESENT: Rich Hadley, James Van Houdt, Ed Glaubitz, Robert Clarkson, Howard Blin, Ben Sebesta, Jill Goski, Robert Pulscher, Harry Hoffman, Terry Schutten, Karen Tero, Patrick O'Malley, Lee Aase, Don Ahern, Kathryn DeSpiegelaere, Kris Wendorff represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the June 27, 1989 meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board held on July 11, 1989, as written, with the correction on Page 14, that the Nays read 3 - Ahrens, Schaber, Finley, and the Ayes read 3 - Hunt, Salverda, McCarty.

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

2. Financing of light rail transit

Bob Pulscher of Springsted, Inc. addressed the Board. Copies of the Analysis of Financing Options prepared by their firm, this is a preliminary report. The analysis was designed primarily to accomplish four things, one was to further evaluate the six revenue sources which the Board picked from the Price Waterhouse report, and apply those revenue sources to light rail capital needs and operating cost requirements on a metropolitan area basis. To his knowledge Ramsey County was the first county to look at a metropolitan-wide system, so this was an interesting opportunity to view that.

Commissioner Salverda asked what the other counties are doing. Mr. Pulscher replied that the other counties as far as he knew developed financing plans based on sole county financing of their internal system, inotherwords, the system that was built in Hennepin County would be financed by Hennepin County, and the same in Anoka. He has never seen the final Hennepin County report, but he did see some of the initial that was solely done an individual county basis. They did Anoka's, so they know that was a sole county basis.

Mr. Pulscher continued, they wanted to give the Board some specific options on a mix of funding sources they thought were reasonable, and they intend to try and discuss these in greater detail as this Board may wish today. They also wanted to evaluate as far as Ramsey County was concerned the inequity of a property tax levy, and they will show why this would be particularly onerous and inequitable in Ramsey County, and fourth, to evaluate the impact of the their preferred option on individual different taxpayers within the County. They did not chose one funding option to recommend, because, frankly, Ramsey County is much more sensitive to the question of equity and political reality than they are. It is his hope that today the Board will be able to spend some time and attention on looking at these options, and saying that there is one that you most prefer over all others, which is your decision to make. If you do make it, either now or later, they think it might well be incorporated in this report in terms of the final chapter upon issuance of the final report.

Mr. Pulscher said they would like to spend ten or fifteen minutes, going over the major conclusions that they reached, and he introduced Harry Hoffman, who has done the majority of the computer analysis of the subjects contained in the report, and he will discuss with the Board the quantification of the revenue sources and how they apply basically to what we view the total metropolitan needs if all the total $1,090,000,000 of light rail transit is completed.

Harry Hoffman showed a series of slides, and he structured his comments to go with the slides. Exhibit 1, Summary of Combined Proposed Capital Costs for Ramsey, Hennepin and Anoka Regional Railroad Authorities. They have added up the Stage I and other costs, tried to summarize the cost by county, and by stage. Ramsey County's Stage I costs is estimated to be between $440 and $577 million, Stage II costs are around $300 million. For purposes of this analysis, they have tried to take a midpoint of the Stage I costs and arrived at $500 million to use in the analysis. Hennepin County Stage I costs are in a similar range, $481 to $532 million, the midpoint of these costs if $500 million. Anoka County is projecting between $90 to $103 million for Stage I costs, so, the combined Stage 1 Estimated Capital Costs for the three counties is $1,090,000,000.

As stated in the report, Mr. Hoffman said this is a very large number and is an equivalent to 20 Metrodomes.

Exhibit IB of the report was the next slide shown, this is a summary of the combined debt service for LRT projects, assuming they are planning for a single bond issue structured at 8% interest rates, issued on July 1, 1991, with annual maturities on July 1st. July 1st was selected as this is the start of the fiscal year as far as the State is concerned, and they were using a lot of State revenue sources so they wanted to have the revenues and costs on the same fiscal year basis.

Mr. Hoffman continued discussion of Exhibit I slide, this has been structured to be shown as three separate bond issues, but they have also combined them, and have a total annual Bond Debt Service Cost on the average at an average of $113,792,360. They structured the issue to increase slightly in debt service over the 20 year financing period. This was done to accommodate rising revenues, they assume all the revenues will increase slightly due to inflation. We may be able to structure it, it may ultimately be, if they would like to structure this, increasing more than we have because this is only about a 1% annual increase in debt service costs. The $1,090,000 total is just a working estimate, which is subject to a number of changes, it is more than likely it would be financed over several different bond issues as different stages of the first stage are brought on line. Construction schedule would influence the need for capitalized interest. For purposes today, he thinks the $1,090,000,000 is a good working number.

The next slide is a combined capital cost amortization and operating cost. They have taken the average debt service cost for each county, and added the initial operating cost subsidies which were supplied by staff, from the Comprehensive Plan reports from Hennepin and Anoka Counties, and have added those to the debt service, to arrive at a total annual requirement. The costs for Ramsey County are about $64,000,000, Hennepin $60,000,000, and Anoka about $11,000,000.

Mr. Pulscher talked about why they immediately came to the opinion that a property tax levy was not in Ramsey County's best interest, and he asked the Board to refer to Page D-2 in the report, it would be easier to see some of the material. There is shown a composition and rate of increase of taxable market values in the seven county metropolitan area. You will note that Ramsey represents only 19% of metro total, while Hennepin for example represents only 53%. If you view this, obviously if your total capital needs are the same 1/2 billion dollars each, and your property valuation is about one-third of Hennepin's, the impact is obvious, you are going to be levying taxes three times higher on an average value property as Hennepin is.

Equally as alarming, this is different from what they tell the rating agencies, but you look at the percentage of increase between the five years between 84 and 88, you have the second lowest level of increase, and this, in some respects, may continue because of the limited open space left for development, and the amount of tax exempt property that there is in St. Paul. The tax capacity rates which are in effect now for taxes payable in 1989 mirror this same discrepancy in terms of total ability to pay. Again, you have a total tax capacity of slightly more than one-third of Hennepin County, these have been adjusted for both fiscal disparities and capture tax increment values.

The Table entitled Comparable Tax Capacity Rates was discussed, they have shown the average annual debt service for each of the counties and shown the tax capacity rate which would be necessary if each County had to levy a property tax for 100% of the debt service. Ramsey County's rate is 11.49% which is in reality about a 12% increase in your total levy for all purposes now. However, if it should go to a metropolitan tax capacity rate, it drops this to 4.89%. The next table shows the tax impact of the rates on various value rates of residential homestead properties, on $100,000 value, a single county levy would cost the

owner $262 where a metro area levy would cost $112, which is a pretty significant savings. Despite the fact that Ramsey County would benefit dramatically from a metro area levy, obviously the four counties that are not currently planning light rail projects, Carver, Dakota, Scott and Washington, would not be very enthusiastic about using their tax base to pay for this. This may be a significant political problem. Even at a metropolitan area levy, you may consider a range of $24 to $152 as excessive for financing light rail, and as a result of these factors, they chose not to include property taxes in their mix of total revenues.

Mr. Pulscher continued, they did provide three basic, he referred to Page C-4, this is the Option 1 plan, as it is arbitrary as to which of the funding sources you put in at all, or mix together, or divide, these are three suggestions. One was a .24% Metro Payroll Tax, in the Price Waterhouse report this was distinguished from an income tax primarily because it would apply to non-resident taxpayers, primarily those persons who live in Wisconsin or depending on the type of split between metro and non-metro recipients from income tax payments might be applied against people outside the seven county area who work somewhere in the seven counties. This .25% payroll tax produces a phenomenal amount of money, starting at about $72 million in fiscal 1991, and this represents a significant portion of the total of the combined annual debt service requirements in the first year.

They are also suggesting that one of the revenue sources might well be a 10% surcharge on the MV Registration Fee for the license fee people are currently paying. It is their understanding that under current law, in order to get an automobile license, you pay 1¼% of the alleged market value of the automobile and in their examples, they used a $12,000 car which would produce basically $150 annual registration cost, and they are suggesting that this program would apply a 10% surcharge to that amount so that the average taxpayer would have an effect of $15.00.

An impact of a $.02 increase in the gasoline tax which produces annual total revenues that indicate a debt service coverage of somewhere betwen 110 and 130% which will be the change over the life of the program.

C-3 shows the impact on three different taxpayers, and this varies from $38 to $129 on this specific program.

The second option which they chose to show is on C-6 which is a much simpler and assumes that there would be a 1% sales tax in the metro area and that light rail's share of that would be 50%, this produces an amazing amount of money ranging from $93 million in fiscal 91 to forecast $135 Million in 2011. This does produce a massive amount of money that they thought it should be considered by the Board for their review, and assumed the 10% metro registration surcharge in this option. The impact of this program as compared to C-5 is substantially less on all income levels. They had to make assumptions as to how much a person's net income is actually spent on commodities that are taxable, and they use the State Department of Revenue projections, and they are fairly confident that they are realistic.

The third option that they looked at is on C-9 which is the only option that groups together all taxes that are somewhat transportation related. The first source was getting the full amount of the current motor vehicle excise tax allocation that is currently being made now to mass transit projects, much of which goes to MTC, and some to the other private and public providers of transit in the metropolitan area. This currently is about $17 million a year, the balance of this $42 million would come from a new 1% increase in the excise tax taking it from 6% to 7%, and you get your 1% increase right off the top without going through the current allocation formula. This also again includes the 10% registration surcharge, which would require a 4¢ per gallon gasoline tax increase combined with these two revenue sources to equal what is reasonably necessary in terms of total annual debt service.

Mr. Pulscher referred to C-8 you will see the annual tax impact of that program, since it is totally transportation related, the person with no car pays nothing. A person with one car pays $79, and a person with two cars and $50,000 income pays $158.00.

These mixes are arbitrary, they wanted to give the Board some idea of levels of increase that would be necessary in these taxes, should the Board select one or more of them to recommend to the RTB and the Metropolitan Council as a reasonable and viable financing source. The interesting thing about Option 1 that is the metro payroll tax, registration surcharge and the increase in the gasoline tax, all these sources represent new money, there is no capitation with existing governmental programs for these funding sources, but obviously all require legislative approval. Option 2 the sales tax increase would be potentially the most difficult politically to achieve, but it does represent a massive amount of money, and we still feel at some point that if we are going to meet light rail needs and the needs of increased highway construction in the metropolitan area and the state itself, there almost has to be at some point a new funding formula for accomplishing that. This is something that might well be looked at.

Mr. Pulscher concluded his presentation, and said that they would be happy to evaluate any other options the Board might select, or if the Board is prepared to discuss this in some final form as to a preferred option, they would be happy to complete the report by including that recommendation.

There were no questions from the Board members, and Vice Chairman McCarty thanked Mr. Pulscher and Mr. Hoffman for their presentation.

Kathy DeSpiegelaere addressed the Committee, the Comprehensive Plan is to be adopted by this Board in draft form on July 25, 1989. The Comprehensive Plan is required by the guidelines specified by the Department of Transportation to address the issues of funding for light rail transit capital and operating costs. In addition, the Board has indicated that you would like to be in a position to have some involvement in the RTB Financial Plan, Commissioners Hunt and Ahrens have been appointed by this Board to the Joint LRT Advisory Committee which will begin meeting later in July. There is an urgency to this Board making some decisions on this. At this meeting today it was hoped that you could reach some consensus on this. Commissioner Finley called and indicated that he will not

be back until shortly before two o'clock today.

Commissioner Salverda feels that the Board should have more time on this, this report was delivered to the Commissioners last night. This is a major decision, and more time should be allowed for the review of this report.

Ms. DeSpiegelaere said we have set our own deadline, Ramsey County, to have it out to the public by July 25th, and have it adopted in draft form by the RRA July 25th, that deadline has been publicized extensively to the community groups who are expecting to have something to review. It would not be possible to have a RRA meeting next week, as many members will be out of town.

Ms. DeSpiegelaere suggested that it is possible that should the Board not want to reach consensus on this today, that the plan simply states, these are the options, that would be a way to approach it.

Commissioner Hunt feels it is an excellent report, and she particularly likes the way they have dealt with property tax on D-4, which reflects what has been the position of the County Board from the onset. She would not be uncomfortable in adopting these various proposals that are outlined as options with the preface that we deal with the sources of revenue other than property taxes, or very limited property taxes. She would be comfortable with that.

Vice-Chairman said obviously the legislature has requested that we identify the funding sources. Ms. DeSpiegelaere said that Mn/DOT guidelines specify that we address costs and funding in the Comprehensive Plan, so that is why we are doing this.

Commissioner Hunt stated we have to keep in mind what was referred to at the last meeting, and that is that this original request was before the last Legislative Session, when the whole picture was changed with the establishment of the RTB. In the RTB legislation there was a new responsibility assigned that was to come up with financial planning, and she thinks that our proposal for Ramsey County is not going to be viewed in the same way as it would have been if we had not adopted the RTB legislation. She views this proposal from Ramsey County going through the RTB to this new established committee that is going to come up with a plan that affects the whole region, where before we were all operating individually as counties, with our proposal, now it is going to be all combined into one through the RTB Committee. That is why she does not have a problem in adopting some position today, as this is just the first step today.

Commissioner Schaber feels that the report serves one very important purpose, and it is very obvious from this report that we have to look at funding from a regional basis. There is no question about that. What we do has to be dovetailed in with what Anoka and Hennepin County are doing, and obviously it is very clear that property taxes should not be part of the funding source. This is a very good document and base to distribute to other counties so that they understand, if they have not started to think about it that we really have to start to looking at a funding source that is metro wide, and how that is applied. This brings up

part of the problems that we have of the particular situation of three counties actively in planning for light rail, and other counties in the metro area who are not. This is another issue that has to be obviously dealt with, he does not see us having a need to rush to a decision. He thinks that this report is clear that property taxes are not a viable option. The other options should be kept open. We need to get input from other counties and the counties who are not involved in light rail.

Commissioner Norgard discussed the metro area, we have to look at the big picture, there has to be a way of funding this. He would put down that it should be statewide, everyone has to have a piece of this.

Commissioner Schaber informed the Board that the Operations Committee of the Inter-County Association had a very interesting discussion last night, as it dealt with appointments to the RTB and the boundaries that have been set by the Metropolitan Council. Metropolitan Council was created in 1960, with those kinds of boundaries. He thinks people have to start saying this is not metro area, they are going to have start expanding their thinking beyond just the seven county metro area. What concerns him is the fact that he still thinks there should be some state involvement as well that we have to look to, as part of the rationale reason for lrt systems is to alleviate the pressure on the highway systems in the State of Minnesota. To even confine our thinking to the metropolitan seven county area at this point is not proper because that was the boundary set by the Met Council in 1960, and we have expanded tremendously, we are almost to the 90's.

Ms. DeSpiegelaere continued the discussion of the need for decision, she thinks it is clear that this Board is not in a position where you would like to make a definite decision on any option. What she anticipates will happen is that there will be recommendations which the Board has seen of these other corridors that make sense, this is what they cost, the question will arise in Ramsey County as to how we intend to pay for the system that is being recommended. That is the purpose of this report to talk about that. It is this framework which the Board needs to be aware of in the draft plan that people will probably comment if you recommend X corridors at X cost, but are not specific at all as to what the funding packages may be.

Commissioner Salverda discussed the comparison of cost which would equal twenty Metrodomes, it seems to him that a project of that magnitude should be discussed in the public arena a little bit. He assumed there will be newspaper articles about this, this has to be kicked around, there should be more options, and more time would help get a better mix of alternatives.

Commissioner Hunt said we are also under the time constraints of the legislation. The Financial Plan according to the RTB legislation has to be ready by January 1st of next year, this does not leave much time for going through a lengthy kind of process.

Vice Chairman McCarty said this was discussed at the Association of Minnesota Counties this year, and many were of the opinion that all people will benefit from LRT.

Mr. Pulscher asked if the intent of the Mn/DOT requirement that we are to identify a funding source to guarantee that you looked at your systems, and if the Board was to present at least a specific option that has been shown here, then Ramsey County will have shown that you can finance the $500 million capital cost in Ramsey County in a variety of ways, and you would obviously reserve the right to further refine these estimates and participate in the RTB analysis of what their financial plan is going to show. This is the key plan. This would get Ramsey County on record as favoring at least a metropolitan area approach, if not a broader approach, not a single county approach, you have identified some revenue sources that make sense, and it seems that the adoption of this report or some variation of it indicates that you can finance the Ramsey County portion of the light rail, with some legislative changes,with the existing law, and that you do not want property taxes, you do favor this broader approach, and you want to be on record with RTB saying this at least is a foundation on which you should start your analysis.

Commissioner Schaber discussed the report which is a good one, but he has a concern that we are not looking at state wide sources of funding. We send a very bad message to the RTB and to everyone else if we are not looking for state-wide funding. There are fallback positions from this, where we are starting from here is that we in the metro are going to do it ourselves. We have restricted our funding base by even going to this area. If you expand it to the next ring you should take a look at the state wide source of funding.

Commissioner Hunt does not think there was ever any indication in the RTB legislation that would preclude the State from participation, or in earlier legislation as well. The state would participate in the grant and capital fund allocations that would be made available. If we wanted to, we could make reference to that in any kind of report we submit. Ms. DeSpiegelaere has reported to us that there was the Battaglia Bill that was introduced, but was laid over and will be deliberated at the next session, which has a significant amount of bonding authority in there that she believes was coming from a statewide source. Ms. DeSpiegelaere confirmed this.

Commissioner Hunt does not think that any of the Legislators that she heard speak had any thought at all that was just going to be confined to the metro-politan area from the financing standpoint.

Commissioner Schaber does not disagree with Commissioner Hunt, but he would like to have this report expanded to include state wide funding. Mr. Pulscher said they could work on this report to reproduce the options, with state funding sources, all of these taxes we are talking about will have to be state taxes, they were just arbitrarily assuming that we would get the metro share. It would not be very difficult to redo the options.

Commissioner Norgard said this should be done, as we should have as many options as possible. By doing this, it will show many more options as to what has to happen to make this thing go.

Ms. DeSpiegelaere addressed the Board, offering an option so that the RRA could still meet the deadline. She would suggest that the Board might wish to consider having Springsted do some additional work on state wide options, meanwhile, you might wish to adopt some statements for that plan on July 25, which would indicate first of all, that you have a RRA goal that you adopted last June. This indicated you wanted an examination of broad based funding sources that you would consider those more reasonable for LRT than more narrow focused on the county sources.

Secondly, you would request that this financing package be put in the context of the RTB legislation. Third, that state wide or regional funding is preferred, rather than property tax sources. Fourth, you want a review of this information to be conducted, the financing information.

Ramsey County's position is different than that of Anoka or Hennepin because we have a draft plan, whereas those counties simply adopted a final plan, they did not go through a draft and then a final. The last point would be that there are a variety of ways in which light rail transit can be financed, and these are some options.

Commissioner Hunt feels we could follow suggestions and have them incorporated into a final report that broader regional sources of funding should be called upon.

Mr. Pulscher suggested that we have three options in this report, we should have three additional options, 1A-2A-3A, which is the state approach, so that you would have both to consider. The critical thing will not be what is in the report, but it will be your position, on the Board recommendation to Mn/DOT and RTB as to how you want those taxes applied.

Commissioner Schaber stated we have to have the state wide option as one of the sources, we should not look at the metro area only, as this is jut one of many stages for which we will need funding for light rail, so we should not limit ourselves.

Commissioner Salverda wished to thank the consultant for the report and the presentation.

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

WHEREAS, Ramsey County Regional Railroad Authority Commissioners received information on financing for light rail transit at their July 11, 1989 meeting; Now, Therefore, Be It

RESOLVED, That the following principles were agreed to on the subject of financing of light rail transit for the comprehensive light rail transit plan for Ramsey County:

1. Ramsey County Regional Railraod Authority (RCRRA) has adopted goals for light rail transit that include support for broad-based funding for light rail transit planning, construction and operation.

2. The financing of the construction and operation of light rail transit will be addressed by the Regional Transit Board in the development and financial plan for LRT required to be completed by January 1, 1990, by recent state legislation. Decisions by RCRRA on this subject for its comprehensive light rail transit plan are less critical, because of the legislative requirements for regional light rail transit consideration of this issue.

3. Within the parameters established by RCRRA for funding of light rail transit, there are a variety of ways that light rail transit could be financed. The options listed in the report prepared as part of the comprehensive light rail transit plan indicate some potential sources that are reasonable to consider for that purpose and would provide a significant source of funding for a major public works project.

4. Property taxes as a source for funding the construction of light rail transit should be avoided. Because Ramsey County is a fully-developed area with a large amount of tax exempt property, the impact of a property tax increase on property owners in Ramsey County is greater than the impact on other metropolitan-area counties with the potential for increased growth.

5. Statewide or regional funding sources for light rail transit, rather than county-based sources, are preferred by RCRRA because light rail transit benefits more than a single county and has the potential to decrease needs for improvement of state highway systems.

R89-39

6. RCRRA commissioners will benefit from comments on financing options for LRT during the review period for the draft comprehensive LRT plan until October 12, 1989. These comments will be considered in preparation of the final plan for adoption in November, 1989; and Be It Further

RESOLVED, That additional analysis of statewide sources of funding for financing light rail transit should be explored by Springsted Inc. for the July 25, 1989 Regional Railroad Authority meeting.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

BUDGETING & ACCOUNTING **Originating Department**	**Board Action Requested** Quarterly report of payments for RCRRA April - June, 1989
J. Van Houdt /s/ — 7/12/89 **Authorized Signature** — **Date**	*Action is Required

Request Justification

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

Proposed resolution.

Budgeting and Accounting Ed Glaubitz 7/19/89

County Attorney [signature]

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 July 25, 1989 Board Date	F L Glundemann Signature	Date 7/19/89 Date

Ramsey County Regional Railroad Authority

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

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

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: July 11, 1989

TO: Terry Schutten, Executive Director

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

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June 1989

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

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period April through June 1989 and a copy of the Budget Condition Report as of June 30, 1989.

JVH:EG:ja/gcl
Attachments

cc: K. DeSpiegelaere, Director R C Regional Railroad Authority
Planning ✓

2

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	931,000.00	
--	STATE AUDITOR							
020122	579.50	1,135.50	0.00	556.00CR	556.00CR	579.50	0.00	195.94
--	COUNTY ATTORNEY SERVICES							
020174	11,125.00	0.00	0.00	11,125.00	11,125.00	0.00	44,498.00	
--	EXECUTIVE DIRECTOR SERVICES							
020176	46,988.00	13,626.53	0.00	33,361.47	33,361.47	32,000.00	60,000.00	29.00
--	BUDGETING AND ACCOUNTING SERVICES							
020179	4,120.50	2,760.80	0.00	1,359.70	1,359.70	0.00	19,379.50	67.00
--	DATA PROCESSING SERVICES - MTCE							
020185	3,342.00	2,307.59	0.00	1,034.41	1,034.41	2,350.00	3,968.00	69.05
--	COUNTY PROJECT MANAGEMENT SERVICES							
020193	86,196.00	18,342.26	0.00	67,853.74	67,853.74	0.00	276,724.00	21.28
--	POSTAGE							
020202	1,026.00	837.53	0.00	188.47	188.47	0.00	4,604.00	81.63
--	TELEPHONE LONG DISTANCE CHARGES							
020207	369.00	97.35	0.00	271.65	271.65	0.00	0.00	26.38
--	TELEPHONE-LOCAL SERVICE							
020208	740.00	192.70	0.00	547.30	547.30	200.00	0.00	26.04
--	MESSENGER SERVICE							
020305	100.00	11.70	0.00	88.30	88.30	100.00	0.00	11.70
--	PUBLISHING MINUTES & NOTICES							
020401	1,663.00	1,396.40	0.00	266.60	266.60	0.00	6,650.00	83.97
--	PRINTING & STATIONERY							
020501	5,720.00	2,757.35	0.00	2,962.65	2,962.65	0.00	22,882.00	48.21
--	PARKING SPACE							
020909	1,275.00	510.00	0.00	765.00	765.00	0.00	0.00	40.00
--	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	250.00	0.00	0.00	250.00	250.00	0.00	0.00	
--	INTEREST							
021192	11,813.00	0.00	0.00	11,813.00	11,813.00	0.00	0.00	
--	COMMITTEE COMPENSATION							
021226	0.00	220.00	0.00	220.00CR	220.00CR	0.00	4,000.00	
--	MEMBERSHIP & DUES							
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
--	CONFERENCE & SEMINAR EXPENSES							
021403	3,700.00	0.00	0.00	3,700.00	3,700.00	0.00	0.00	
--	OTHER TRAVEL							
021407	1,000.00	13,458.12	0.00	12,458.12CR	12,458.12CR	0.00	16,000.00	1345.81
--	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	0.00	117.35	0.00	117.35CR	117.35CR	0.00	3,000.00	3500.00
--								
TOTL 02	190,507.00	57,771.18	0.00	132,735.82	132,735.82	35,229.50	1,392,705.50	30.32

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY * CONTINUED *							
	OFFICE SUPPLIES							
030101	825.00	227.87	0.00	597.13	597.13	0.00	0.00	27.62
	EQUIPMENT							
040300	2,650.00	515.00	0.00	2,135.00	2,135.00	1,450.00	0.00	19.43
	CONTINGENT OPERATIONS							
061001	200,000.00	0.00	0.00	200,000.00	200,000.00	0.00	300,000.00	
	DUE TO COUNTY REVENUE							
070201	125,000.00	0.00	0.00	125,000.00	125,000.00	0.00	0.00	
CURR ORG-TOT	518,982.00	58,514.05	0.00	460,467.95	460,467.95	36,679.50	1,692,705.50	11.27
R88 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	70,851.00	47,155.67	0.00	23,695.33	23,695.33	0.00	41,474.00	66.56
ORG-TOT	589,833.00	105,669.72	0.00	484,163.28	484,163.28	36,679.50	1,734,179.50	17.92
59102	RCRRA - COMPREHENSIVE LRT PLAN							
	CONSULTING SERVICES							
020102	460,000.00	187,414.47	251,790.97	272,585.53	20,794.56	460,000.00	0.00	40.74
	COUNTY ATTORNEY SERVICES							
020174	10,680.00	0.00	0.00	10,680.00	10,680.00	10,680.00	0.00	
	EXECUTIVE DIRECTOR SERVICES							
020176	14,398.00	0.00	0.00	14,398.00	14,398.00	14,398.00	0.00	
	BUDGETING & ACCOUNTING SERVICES							
020179	4,512.00	161.45	0.00	4,350.55	4,350.55	4,512.00	0.00	3.58
	DATA PROCESSING SERVICES-MTCE							
020185	952.00	0.00	0.00	952.00	952.00	952.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	87,127.00	29,704.40	0.00	57,422.60	57,422.60	87,127.00	0.00	34.09
	POSTAGE							
020202	981.00	661.31	0.00	319.69	319.69	1,081.00	100.00	67.41
	MESSENGER SERVICE							
020305	100.00	71.50	0.00	28.50	28.50	100.00	0.00	71.50
	PUBLISHING MINUTES & NOTICES							
020401	2,000.00	423.38	0.00	1,576.62	1,576.62	2,000.00	0.00	21.17
	PRINTING & STATIONERY							
020501	8,000.00	2,906.33	0.00	5,093.67	5,093.67	8,000.00	0.00	36.33
	COMMITTEE COMPENSATION							
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
	MEMBERSHIP & DUES							
021401	0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00	
	CONFERENCE & SEMINAR EXPENSES							

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN			* CONTINUED *				
	CONFERENCE & SEMINAR EXPENSES							
021403	0.00	0.00	0.00	0.00	0.00	2,250.00	2,250.00	
	OTHER TRAVEL							
021407	10,000.00	74.25	0.00	9,925.75	9,925.75	10,000.00	0.00	.74
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	2,250.00	151.87	0.00	2,098.13	2,098.13	2,250.00	0.00	6.75
ORG-TOT	604,000.00	221,568.96	251,790.97	382,431.04	130,640.07	616,350.00	12,350.00	36.68
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	1,476,000.00	0.00	0.00	1,476,000.00	1,476,000.00	1,476,000.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	33,818.00	0.00	0.00	33,818.00	33,818.00	33,818.00	0.00	
	EXECUTIVE DIRECTOR SERVICES							
020176	45,592.00	0.00	0.00	45,592.00	45,592.00	45,592.00	0.00	
	BUDGETING & ACCOUNTING SERVICES							
020179	14,288.00	0.00	0.00	14,288.00	14,288.00	14,288.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	3,016.00	0.00	0.00	3,016.00	3,016.00	3,016.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	154,581.00	5,571.04	0.00	149,009.96	149,009.96	154,581.00	0.00	3.60
	POSTAGE							
020202	3,123.00	0.00	0.00	3,123.00	3,123.00	3,323.00	200.00	
	MESSENGER SERVICE							
020305	300.00	0.00	0.00	300.00	300.00	300.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	4,650.00	78.40	0.00	4,571.60	4,571.60	4,650.00	0.00	1.69
	PRINTING & STATIONERY							
020501	14,882.00	0.00	0.00	14,882.00	14,882.00	14,882.00	0.00	
	COMMITTEE COMPENSATION							
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
	OTHER TRAVEL							
021407	6,000.00	0.00	0.00	6,000.00	6,000.00	6,000.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	750.00	49.40	0.00	700.60	700.60	750.00	0.00	6.59
ORG-TOT	1,758,000.00	5,698.84	0.00	1,752,301.16	1,752,301.16	1,758,200.00	200.00	.32
59104	RCRRA ENVIRONMENTAL IMPACT STUDY	= ALL OF ENVIRONMENTAL IMPACT STUDY BUDGET WAS TRANSFERRED TO PHASE I PRELIM ENGINEERING TO COMBINE THE TWO COST CENTERS INTO ONE ACCOUNT.						
020102	0.00	0.00	0.00	0.00	0.00	366,000.00	366,000.00	

5

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59104 RCRRA ENVIRONMENTAL IMPACT STUDY			* CONTINUED *					
020174	0.00	0.00	0.00	0.00	0.00	8,454.00	8,454.00	
020176	0.00	0.00	0.00	0.00	0.00	11,398.00	11,398.00	
020179	0.00	0.00	0.00	0.00	0.00	3,572.00	3,572.00	
020185	0.00	0.00	0.00	0.00	0.00	754.00	754.00	
020193	0.00	0.00	0.00	0.00	0.00	55,354.00	55,354.00	
020202	0.00	0.00	0.00	0.00	0.00	856.00	856.00	
020305	0.00	0.00	0.00	0.00	0.00	100.00	100.00	
020401	0.00	0.00	0.00	0.00	0.00	1,264.00	1,264.00	
020501	0.00	0.00	0.00	0.00	0.00	4,348.00	4,348.00	
ORG-TOT	0.00	0.00	0.00	0.00	0.00	452,100.00	452,100.00	
ACT-TOT	2,951,833.00	332,937.52	251,790.97	2,618,895.48	2,367,104.51	2,863,329.50	2,198,829.50	11.28
5 FCT-TOT	2,951,833.00	332,937.52	251,790.97	2,618,895.48	2,367,104.51	2,863,329.50	2,198,829.50	11.28
FUND CURR TOT	2,880,982.00	285,781.85	251,790.97	2,595,200.15	2,343,409.18	2,863,329.50	2,157,355.50	9.92
FUND R88 TOT	70,851.00	47,155.67	0.00	23,695.33	23,695.33	0.00	41,474.00	66.56
FUND TOTAL	2,951,833.00	332,937.52	251,790.97	2,618,895.48	2,367,104.51	2,863,329.50	2,198,829.50	11.28

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		STATE AUDITOR							
	59101	020122	CA	C0148	042189	00485640	312.00	STATE OF MINNESOTA	
		020122					312.00		
		EXECUTIVE DIRECTOR SERVICES							
	59101	020176	IC	00111	042189	00485006	572.95	IC TRANSFER PMT 400 40301	300908 A00092
			IC	04445	052689	00492041	1,300.74	IC TRANSFER PMT 400 40301	300908 A00102
			IC	04446	052689	00492041	836.19	IC TRANSFER PMT 400 40301	300908 A00106
			IC	04447	052689	00492041	1,052.98	IC TRANSFER PMT 400 40301	300908 A00105
			IC	04448	052689	00492041	1,912.40	IC TRANSFER PMT 400 40301	300908 A00104
			IC	04449	052689	00492041	611.66	IC TRANSFER PMT 400 40301	300908 A00101
			IC	04451	052689	00492041	1,695.61	IC TRANSFER PMT 400 40301	300908 A00103
			IC	05832	060989	00494398	1,132.03	IC TRANSFER PMT 400 40301	300908 A00111
			IC	05833	060989	00494398	428.80	IC TRANSFER PMT 400 40301	300908 A00110
			IC	05834	060989	00494398	690.37	IC TRANSFER PMT 400 40301	300908 A00109
			IC	05835	060989	00494398	1,072.00	IC TRANSFER PMT 400 40301	300908 A00108
			IC	05836	060989	00494398	1,035.55	IC TRANSFER PMT 400 40301	300908 A00107
		020176					12,341.28		
		BUDGETING AND ACCOUNTING SERVICES							
	59101	020179	IC	01459A	050589	00487248	1,695.23	IC TRANSFER PMT 400 40303	300908 A00090
			IC	01460A	050589	00487248	1,065.57	IC TRANSFER PMT 400 40303	300908 A00091
		020179					2,760.80		
		DATA PROCESSING SERVICES-MTCE							
	59101	020185	IC	04450	052689	00492041	590.05	IC TRANSFER PMT 574 57401	301385 C00578
		020185					590.05		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	00116	042189	00485006	1,840.08	IC TRANSFER PMT 400 40801	300908 A02538
			IC	00117	042189	00485006	1,134.32	IC TRANSFER PMT 400 47102	300434 B00266
			IC	00117A	042189	00485006	851.87	IC TRANSFER PMT 400 47101	300166 B00266
			IC	00118	042189	00485006	973.11	IC TRANSFER PMT 400 47102	300434 B00268
			IC	00118A	042189	00485006	730.80	IC TRANSFER PMT 400 47101	300166 B00268
			IC	00126	042189	00485006	1,777.35	IC TRANSFER PMT 400 40801	300908 A02537
			IC	04452	052689	00492041	841.34	IC TRANSFER PMT 400 47101	300166 B00325
			IC	04453	052689	00492041	1,120.30	IC TRANSFER PMT 400 47102	300434 B00325
			IC	04454	052689	00492041	776.07	IC TRANSFER PMT 400 47101	300166 B00323
			IC	04455	052689	00492041	1,033.39	IC TRANSFER PMT 400 47102	300434 B00323
			IC	04456	052689	00492041	267.05	IC TRANSFER PMT 400 47101	300166 B00319
			IC	04457	052689	00492041	355.60	IC TRANSFER PMT 400 47102	300434 B00319
			IC	06958	040789	00481315	1,097.16	IC TRANSFER PMT 400 47102	300434 B00238
			IC	06958A	040789	00481315	823.96	IC TRANSFER PMT 400 47101	300166 B00238
			IC	06959	040789	00481315	530.60	IC TRANSFER PMT 400 47102	300434 B00239
			IC	06959A	040789	00481315	398.48	IC TRANSFER PMT 400 47101	300166 B00239
		020193					14,551.48		

7

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		POSTAGE							
	59101	020202	IC	04458	052689	00492041	202.38	IC TRANSFER PMT 521 52104	350323 WCC183
			IC	04459	052689	00492041	277.61	IC TRANSFER PMT 521 52104	350323 WCC154
			IC	07883	062389	00497403	177.54	IC TRANSFER PMT 521 52104	350323 W00211
		020202					657.53		
		TELEPHONE LONG DISTANCE CHARGES							
	59101	020207	CA	03972C	052389	00491509	3.38	AT&T COMMUNICATIONS	
			CA	04214	052689	00492220	3.07	AT&T COMMUNICATIONS	
			CA	05548	060989	00494406	7.66	AT&T COMMUNICATIONS	
			CA	075088	041189	00482369	12.42	AT&T COMMUNICATIONS	
		020207					26.53		
		TELEPHONE-LOCAL SERVICE							
	59101	020208	CA	01174	050239	00486803	10.29	U S WEST COMMUNICATIONS	
			CA	07939	062389	00497300	161.83	U S WEST COMMUNICATIONS	
		020208					172.12		
		MESSENGER SERVICE							
	59101	020305	IC	04460	052689	00492041	11.70	IC TRANSFER PMT 400 41203	350428 H10372
		020305					11.70		
		PUBLISHING MINUTES & NOTICES							
	59101	020401	IC	07884	062389	00497403	288.13	IC TRANSFER PMT 400 41202	350404 H00605
		020401					288.13		
		PRINTING & STATIONERY							
	59101	020501	IC	04906	060289	00493473	402.20	IC TRANSFER PMT 400 40301	300130 A02566
			IC	06840	061689	00495793	477.10	IC TRANSFER PMT 400 40301	300130 A02567
			IC	07939	041489	00483210	259.40	IC TRANSFER PMT 400 40301	300130 A02557
		020501					1,138.70		
		PARKING SPACE							
	59101	020909	CA	00149	042189	00485641	85.00	VICTORY PARKING INC	
			CA	04280	052689	00492536	85.00	VICTORY PARKING INC	
			CA	07979	062389	00497419	85.00	VICTORY PARKING INC	
		020909					255.00		
		COMMITTEE COMPENSATION							
	59101	021226	CA	02063	050989	00488643	10.00	GREAVU	JOHN
			CA	02064	050989	00488644	5.00	NEWSTRAND	M WILLIAM
			CA	02065	050989	00488645	10.00	OLSEN	BYRON
			CA	02066	050989	00488646	5.00	ROSSBACH	GEORGE
			CA	02067	050989	00488647	5.00	WOLD	CHARLES
			CA	03107	051689	00490445	5.00	SANDBERG	FRANK
			CA	04139	052389	00491912	5.00	ROSSMAN	ROBERT
			CA	05276	060689	00494273	10.00	SEVER	HELEN
			CA	06186	061389	00495713	5.00	GILLILAND	PAUL

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		COMMITTEE COMPENSATION							
	59101	021226	CA	08544	063089	00501434	10.00	CLARKSON	ROBERT
			CA	08545	063089	00501435	5.00	FAVILLE	HUGH
			CA	08546	063089	00501436	5.00	GILLILAND	PAUL
			CA	08547	063089	00501437	10.00	KREN	ROBERT J
			CA	08548	063089	00501438	5.00	MANDERSCHEID	MARC
			CA	08549	063089	00501439	10.00	SEVER	HELEN
			CA	08550	063089	00501440	10.00	STRAUGHN	ROBERT
			CA	08551	063089	00501441	10.00	TRACY	NANCY
		021226					125.00		
		OTHER TRAVEL							
	59101	021407	CA	00150	042189	00485642	1,366.30	ASK MR FOSTER TRAVEL SERVICE	
			CA	00327	042189	00485643	451.16	DESPIEGELAERE	KATHRYN
			CA	01814	050589	00487904	54.50	DESPIEGELAERE	KATHRYN
			CA	02643	051289	00489864	517.31	FINLEY	JOHN T
			CA	03173A	051689	00489918	358.00	ASK MR FOSTER TRAVEL SERVICE	
			CA	04870	053189	00493030	754.00	ASK MR FOSTER TRAVEL SERVICE	
R88			CA	05087	060289	00493671	24.79	MCCARTY	DUANE W
R88			CA	06919	040489	00481279	177.40	FINLEY	JOHN T
		021407					3,703.46		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59101	021408	CA	04281	052689	00492537	57.50	ARK COFFEE SYSTEMS INC	
			CA	04282	052689	00492538	9.85	HEALTHEAST-MIDWAY HOSPITAL	
		021408					67.35		
		OFFICE SUPPLIES							
	59101	030101	CA	00185	042189	00485327	5.75	ST PAUL CITY OF	
			CA	04213	052689	00492192	111.32	ST PAUL CITY OF	
			CA	07940	062389	00497406	88.74	ST PAUL CITY OF	
		030101					205.81		
		EQUIPMENT							
	59101	040300	PV	124942	050589	00487905	515.00	SURPLUS OFFICE SUPPLY	
		040300					515.00		

RAMSEY COUNTY REGIONAL RAILROAD AUTH 37,721.94

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RCRRA COMPREHENSIVE LRT PLAN

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59102	020102	CA	PA736	040489	00481280	36,581.07	STRGAR-ROSCOE-FAUSCH INC	
			CA	PA736	050289	00487191	30,085.93	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	052689	00492539	38,911.95	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	062389	00497852	52,823.45	STRGAR ROSCOE FAUSCH INC	
			CA	06920	040489	00481280	16,544.09	STRGAR-ROSCOE-FAUSCH INC	
		020102					174,946.49		
		BUDGETING AND ACCOUNTING SERVICES							
	59102	020179	IC	01459	050589	00487248	129.16	IC TRANSFER PMT 400 40303	3C0908 ACCC9C
			IC	01460	050589	00487248	32.29	IC TRANSFER PMT 400 40303	3C0908 A00091
		020179					161.45		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59102	020193	IC	00119	042189	00485006	1,777.35	IC TRANSFER PMT 400 40801	3C0908 A02536
			IC	00121	042189	00485006	592.50	IC TRANSFER PMT 400 47102	3C0434 BCC271
			IC	00121A	042189	00485006	444.96	IC TRANSFER PMT 400 47101	3C0166 B00271
			IC	00121B	042189	00485006	25.00	IC TRANSFER PMT 400 47105	3C04C1 BC0271
			IC	00122	042189	00485006	818.04	IC TRANSFER PMT 400 47101	3C0166 BCC269
			IC	00122A	042189	00485006	1,089.28	IC TRANSFER PMT 400 47102	3C0434 B00269
			IC	00123	042189	00485006	727.78	IC TRANSFER PMT 400 47101	3C0166 B0027C
			IC	00123A	042189	00485006	969.09	IC TRANSFER PMT 400 47102	3CC434 BC027C
			CA	01271A	050289	00487191	115.50	STRGAR ROSCOE FAUSCH INC	
			CA	04283	052689	00492539	373.80	STRGAR ROSCOE FAUSCH INC	
			IC	04461	052689	00492041	797.05	IC TRANSFER PMT 400 47101	3C0166 BCC326
			IC	04462	052689	00492041	1,099.07	IC TRANSFER PMT 400 47102	300434 B00326
			IC	04463	052689	00492041	32.50	IC TRANSFER PMT 400 47105	360202 B00326
			IC	04464	052689	00492041	405.68	IC TRANSFER PMT 400 47101	3C0166 BCC32C
			IC	04465	052689	00492041	540.19	IC TRANSFER PMT 400 47102	3C0434 B0C32C
			IC	04466	052689	00492041	831.89	IC TRANSFER PMT 400 47101	300166 B00321
			IC	04467	052689	00492041	1,107.71	IC TRANSFER PMT 400 47102	3C0434 BCC321
			IC	04468	052689	00492041	7,901.17	IC TRANSFER PMT 400 47101	3CC166 BCC322
			IC	04468	060289	00493473	790.17	IC TRANSFER PMT 400 47101	3C0166 B00322
			IC	04468	060689	00000000	-7,901.17	JE01005 400 47101	3C0166
			IC	04469	052689	00492041	1,052.16	IC TRANSFER PMT 400 47102	3C0434 BCC322
			IC	06960	040789	00481315	904.23	IC TRANSFER PM 400 47102	3C0434 B00233
			IC	06960A	040789	00481315	679.07	IC TRANSFER PMT 400 47101	300166 B00233
			IC	06961	040789	00481315	922.69	IC TRANSFER PMT 400 47102	3CC434 BCC234
			IC	06961A	040789	00481315	692.94	IC TRANSFER PMT 400 47101	300166 B00234
			IC	06962	040789	00481315	1,031.81	IC TRANSFER PMT 400 47102	3C0434 BCC235
			IC	06962A	040789	00481315	774.88	IC TRANSFER PMT 400 47101	3C0166 BCC235
			IC	06963	040789	00481315	835.13	IC TRANSFER PMT 400 47102	300434 B00237
			IC	06963A	040789	00481315	627.18	IC TRANSFER PMT 400 47101	300166 B00237
			IC	06964	040789	00481315	1,003.96	IC TRANSFER PMT 400 47102	3C0434 BCC236
			IC	06964A	040789	00481315	753.97	IC TRANSFER PMT 400 47101	3C0166 BCC236
			CA	07297	040789	00481976	534.85	STRGAR ROSCOE FAUSCH INC	
			CA	07298A	040789	00481976	246.22	STRGAR ROSCOE FAUSCH INC	
			CA	07980	062389	00497852	508.22	STRGAR ROSCOE FAUSCH INC	

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RCRRA COMPREHENSIVE LRT PLAN

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		020193					23,104.87		
		POSTAGE							
	59102	020202	CA	01271	050289	00487191	185.75	STRGAR ROSCOE FAUSCH INC	
			CA	07299A	040789	00481976	183.00	STRGAR ROSCOE FAUSCH INC	
		020202					368.75		
		MESSENGER SERVICE							
	59102	020305	IC	00098	042189	00485006	71.50	IC TRANSFER PMT 400 41203	3C0428 H10367
		020305					71.50		
		PUBLISHING MINUTES & NOTICES							
	59102	020401	IC	00124	042189	00485006	423.38	IC TRANSFER PMT 400 41202	3C04C4 H00494
		020401					423.38		
		PRINTING & STATIONERY							
	59102	020501	CA	00151	042189	00485644	65.50	COMPUTER CHROME	
			CA	00152	042189	00485645	11.25	NATIONAL CAMERA EXCHANGE	
			IC	04470	052689	00492041	167.13	IC TRANSFER PMT 400 41202	3C04C4 H00551
			CA	07298	040789	00481976	396.88	STRGAR ROSCOE FAUSCH INC	
			CA	07299	040789	00481976	1,433.37	STRGAR ROSCOE FAUSCH INC	
		020501					2,074.13		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59102	021408	CA	06187	061389	00495714	61.01	WESTIN HOTEL - CALGARY	
			CA	07981	062389	00497853	81.75	AUGIES MOBILE CHEF CATERING	
		021408					142.76		
RCRRA COMPREHENSIVE LRT PLAN						201,293.33			

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
PHASE I PRELIMINARY ENGINEERING & ENVIRONMENTAL IMPACT STUDY									
	59103	020193	IC	00120	042189	00485006	188.19	IC TRANSFER PMT 400 40801	3C09C8 A02535
COUNTY PROJECT MANAGEMENT SVCS			IC	00125	042189	00485006	1,104.06	IC TRANSFER PMT 400 471C2	300434 B00272
			IC	00125A	042189	00485006	829.14	IC TRANSFER PMT 400 47101	300166 B00272
			IC	00127	042189	00485006	108.60	IC TRANSFER PMT 400 47101	3C0166 B00273
			IC	00127A	042189	00485006	144.61	IC TRANSFER PMT 400 471C2	3C0434 B00273
			IC	04471	052689	00492041	709.72	IC TRANSFER PMT 400 47101	300166 B00324
			IC	04472	052689	00492041	945.04	IC TRANSFER PMT 400 47102	3C0434 BC0324
			IC	06965	040789	00481315	282.35	IC TRANSFER PMT 400 471C2	3C0434 BC0232
			IC	06965A	040739	00481315	212.04	IC TRANSFER PMT 400 47101	3C0166 BC0232
		020193					4,523.75		
PUBLISHING MINUTES & NOTICES									
	59103	020401	CA	07514	041189	00483091	78.40	ST PAUL CITY CF	
		020401					78.40		
VOLUNTEER/COMMITTEE MEETING EXPENSE									
	59103	021408	CA	07982	062339	00497354	49.40	CEDAR STREET CAFE	
		021408					49.40		
							4,651.55		

REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1989 THRU JUNE 30, 1989

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
						FUND 591 TOTAL	243,666.82	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

RCRRA

Originating Department

K. DeSpiegelaere 7/18/89

Authorized Signature Date

Board Action Requested

Report on meeting with Urban Mass Transportation Administration.

Discussion only

Request Justification

See attached: Memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Klaufft 7/19/89

County Attorney Sheil MacMurtie

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
July 25, 1989	J L Glendenning	7/19/89
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

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: Meetings with Urban Mass Transportation Administration Staff

DATE: July 18, 1989

The Urban Mass Transportation Administration (UMTA) is the federal agency which may provide funding for light rail transit construction. On July 12 and 13 members of the Chicago regional UMTA office and Washington office of UMTA met with staff of Ramsey County Regional Railroad Authority and other transportation staff from local and state agencies. The purposes of the meetings were:

1. To provide them with information on the metropolitan area's light rail transit plans;

2. To determine how our plans fit within the federal process;

3. To review the alternatives analysis/draft environmental impact statement requirements of UMTA.

We learned or verified previous information about:

1. Federal funds for rail transit are in short supply.

2. The change in administrations has resulted in a situation of uncertainty regarding the UMTA process and procedures for qualifying for federal funds. It is difficult to follow the procedures when the procedures are not well defined.

3. The Midway Corridor is probably the most likely candidate for federal funds for LRT in the metropolitan area.

4. In order to qualify for federal funds, an Alternatives Analysis would be required for the Midway Corridor. This information is different than that provided to Jim Tolaas and to me when we met with UMTA Chicago staff in April, 1989. An Alternatives Analysis is a report which compares different types of transportation, such as light rail transit, busway or improvements of the existing bus system within very specific parameters of UMTA. The report would require additional time, staff and cost to complete. Information is being developed for you about the benefits and disadvantages of following the UMTA process for the Midway Corridor so that you will be able to determine if you want us to proceed with that process. That will be one of the first tasks of the contract with BRW that will be considered on August 8 by RCRRA: to assist RCRRA staff with the assessment of the federal process. I am also communicating with regional, state and other County railroad authority staff on this subject in order to provide you with additional information.

5. Hennepin County could receive $24 million for light rail transit construction only if they concede that the $24 million is the only federal money they will receive for their entire 29-mile light rail transit system. Hennepin County is reluctant to do that.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA

Originating Department

K. DeSpiegelaere 7/18/89

Authorized Signature Date

Board Action Requested

Approve public participation program for Midway Corridor.
*Action is requested

Request Justification

See attached:
1. Proposed resolution
2. Memorandum from K. DeSpiegelaere
3. Map of citizen participation districts

Budgeting and Accounting Ed Glawitz 7/19/89

County Attorney Dan Mac Miller

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
July 25, 1989		7/19/89
Board Date	Signature	Date

Ramsey County Regional Railroad Authority

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

Whereas, Ramsey County Regional Railroad Authority will undertake preliminary engineering Phase I and an Environmental Impact Statement for light rail transit for the Midway Corridor; and

Whereas, Public participation has been indicated by the Regional Railroad Authority to be desirable because decision makers benefit from hearing the suggestions of many people with diverse views; because suggestions from the public improve the planning and implementation of projects; and because a well-informed community can understand and accept why decisions on complex projects are made and how they were made; Now Therefore Be It

Resolved, That Ramsey County Regional Railroad Authority approves the attached program for public participation for preliminary engineering Phase I and an Environmental Impact Statement for the Midway Corridor.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

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. McCart
District
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: Public Participation for Midway Corridor

DATE: July 18, 1989

At the August 8 Regional Railroad Authority meeting, approval of a contract for Phase I of preliminary engineering and an Environmental Impact Statement for light rail transit for the Midway Corridor will be requested. The Midway Corridor work will include an analysis of the downtown St. Paul area, three alternative alignments or combinations of them from the edge of downtown St. Paul to the Hennepin/Ramsey County border, and an area extending into Hennepin County to Oak Street and Washington Avenue, where Hennepin County's LRT line will connect. The project is anticipated to take 14 months to complete.

The legal requirements for public hearings for this project include a scoping hearing and draft environmental impact statement public hearing. Additional public participation beyond the minimum is proposed for this project and will include:

1. Frequent interaction with these affected parties:

Hennepin County Regional Railroad Authority
Capitol Area Architectural and Planning Board
St. Paul Area Chamber of Commerce
St. Paul Downtown Council
Midway Civic and Commerce Association
University United
St. Paul District Councils 13 (three separate groups), 8, 17, 7, 11, 12, 10, 6
St. Paul Mayor, City Council, Public Works Department, Planning and Economic Development

2

Department
Minnesota Department of Transportation
Minnesota Pollution Control Agency
University of Minnesota
City of Minneapolis Planning and Public Works Departments, Mayor and City Council
Minnesota Environmental Quality Board
Urban Mass Transportation Administration
Burlington Northern Railroad
State Fair
Regional Transit Board
Metropolitan Council
Metropolitan Transit Commission.

2. A Midway Corridor Task Force to review information and make a recommendation on alignment for the Midway Corridor. Proposed membership will be a representative and alternate from each affected district council in St. Paul; one representative from Capitol Area Architectural and Planning Board and from the State Fair; two representatives and two alternates from the affected area in Minneapolis; four business representatives.

3. Technical staff of affected agencies will meet in small group discussions as appropriate to the issues.

4. Newsletters will be mailed to approximately 1000 people at regular intervals during the course of the project.

5. Forums, as were held on the comprehensive light rail transit plan, may be held at a location in the Midway Corridor at milestones in the project.

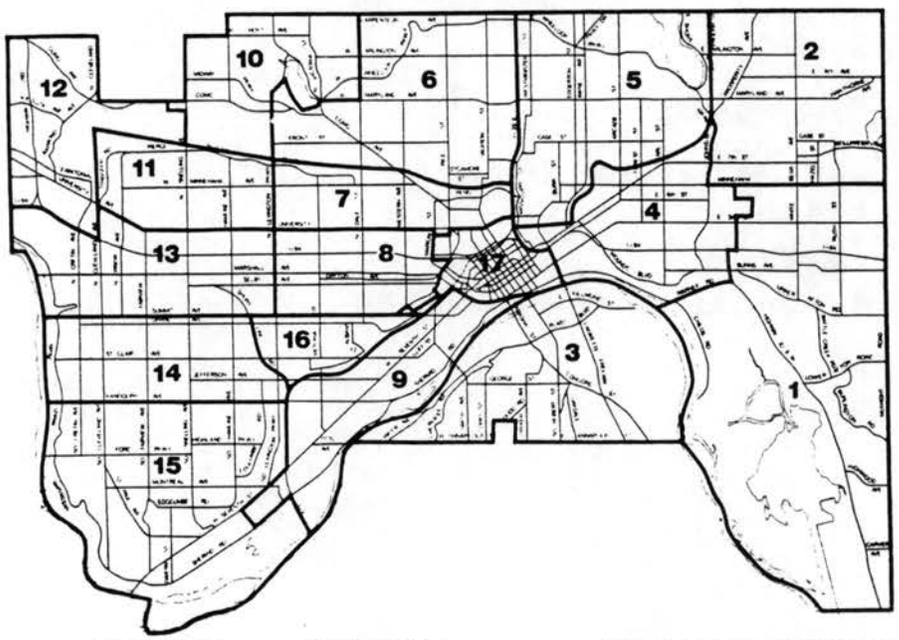
6. Press releases sent at significant points of the study to newspapers.

These recommendations, particularly the one relating to the Midway Corridor Task Force, have been discussed and developed with representatives of many of the affected groups.

Recommendation:

A resolution is attached for your consideration.

CITIZEN PARTICIPATION DISTRICTS



1 BATTLE CREEK
2 GREATER EAST SIDE
3 WEST SIDE
4 DAYTON'S BLUFF
5 PAYNE-PHALEN
6 NORTH END
7 THOMAS-DALE
8 SUMMIT-UNIVERSITY
9 WEST SEVENTH
10 COMO
11 MIDWAY
12 SOUTH/NORTH ST. ANTHONY PARK-WEST MIDWAY
13 MERRIAM PARK-LEXINGTON HAMLINE-SNELLING HAMLINE
14 MACALESTER GROVELAND
15 HIGHLAND
16 SUMMIT HILL
17 DOWNTOWN

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

RCRRA
Originating Department

K DeSpiegelaere 7/10/89
Authorized Signature Date

Board Action Requested
Adopt Analysis of Financing Options for Light Rail Transit for purposes of public review.
*Action is requested

Request Justification

See attached:
1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Analysis of Financing Options for Light Rail Transit

Report Received 7/20/89. Insufficient Time to Review

Budgeting and Accounting Ed Glauffy 7/20/89
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 July 25, 1989 Board Date	Signature D L Glendenning Signature	Date 7/19/89 Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has received information on financing light rail transit as part of the development of the draft Comprehensive Light Rail Transit Plan for Ramsey County in the form of a report prepared by Springsted; Now, Therefore, Be It

RESOLVED, That a summary of the financial information will be incorporated in the draft Comprehensive LRT Plan before it is distributed and Be It Further

RESOLVED, That the Analysis of Financing Options for Light Rail Transit be adopted for the purposes of public review.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Financial Information for Comprehensive LRT Plan for Ramsey County

DATE: July 18, 1989

Springsted has revised the financial report you received at the last Regional Railroad Authority meeting and a copy is attached.

After you have reviewed and discussed the information, a summary of it will be added to the appropriate section of the draft comprehensive light rail transit plan before the plan is printed in final form for distribution. The complete report, Analysis of Financing Options for Light Rail Transit, along with other background technical reports, will be made available at public libraries throughout Ramsey County and at Regional Railroad Authority offices.

Recommendation:

A resolution is attached for your consideration.

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

RCRRA
Originating Department

K. DeSpiegelaere 7/18/89
Authorized Signature Date

Board Action Requested
Adopt draft Comprehensive Light Rail Transit Plan for Ramsey County for purposes of public review.
*Action is requested

Request Justification

See attached:
1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Draft Comprehensive Light Rail Transit Plan for Ramsey County

Budgeting and Accounting Ed Glaubitz 7/19/89
County Attorney Dirk Mc Mullen
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
July 25, 1989 Board Date	J L Blandamura Signature	7/19/89 Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority has completed information for a Comprehnsive Light Rail Transit Plan for Ramsey County, Now, Therefore, Be It Resolved.

THAT, The draft Comprehensive Light Rail Transit Plan is approved for purposes of public review and comment.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

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

John T. Finley, Chairman
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District 7
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District 2
Warren W. Schaber
District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Adoption of Draft Comprehensive Light Rail Transit Plan for Public Review

DATE: July 18, 1989

The draft Comprehensive LRT Plan for Ramsey County, begun in January, 1989, has been completed by SRF. A copy is attached for your consideration and approval for purposes of public review.

The plan includes an Executive Summary, outline of the review process, and recommendations in Appendix A of the committees and task forces of the Regional Railroad Authority. The information in the plan was reviewed with you at a work session on June 14.

The major recommendations contained in the plan are:

1. Six corridors (Midway, Northwest, Northeast, East, South, South/Southwest) are recommended for a Stage I LRT system between now and 2010 in Ramsey County at a construction cost estimated to be $756 - $896 million, with estimated ridership of 98 to 112,000 passengers per day.

2. Because these corridors extend into or impact other counties, continued inter-county and regional LRT coordination is necessary.

3. Broad-based funding, rather than local-based funding sources should be sought for LRT.

4. Additional studies should be done to select specific alignments within corridors and to select the specific access into and through downtown St. Paul.

Information developed for this plan should be the basis of those studies.

5. Right-of-way for LRT corridors should be preserved when opportunities are available to do so.

6. Ramsey County Regional Railroad Authority should take steps to acquire the Burlington Northern right-of-way in the Northeast Corridor.

Recommendations from the Intergovernmental Committee, Technical Committee, Citizens Advisory Committee and Northeast Corridor Task Force are attached.

The draft plan will be circulated for public review. Forums about it will be held in September and other presentations will be scheduled. Comments received by October 12 will be reviewed at a work session with you on October 25. The revised plan will be proposed for adoption in late November.

KD/bk

Attachments:

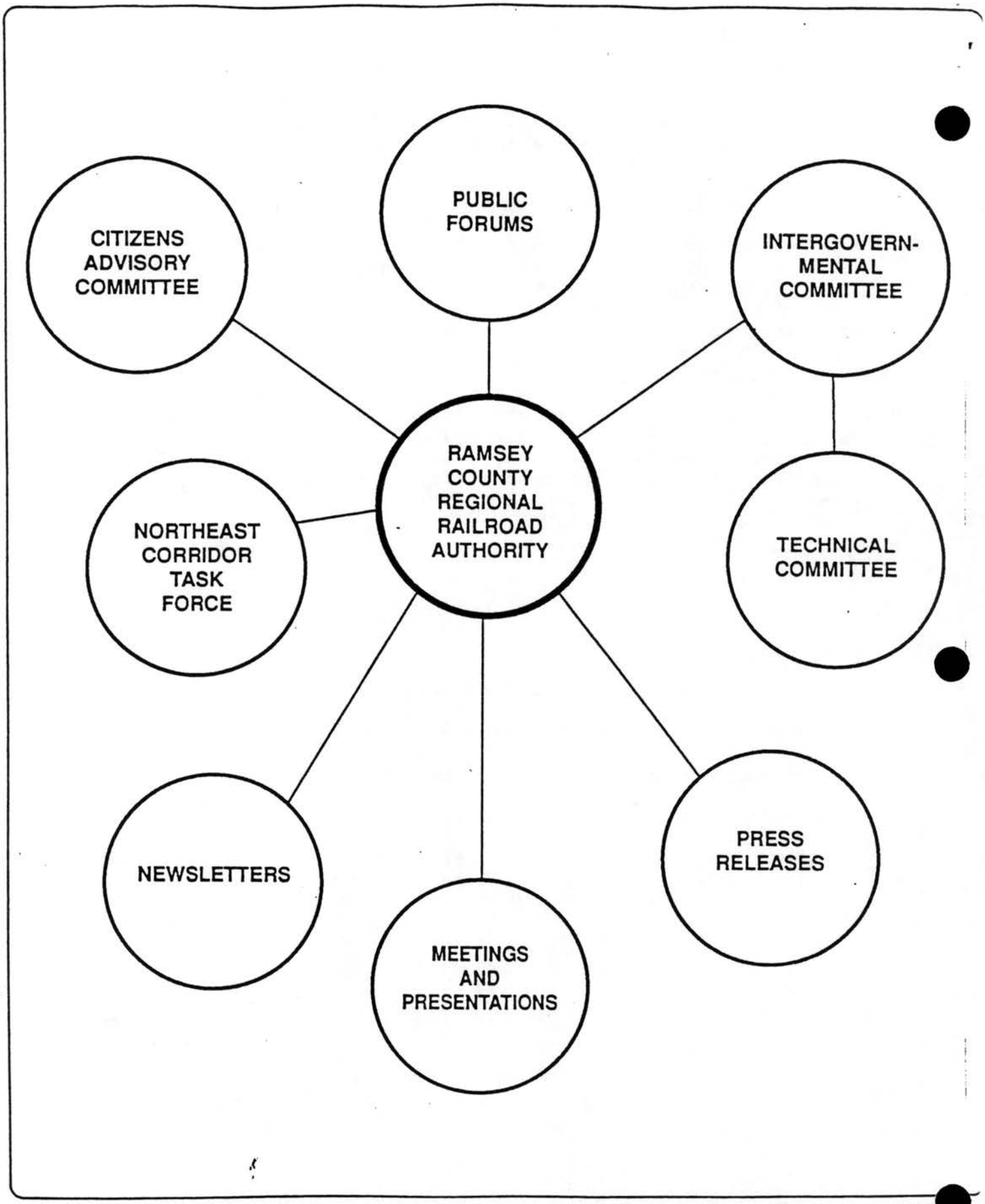
1. Diagram of committee structure.

2. Committee and task force recommendations.

3. Committee and task force membership.

4. Illustrations of recommendations:

   A. Corridors for light rail transit.
   B. Downtown St. Paul Street alignments.
   C. Northeast Burlington Northern right-of-way.



Ramsey County Regional Railroad Authority

SRF

FIGURE 6
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

COMMUNITY PARTICIPATION PROGRAM

INTERGOVERNMENTAL COMMITTEE RECOMMENDATIONS
ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

The Intergovernmental Committee of Ramsey County Regional Railroad Authority, consisting of municipal and agency elected and appointed representatives, has met since January, 1989, to review information and make recommendations on the comprehensive light rail transit plan for Ramsey County. A list of committee members is attached. At its final meeting on July 11, the committee made these recommendations to be transmitted to the Ramsey County Regional Railroad Authority:

1. LRT should be constructed in six corridors in Ramsey County in the next 20 years:

Midway	East
Northwest	South
Northeast	South/Southwest

2. The Midway Corridor should be the first priority for construction of light rail transit.

3. A determination should be made about the timing for constructing LRT in the remaining five corridors depending upon the availability of funding, right-of-way opportunities and Ramsey County Regional Railroad Authority's goals.

4. Ramsey County Regional Railroad Authority should monitor opportunities for transportation improvements within the six potential LRT corridors and conduct studies as necessary to provide details about integration of LRT with those proposed improvements and determine an appropriate level of cost participation and need for acquisition of right of way for those improvements.

5. LRT potential and right-of-way opportunities should be monitored for the Southwest, Southeast and East/West Crosstown corridors.

6. Ramsey County Regional Railroad Authority should take immediate steps to acquire the Burlington Northern right of way in the Northeast Corridor because of the feasibility for light rail transit and the availability of right of way in this area. Ramsey County Regional Railroad Authority should conduct preliminary engineering studies on the Northeast corridor within the next five years, including, but not limited to the issue of the potential for joint use.

TECHNICAL COMMITTEE RECOMMENDATIONS
ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

The Technical Committee of Ramsey County Regional Railroad Authority, consisting of municipal and agency staff representatives, has met since January, 1989, to review information and make recommendations on the comprehensive light rail transit plan for Ramsey County. A list of committee members is attached. At its final meeting on July 6, the committee made these recommendations to be transmitted to the Intergovernmental Committee of Ramsey County Regional Railroad Authority at its July 11 meeting:

1. LRT should be constructed in six corridors in Ramsey County in the next 20 years:

Midway	East
Northwest	South
Northeast	South/Southwest

2. The Midway Corridor should be the first priority for construction of light rail transit.

3. A determination should be made about the timing for constructing LRT in the remaining five corridors depending upon the availability of funding, right-of-way opportunities and Ramsey County Regional Railroad Authority's goals.

4. Ramsey County Regional Railroad Authority should monitor opportunities for transportation improvements within the six potential LRT corridors and conduct studies as necessary to provide details about integration of LRT with those proposed improvements and determine an appropriate level of cost participation and need for acquisition of right of way for those improvements.

5. LRT potential and right-of-way opportunities should be monitored for the Southwest, Southeast and East/West Crosstown corridors.

6. Ramsey County Regional Railroad Authority should take immediate steps to acquire the Burlington Northern right of way in the Northeast Corridor because of the potential for light rail transit and the availability of right of way in this area. Ramsey County Regional Railroad Authority should conduct preliminary engineering studies on the Northeast corridor within the next five years in order to determine the feasibility for construction of light rail transit and the potential for joint use.

CITIZENS ADVISORY COMMITTEE RECOMMENDATIONS ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

The Citizens Advisory Committee of Ramsey County Regional Railroad Authority consists of 14 members, two appointed by each of the seven Regional Railroad Authority Commissioners. The committee has met since September, 1987, to review information on light rail transit and make recommendations on the comprehensive light rail transit plan for Ramsey County. A list of committee members is attached. At its meeting on July 11, the committee made these recommendations to be transmitted to the Ramsey County Regional Railroad Authority:

1. The comprehensive LRT plan has not given adequate consideration to auto/LRT circulation conflicts in downtown St. Paul and, therefore, the Citizens Advisory Committee urges Ramsey County Regional Railroad Authority (RCRRA) to seriously consider all options for underground LRT or use of less traveled fringe streets such as Fourth, Tenth, St. Peter and Jackson as potential routes for LRT in downtown St. Paul.

2. The Midway Corridor should be the first priority for construction of light rail transit.

3. A determination should be made about the timing for constructing LRT in the Northwest, Northeast and South corridors depending upon the availability of funding, right-of-way opportunities and RCRRA's goals.

4. Ramsey County Regional Railroad Authority should monitor opportunities for transportation improvements within the four potential LRT corridors and conduct studies as necessary to provide details about integration of LRT with those proposed improvements and determine an appropriate level of cost participation and need for acquisition of right of way for these improvements.

5. LRT potential and right-of-way opportunities should be monitored for the East, South/Southwest, Southwest, Southeast and East/West crosstown corridors.

6. The Citizens Advisory Committee prefers that recommendations on specific alignments for LRT within corridors not be made until the next phase of study beyond the comprehensive LRT plan. Alignment alternatives proposed by the consultant for each corridor are reasonable for further evaluation.

7. A public body should take immediate steps to acquire the Burlington Northern right of way in the Northeast Corridor because of the potential for light rail transit and/or other corridor public uses such as trail in this area.

KD/clm
7/12/89

NORTHEAST CORRIDOR TASK FORCE RECOMMENDATIONS
ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY

The Northeast Corridor Task Force, consisting of citizen representatives of the cities and district councils along the Burlington Northern right of way from downtown St. Paul to the north County line, had its final meeting on July 5. The group has been meeting monthly since February to review information and make recommendations on the comprehensive light rail transit plan for Ramsey County as it impacts the area of the Northeast Corridor. A copy of the membership list of the task force is attached.

The task force passed these motions at its final meeting:

- A public body should take immediate steps to acquire the Burlington Northern right of way in the Northeast Corridor because of the potential for light rail transit and/or other corridor public uses such as trail in this area.

This motion passed unanimously.

- If corridors are used for light rail transit, LRT design criteria in residential areas should include minimum noise levels, minimizing grade crossing intersections with other modes and eliminating extraneous noise sources such as bells and whistles at such intersections.

This motion passed with one dissent.

Members of the task force requested that copies of their recommendations be sent to the Regional Railroad Authority, Metropolitan Council chair, Metropolitan Parks and Open Space Commission chair, mayors of cities affected by the Burlington Northern Corridor (St. Paul, Maplewood, Vadnais Heights, White Bear Lake, Gem Lake, White Bear Township), Metropolitan Systems Committee chair, Minnesota Department of Transportation, Ramsey County Director of Parks and Recreation, City of St. Paul Director of Parks and Recreation.

KD/clm
Attachment
000748

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

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

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

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

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

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

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

Ms. Carolyn A. Cochrane, Chair
Metropolitan Transit Commission
1911 Bayard Avenue
St. Paul, Minnesota 55116

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

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

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

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

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

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

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

Mr. Mike Ehrlichmann
United Handicapped Federation
433 South 7th Street, Suite 2001
Minneapolis, Minnesota 55487

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

Donnarae McKenzie
City of Vadnais Heights
3280 Greenbrier Street
Vadnais Heights, Minnesota 55127

John Finley, Chairman
Ramsey County Regional Rail Authority
316 Courthouse
St. Paul, Minnesota 55102

George Rossbach
City of Maplewood
1406 East County Road C
Maplewood, Minnesota 55109

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

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

Don Chapdelaine, Commissioner
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Eagan, Minnesota 55121

Roger Goswitz, Councilmember
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701 City Hall

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

Sue Hankner, Mayor
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Mounds View, Minnesota 55112

Duane McCarty, Commissioner
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Bruce Davis
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Charles Wold, Chairman
2019 North Kennard
Maplewood, Minnesota 55109

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

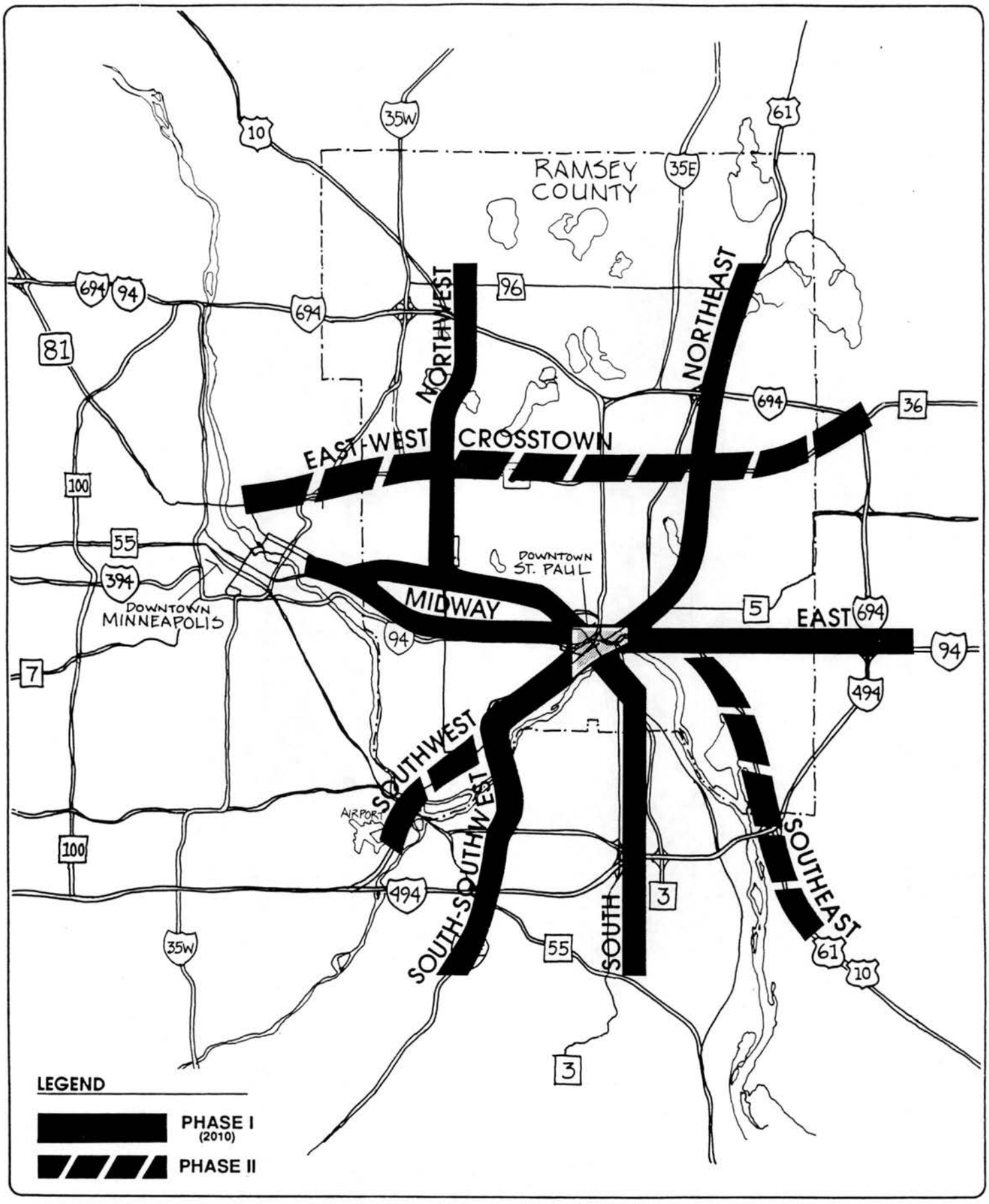
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Robert Hohenauer
3731 Centerville Road
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M. William Newstrand
104 McMenemy Circle
Vadnais Heights, Minnesota 55127

NE CORRIDOR TF (members) MAIL LIST
000066

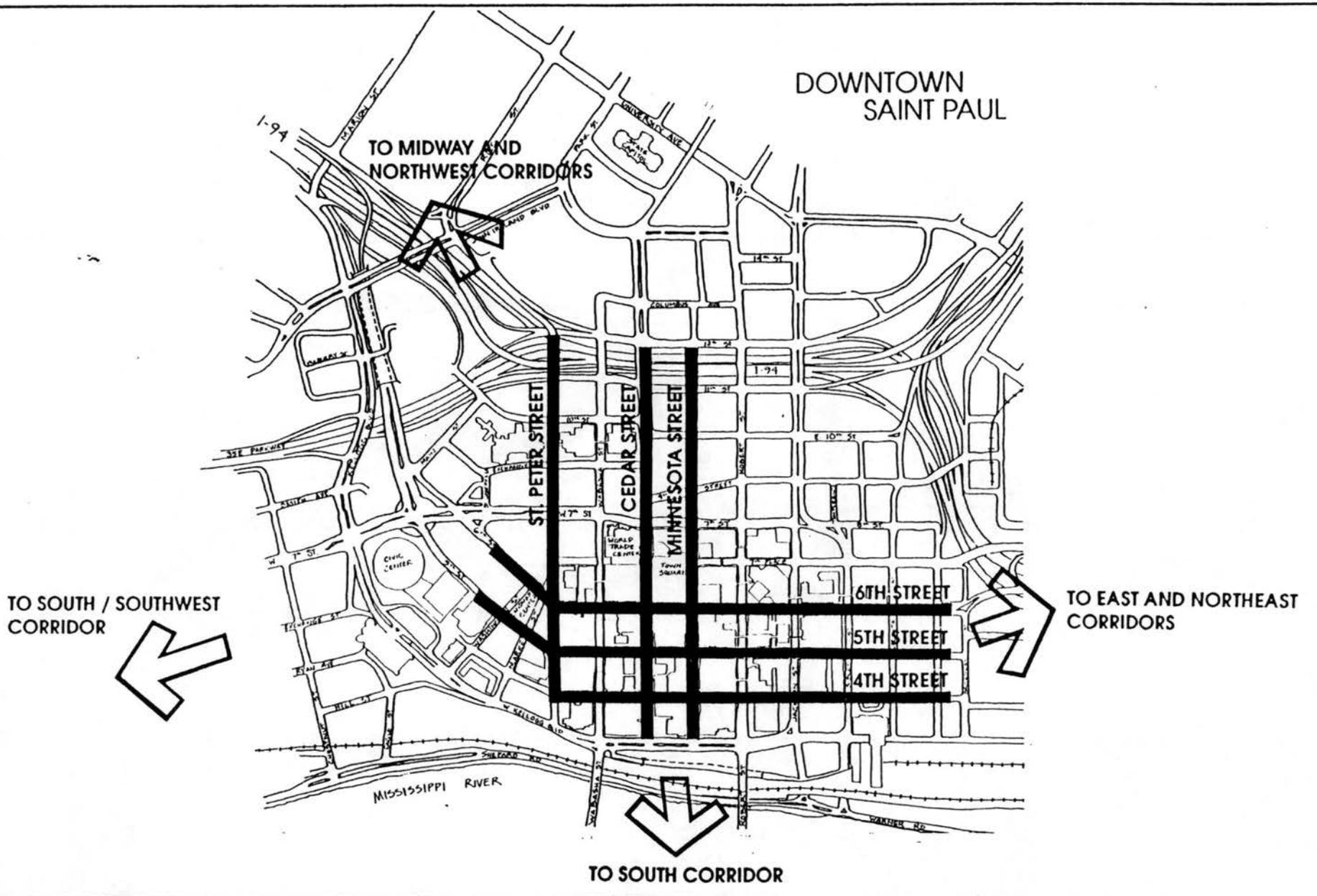


Ramsey County Regional Railroad Authority

SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

LRT CORRIDORS IN RAMSEY COUNTY

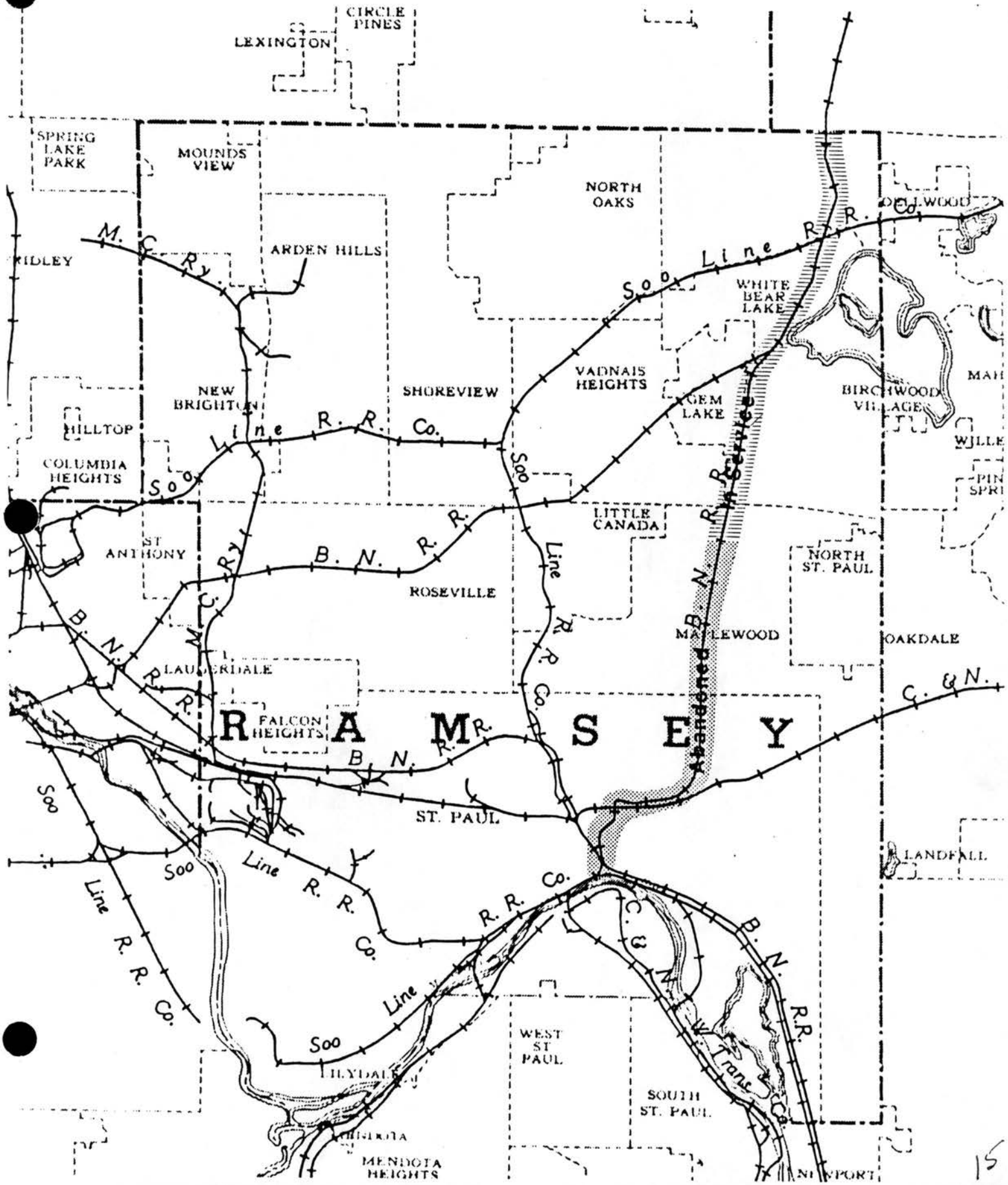


Ramsey County Regional Railroad Authority

SRF

FIGURE 21
RAMSEY COUNTY COMPREHENSIVE LRT PLAN
POTENTIAL DOWNTOWN LRT ALIGNMENTS

Northeast Corridor Study Area



RAMSEY COUNTY

Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, July 11, 1989

1:00 P.M. - Large Conference Room - 316

1. * Minutes of the June 27, 1989 Meeting.
2. ** Financing of light rail transit.
3. Chairman's comments.

*Action is required.

**Action may be requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 27, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, June 27, 1989, at 10:55 A.M. in the Large Conference Room of 316, Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Warren Schaber
Commissioner Ruby Hunt
Commissioner Donald Salverda
Commissioner Duane McCarty (entered during Item 2)
Commissioner Hal Norgard (entered during Item 6)

ALSO PRESENT: Robert Clarkson, Ed Glaubitz, James Van Houdt, Robert Pulscher, Harry Hoffman, Howard Blin, Hugh Faville, Toni Baker, Donna Allan, Bruce Davis, James Tolaas, Leon Pearson, Paul Gustafson, James Bower, Terry Schutten, Kathryn DeSpiegelaere, Frances Glendenning, Kris Wendorff represented the County Attorney's Office, Peter Fausch

1. Minutes - of the June 13, 1989 Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting held on Tuesday, June 13, 1989, as written.

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

2. Discussion of Light Rail Transit Coordination with Shepard/Warner Road Project with Leon Pearson and Peter Fausch.

Chairman Finley said the Board is very interested in this project as it may be related to light rail, and because of the reconstruction by the City of Shepard Road, and our connection, not only to the airport, but to the south, down 35, as we go to Eagan and beyond in our Comprehensive Plan. He has sent letters over the past year or two to the Public Works Department to keep us informed, and to the Mayor's Office also, as to how the City is proceeding on Shepard/Warner Road reconstruction. We would like an update on where the City is and how we can coordinate or make sure that it is compatible for light rail transit.

Peter Fausch addressed the Board, at the Work Session with the RRA on June 14th, they discussed the challenges of hooking up the south, south west corridors with the proposed alignments in downtown. He pointed out the areas on a map, the downtown area is a challenging area, and will require quite a bit more study before they would find a good way to get into this. They were directed to look at one particular alignment along Shepard Road which they have done, and if they could get from Shepard Road up in the area of the Civic Center Parking Ramp. He pointed out the areas they have looked at, those they have eliminated, they are looking at 7th Street both on the surface and in a cut and cover tunnel that would come through this congested area, Shepard Road alignment coming in over Chestnut and Hill.

Based on this new analysis, with the alignment that the City has developed for Shepard and Warner Road with the grade separation that it would be possible to come underneath the bridge, and then with the reconstruction of the Wabasha Street Bridge, come under the Wabasha Bridge and then either turn and come at grade, or into a shallow cut and cover tunnel, there are a couple of options there. The steepness of the light rail line, it could come in on either street. It also looks like this is the proposed connection to the south corridor, this then would provide a connection, they have also looked at the possibility of extending the line along the Shepard/Warner corridor and maybe coming along on the east side. This area needs a little more study, and the City is looking at the area around Sibley, Jackson, it is very crowded in terms of space. The long and short of it is, they think the Shepard Road line with connections as he pointed out, has potential for being a viable corridor that they would study in this area, and suggest be added to the other connections into downtown. They think the 7th Street is an alternative which they want to look at it in more detail, either at grade, or a shallow cut and cover tunnel.

Mr. Fausch said with respect to the Shepard Road alignment and the work that the City is doing right now, there does not appear to be anything in what they are proposing that would preclude the alignment which he has talked about in terms of physical connections and in terms of timing. In terms of the Comprehensive Plan for light rail and the EIS for Shepard Road, if the timing is right, to coordinate some of the looks at those things. They would suggest that these be the alignments that are looked at in more detail, (he pointed these out on the map), connections across from Shepard, up the bluff, and on top the grade is just too steep to get up a short distance.

Chairman Finley told Leon Pearson the last we had heard is that the City has three different alignments under consideration on Shepard Road in essentially the Chestnut area, where is the City in regard to this whole area as there are all kinds of rail lines there, where is the ownership, has the City acquired all of that land now, essentially running from Randolph to West Publishing.

Leon Pearson, St. Paul Public Works Department, informed the Board that the City has zeroed on one alignment, and chosen one alignment, as its preferred alignment, and is going forward and completing the EIS, the other two alignments have been set aside. The preferred alignment is close to the bluff, back behind NSP, and along the rail corridor. The City has acquired properties for redevelopment,

the Kaplan site and the Harvest States site. The City cannot get into any agreements or purchase any right of way legally until the EIS is done for roadway right of way. They are projecting that the EIS will be completed sometime towards the end of this year, so he is looking at 1990 as the year they will be buying right of way from the railroads and dealing with NSP and acquiring what they will need for this strip from Randolph on in.

Chairman Finley would like to know how wide a strip would they be acquiring for this purpose.

Leon Pearson responded that they have an agreement with the railroad whereby the railroad yard that is behind NSP, Soo Line, CW owns the yard, that they could live with trackage which will give them more than enough for their roadway work. What they would probably do, they recognize there are some esthetic problems there where they want to do something to make that roadway corridor look right, and they have the authority and part of their resolution in picking that preferred alignment went with a resolution stating that we should keep in mind to get enough right of way to do the esthetic type treatment that they need to do. In the Kaplan and Harvest States areas the plan now envisions some sort of development, right now they are looking at residential, with a roadway immediately adjacent to the mainline railroad corridor. So, it would be the bluff, railroad, roadway and riverfront for residential.

Chairman Finley asked where light rail transit fit into the City's plan. Mr. Pearson said they would be looking at the way he has seen light rail fitting in in this corridor, it seems to him it would make better sense, if that became the location of the corridor would be in the spot between the existing railroad tracks and the road way as it sits. Immediately to the north of the planned road, but yet south of the mainline track activity. The amount of room which would be available would have to be decided by the City in 1990 when they go in and start firming up and buying the right of way and locking themselves in so to speak. This would be the time when they would have to decide, I guess collectively, whether we were serious enough to block in an extra right of way for light rail and what the ramifications of that would be. He would look at waylaying that decision until 1990 to give Ramsey County more time to make a decision, selecting corridors, etc. This is not a pushing, it is not an issue that has to be decided right now, they have until then before they lock into it.

Chairman Finley's concern that he has personally had, and is shared by some of the Board members, at least is that we do not want to forego possible acquisition solely because we are a day late. There is not any question about the fact that the road itself is going to be built long before light rail is probably down on that corridor, but that does not mean that we should prohibit light rail from being in that corridor forever, because we made some mistakes in the acquisition process, as we all know it is difficult to deal with the railroads, with the utilities, and as long as some unit of government is dealing with them and acquiring and working out negotiations, we ought to keep in mind other units, at that time it may be a unit other than Ramsey County, that would be building a light rail system in that area, if ever. But, at least we would not have foregone it because we put a roadway 66 feet right and we have residence lots starting right in that area where we could have for another 30 to 80 feet for a possible corridor. This

is where we are concerned.

Mr. Pearson explained about the area to the east of Chestnut, below the bluff, between Robert and Wabasha, the preferred selection at that point is pretty much of live with what we have type of selection, and the proposal says that we stay on the existing roadway, we will do what we can to rebuild it, and spread it out. In that section under the EIS, this does not require any additional right of way, the old Dispatch Building or some of that. They wanted to keep that within the EIS, that is the preferred alignment, and from City's perspective have put that segment on the tail end of their project. That would be the last section to be built, they are in conjunction with planning and rethinking some of the riverfront development, conclusions and opportunities in that section, and if possible, they may supplement the EIS a year or two down the road, if a more grandiose plan develops through that section. This section to the east is not on the 1990 time table.

Chairman Finley would like to know if there is room available for light rail on what would be the south side of the tracks between the roadway. Mr. Pearson said, no, on the preferred alignment. There is hardly room for the road actually, so that area is going to be less than standard roadway sections as they know that the Wabasha Street Bridge is going to be replaced, there may be a good likelihood that the railroad lift bridge will go away at some future date.

Going further east, on the other side of Jackson, Chairman Finley would like to know if any of that land is owned by the City that Mr. Pearson is aware of. This is between Warner Road and the railroad tracks. Mr. Pearson, there is a piece of property that they are scheduled to close on with the Soo Line August 1st, and purchase that under road concept,

In response to Chairman Finley's question as to whether this is wide enough to accommodate light rail, Mr. Pearson said he has not looked at differential through there, it seems like light rail would want to be up, similar to what the existing railroad is now through that Jackson-Sibley zone, and if that is the case, he thinks as the bridges get replaced, as the depot property is dealt with, he thinks that is the area where light rail needs to go, not down below at the roadway. If you have to go down to the roadway, then there are some real constraints.

Peter Fausch said they drew a layout of this area, and it will take some cooperation and coordination when you get to this area, but the tight spots will require reconstruction of the Wabasha Street Bridge, and then the Sibley Jackson area, we would have to look at more grandiose plans for the light rail when you move over and do something with the riverfront, these are all things that are under discussion and open at this point, and nothing going on in this area or with the bridge, as he pointed out these areas, would preclude light rail.

Commissioner Schaber asked about the plan that is not developed yet, would we then have the ability for light rail in that very tight area. Mr. Pearson said when you go from the existing right of way to something else, you take all the railroads and put them back behind the last portal of the Robert Street arches. Whatever they do will have to fit in one of those arches. Under the grand plan, so to speak, all the railroad activity including light rail would go in the furthest arch toward the bluff. From what he understands the connection to the downtown would probably dictate that there be some elevation to light rail just to get into the downtown area.

Commissioner Schaber had another question, going east along Shepard Road, what are the plans for the construction time table, as 94 is going to be torn up for quite a while, and there will be no way to get from the east side to downtown, are they coordinating this with the State as there is significant reconstruction going to be going on in that area. Mr. Pearson, on Warner Road corridor, what they are planning on acquisition and the right to entry. They have a major sewer project coming in along the projected bypass and they would be putting in a small bypass on Warner Road, but keeping Warner Road open so that the sewer contractor could work through the winter. Warner Road would stay open through 90, and probably into 91, and they would be looking at 91 for Warner Road reconstruction. At the rate they are developing plans, and the rate the funding is set up, their philosophy has been that they keep an eye on what Mn/DOT is doing, and they keep an eye on what the City is doing, and when they actually get to the point, and are serious, and have the projects all lined up, then they react to the scheduling the final stage, whether it is smart to go ahead or lay it over for a year. There is always a tendency there may be a bad year, and they learn to pace these projects.

Mr. Pearson does not think it would be very smart to shut down 94 and Warner Road at the same time. He does not think they would do that, they would delay one or the other, as Mn/DOT is talking about funding problems.

Commissioner Schaber asked if the County Engineer has a sign off on these, and Mr.Pearson said both the Shepard Road and Warner Road Projects he would be signing off.

Chairman Finley thanked Leon Pearson for appearing before the Board today, in letting us know what the City plans are, and to make sure that our staff is kept informed as we go through there, as it is very important, especially when you get to the acquisition stage, so that we do not miss the boat.

3. Ratify Partial Payment No. 6 to Strgar-Roscoe-Fausch, Inc. in amount of $52,823.45.

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

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.; 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

R89-33

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. 6 in the amount of $52,823.45 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

*At this time Chairman Finley suggested that Item 8 be moved ahead for discussion at this time, as one of the Board members has a conflict, and may not be able to remain for the entire meeting. The Board was in agreement on this, however, the discussion of Item 8, will appear in the order of the agenda, as Item No. 8. Item 6 was discussed at this time, this will appear in regular agenda order.

4. Comprehensive LRT Plan Review Schedule - Discussion

Kathy DeSpiegelaere, in the absence of Jill Goski, addressed the Board, the Booklet has been distributed, there is no action requested. This process schedule will be distributed to all the Committee members of the Regional Railroad Authority, to community organizers for each of the District Councils. This schedule calls for a review period from July 25th to October 12th on the Comprehensive Plan, the process includes forums, making the plan available, newsletters, etc. A list of meetings and organizations are included in this booklet.

Commissioner Ahrens wished to say that if anyone in this community accuses us of not having community input, she would refer them to this booklet, there are about 60 meetings that we will have held between January 3rd and July 25th on light rail, this is in a seven month period.

Chairman Finley added that we could also say there were substantial small meetings of light rail that have been held that are not a part of this, that were on a more informal nature, both on the part of Ms. DeSpiegelaere, her staff, and some of the Commissioners, as well as himself.

5. Additional Work Session on Comprehensive LRT Plan.

Ms. DeSpiegelaere suggested the week of October 23rd for this Work Session, after the review of all the other meetings. The Board discussed the day of the week, and the day selected was Wednesday, to begin at 8:30 A.M., to run until noon or through lunch hour. This will be on Wednesday, October 25th, with location information to be furnished at later date.

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

WHEREAS, The Ramsey County Regional Railroad Authority is completing a Comprehensive Light Rail Transit Plan, and a public review period on that plan will end October 12, 1989; Now, Therefore, Be It

RESOLVED, That a Work Session on the information submitted during the public review process will be held on Wednesday, October 25, 1989, from 8:30 A.M. until 11:30 A.M., with the possibility of an extension through the lunch hour, for members of the Regional Railroad Authority Board.
Roll Call: Ayes - 6, Nays - 0
Motion adopted. R89-34

6. Authorize staff to develop agreement and Chairman of RRA to sign the agreement for services to be provided by Springsted, Inc. for comprehensive light rail transit plan financial analysis.

Chairman Finley said we have gotten some information from Price, Waterhouse, and he understands that staff feels we should have further analysis, and that Springsted as our financial consultant would seem to be the appropriate ones to doing that and working with our staff, as they are essentially on call as detail is requested by staff and the Board as we get into the financial aspects of the Comprehensive Plan.

Ms. DeSpiegelaere said the proposal is that Springsted would do some work for us on the Comprehensive Plan, there is a need to reconcile the proposed capital and operating cost within the source of the funding. An additional aspect of this is that the RTB is rquired to prepare a financial plan for Light Rail Transit for the region by January lst, and we are required to address the subject in our Comprehensive Plan. The proposal is for Springsted to do some work for us rather quickly in analyzing further different sources of funding that were developed by the consultants. She distributed a handout listing the seven different sources of funding, which would receive further analysis. Federal funds are something that should also be explored. Six of these seven were in the top sources considered by the Board in the previous survey.

Chairman Finley commented that the payroll tax was No. 6 in the Board's ratings, and the cap on this would be $7,200.00. Bob Pulscher said this was correct.

Mr. Pulscher informed the Board that he has some concern as to the degree in which they would provide a recommendation in such a short time span. He has a question as to whether the County is concerned in having a plan for financing the Ramsey County system, or whether in reality you are beginning that search for a metropolitan area wide plan that will be adequate to deal with all three quantities. This is an important thing we should try and resolve today if possible, or in the very near future.

Commissioner Hunt is a little confused as to what should be done, and asked that Ms. DeSpiegelaere review what the legislation provides for an area-wide financial plan.

Ms. DeSpiegelaere explained that we are required to do as part of our Comprehensive Plan, in the application for grant with Mn/DOT one of the guidelines specified that we have a financing plan for operating capital costs, this was not more explicit than that. Secondly, for the RTB she does not have the legislation here but a financing plan for LRT is required, with a development plan for a five year and a ten year period. The Legislature also requested that plans being developed by the County be incorporated in that plan. Hennepin County has done a plan, but did not provide a complete funding package, there were some options open for funding. Since there is a range of possibilities, of how detailed Ramsey County's plan will be, for certain there will be a regional plan to look at these issues.

Commissioner Hunt feels the requirements that were in place for applying for the grants were enacted before the recent legislation, it seems to have everyone going out and developing a financial plan, and then having the RTB legislation say there should be an overall financial plan developed through the RTB efforts of legislation, is not very cost effective. Before we take any action should we be getting some clarification as to how far we should go, and how much money we should spend on doing county plans versus being coordinated in a broader area plan. Each county will go off and pay consultants. She feels from the way of cost-effectiveness there should be a better way of doing it.

Commissioner Schaber said we want to make sure that we have the best analysis for us, because when we get into the negotiating for the overall plan, we should certainly the best alternatives for Ramsey County. Commissioner Hunt agrees that this is a good point, and we should incorporate in that plan the uniqueness that we tried to communicate to the Legislature on the kinds of things that apply to Ramsey County that are different than any other county, and that would be a good way to go.

Commissioner Salverda left the meeting during this discussion, and Commissioner Hal Norgard entered at this time.

Chairman Finley feels we should concentrate on Ramsey County, what is the best for Ramsey County, as Commissioner Schaber has suggested. Some of the information

that you have to utilize is information that has been gathered by Met Council or possibly already done by Hennepin County as it refers to Hennepin County based on our population, income strata, etc., but there is other information available that can be analyzed. Ramsey County's uniqueness goes to our tax base.

Commissioner Schaber thinks that Ramsey County has to protect ourselves, and he appreciates Mr. Pulscher's comcments about the metro problem of financing. We have to make sure that our particular needs are heard.

Commissioner Hunt said we need to do two things, ask for clarification from the state agencies on their interpretation of what we should be doing, and then we should pursue the effect on Ramsey County and take into account the weakness that we have and the kinds of cases we presented to the Legislature. We should limit the scope of our study here so that we are not duplicating what might be done on a regional level.

Chairman Finley said, as he understands, what we will do in the comprehensive plan what is required, providing some financial analysis as it relates to Ramsey County's Comprehensive Plan, and the effect on Ramsey County residents. If it is a seven county sales tax, what does that mean to a Ramsey County resident.

Mr. Pulscher will try to accomplish both segments of this, and it might be assumed that what is best for Ramsey will be best for the seven counties. You would probably not get a Ramsey County sales tax, but a metropolitan sales tax, and you would need to know what this would mean for Ramsey County.

Commissioner Hunt feels the best test is going to come with the effect upon the property tax, and there is some provision that part of it will be through property tax in the legislation.

Chairman Finley thinks this is a good point, we want to make clear from Ramsey County Board standpoint, if local funding is necessary in the process, a local match of grants or operating, that it should come from a source other than the property tax our share of the local match. That some additional authority would have to be granted if there is going to be a burden placed on our taxpayers through the county, then the County will have to bite the bullet, but bite the bullet on a tax other than what they are presently authorized to levy now.

Commissioner Schaber totally agrees, his concern is in looking at the three counties involved right now, Ramsey County cannot add on property tax, it is not the same. This is a concern he wants to make sure that we are protected as Hennepin County it would not such a burden on property tax.

Mr. Pulscher said they will make every effort to come up with this proposal, he has talked with the RTB Director as to what they are doing, but they are not doing anything at the moment, as they will be getting a new Board, and

staff changes. There will be a new guide available and will receive a copy as soon as it is available. Mr. Pulscher would like more time on this, but will put a draft together for the Board to look at to give the members sufficient time to react to it before a final form is submitted.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing a comprehensive light rail transit plan that is required to include information on the financing of capital and operating costs for light rail transit; and

WHEREAS, Information on potential sources of funding has been developed by Price Waterhouse; Now, Therefore, Be It

RESOLVED, That staff of Budgeting and Accounting, County Attorney and Regional Railroad Authority be authorized to develop an agreement with Springsted, inc. for:

1)Correlation and refinement of financial data that has been developed with the estimated capital and operating costs for light rail transit for Ramsey County; and

2)An estimate of the impact on Ramsey County taxpayers of sources of funding considered to have potential for light rail transit; and Be It Further

RESOLVED, That the Chairman of the Regional Railroad Authority is authorized to sign an agreement for services with Springsted Inc. for these services at an hourly rate not to exceed $125 up to a maximum number of dollars, $7,200.00, contract to be completed with report available by July 19, 1989.

R89-35

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

7. Appointments to Joint LRT Advisory Committee and Technical Committee

Chairman Finley said he received a letter from Elliot Perovich regarding appointments. The delay in the appointment of the RTB make this a problem, as we do not know who is going to be on the RTB, if anyone from our Board. The issue is that we have two persons to represent us on the Joint Board which is going to be the Advisory Board, this will consist of two County Commissioners from each of the seven counties, this will be the Advisory Board on Light Rail Transit to the RTB.

Ms. DeSpiegelaere said it is possible to make interim appointments.

These appointments are needed by July 15, 1989.

Chairman Finley said the Midway Corridor, which is the priority corridor, is in Commissioner Ahrens' and his districts. If he was on the RTB Board, he does not think he should be on this also. Ms. DeSpiegelaere said the law prohibits him from being on the Advisory.

Chairman Finley added that Commissioner Hunt's district is part of the overall plan, as everything would come into her area.

Commissioner McCarty was suggested by Commissioner Hunt so that there would someone from the suburban area, but he declined.

Commissioner Ahrens wished to state that in case Commissioner Finley is not selected for the Transit Board, then she would prefer that he sit on the Advisory Board. After the Midway corridor is settled, she would like to remove herself and let someone else serve on the Advisory Committee.

Ms. DeSpiegelaere advised the Board, that the Advisory Committee, the Board itself is in itself not a permanent appointment, it seems there is a great deal of work to be done in the next year. The Committee will be called at the pleasure of the Chair of the RTB.

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

WHEREAS, The Regional Transit Board has requested that two members of Ramsey County Regional Railroad Authority be appointed to the Joint Light Rail Transit Advisory Committee; and

WHEREAS, The Regional Transit Board has requested that a staff member of Ramsey County Regional Railroad Authority be appointed to a Technical Committee of the Joint Light Rail Transit Advisory Committee; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority appoints Commissioner Diane Ahrens and Commissioner Ruby Hunt to the Joint Light Rail Transit Advisory Committee.

R89-36

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

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

The Ramsey County Regional Railroad Authority appoints Kathryn DeSpiegelaere as the staff member of the Ramsey County Regional Railroad Authority to the Technical Committee of the Joint Light Rail Transit Advisory Committee.

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

8. Authorize staff to negotiate a contract for preliminary engineering and an environmental impact statement for the Midway Corridor.

**This item was moved ahead, and discussed earlier in the meeting, but the discussion will appear in the normal agenda order.

Chairman Finley said our staff along with the people on the interviewing panel had considered three firms, BRW, SRF and Kelcey, and the vote at the evaluation team level voted for BRW. At the last meeting we asked for information from the evaluation team for the evaluation critera that was used by them in their interviewing process. This has now been received, and the Board can see it is quite subjective as to how they did rank, based on their personal evaluation of each of them. The criteria is broad, and leaves room for the questions to be answered that any one of the particular interviewers would think would be the most important part, whether it be verbal skills, time management or whatever. He does not think that there is any question that all three would be qualified to do the job.

Chairman Finley said this is not a matter than any one is more qualified, it is a discretionary act by the interviewing panel and discretionary act by the Board. All three are qualified to do the job, and it is what do we as a Board think is the most important attribute to do the job based on what we know about the particular firms. SRF is our consultant for the Comprehensive Plan, we had BRW in conjunction with RTB on the Midway corridor, so we have had an experience with both firms to some extent. We have not had an experience with the Kelcey Company. Ms. DeSpiegelaere said we worked with them on the grant application.

Chairman Finley's own feeling is that there are some reservations on the part of the two main candidates, BRW and SRF, all of us may have had in our own minds reasons for the dilemma. He has some concerns about the organization and the personnel at SRF.

Commissioner Hunt feels it was helpful receiving the criteria, and the staff did a good job of developing it, and the staff in following this critera has come up with a recommendation from the interviewing panel, and she is prepared to support the staff recommendation.

Commissioner Salverda said that his opinion has not changed over the last two weeks, he was most impressed with the overall quality of the BRW proposal, and experience wise, they have done phenomenal work across the country. They are working with Hennepin County, and the coordination.

Commissioner Ahrens understand the vote of the screening committee that all people are qualified. There is a significant cost differential between BRW and SRF, and she knows that SRF has been very well received out in the communities and in the hearings that she has attended. Their responses have been very professional, but sort of straight on, and no one has been talked down to. BRW's relationship with Hennepin County and Anoka sort of cuts both ways, in ways it could be helpful, and in others it may not be. She is not

going to support the staff recommendation. The cost is very appealing to her, what she hears from the people in her district they are very happy with the way SRF has been operating, and it will be difficult to go to her neighborhood to justify an additional $100,000.

Commissioners McCarty and Schaber did not have any comments at this time.

Chairman Finley could feel comfortable with either one of them. He does know that he agrees with Commissioner Ahrens evaluation regarding SRF as far as the neighbrohoods are concerned, and what he has seen is a provider of information, in their performance before the neighborhoods, and have not taken an advocacy role for a position or not for a position, but as a provider of information, which he thinks is a real plus for SRF and what they have done through the Comprehensive Plan. BRW - he sees their plus in the fact that they have done a lot of work for other agencies, this is very good coordinating role, but he also on the other hand see it as is this a governmental project by the counties and the RTB, or is it a BRW light rail system, so it strikes both ways, when he looks at it from a check and balance, sometimes the coordinating role - it is better having two people coordinating rather than just one person coordinating with themselves. There is also the price differential comes into play, it is important, but he could support either one of them. SRF has some faults, BRW has some faults, and they both also have some very strong positives. He would rather concentrate on the positives.

The one concern Chairman Finley has is with BRW - the system, and he knows the inroads in the neighborhood have improved substantially with SRF.

Commissioner Hunt would like to say that whomever is selected to do the work there should be ameeting with that group to determine some of the kinds of policies that we as a Board would like to see implemented. From the standpoint of neighborhoods, they have to involved in the process, and have to feel that they are treated fairly, but on the other hand, you can't have the neighborhood interest be the ultimate kind of - you can't give veto power to a neighborhood, the broader public interest has to be taken into account, along with the concerns of the neighborhood. There has to be an understanding that neighborhoods have to be dealt with fairly in assessing the impacts.

Chairman Finley's chief concern with BRW is their advocacy role that they sometimes play, as proposed to a provider of information. Commissioner Salverda thinks that is the role for the consultant, but he philosophically disagrees with that role of the consultant. He does not think that light rail that the advocacy should come from the consultant, it should come from the people making the ultimate decisions, when those decisions are made based upon the best information available, and once the decision is made, it is our responsibility as decision makers to be the advocate for that decision. But, in the meantime it is the gathering of information based upon the expertise of the consultants.

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

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a request for proposals for consultant services for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor; and

WHEREAS, A Committee of six has reviewed the proposals listened to presentations from each of the three teams of firms which submittee proposals and made a recommendation that the team to be offered a contract be BRW; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with BRW for preliminary engineering Phase I and an environmental impact statement for the Midway Corridor.

Chairman Finley called the question: R89-37

Nays - 3, Ahrens, Schaber, Finley
Ayes - 3, Hunt, Salverda, McCarty

Chairman Finley said we have a tie vote, and it will be up to Commissioner Norgard to exercise his power. Chairman Finley feels very comfortable with this regardless of how Commissioner Norgard votes, he has no strong feelings that we could not work with either one of them. However, he does feel that as to the Midway Corridor the role that SRF has played in the Comprehensive Planning is that we have come a long ways from this is what it is, this is what you will like, to the point of the people really thinking that maybe they do have something to say on this.

Chairman Finley continued, we started in on this light rail business two years ago, that everyone along the Midway Corridor felt like it was an accomplished fact, and that it was tough whether they liked it or not, and he does not think this is the feeling any more from the District Councils, the interested business and citizens group. He feels that SRF has played a very important role in bringing this around.

It was suggested that this meeting be recovened, rather than lay this meeting over, when Commissioner Norgard would be available.

****Commissioner Norgard entered the meeting, so it was not necessary to recovene at a later time. This discussion was held following Item 9, just before adjournment, and the minutes will appear here.

Commissioner Norgard had some comments to make on the awarding of the contract, as he was not happy with the presentation made by SRF at the Work Session, he did not feel that they worked very hard in getting prepared for that meeting. If you are getting paid to do professional work, you should do professional work, and he did not think they did a good job on this. The other comment is you are taking the second lowest bidder, which is about $100,000 difference in the project. He asked if the lowest bidder does not have the personnel to do the work, and will have to bring in more help.

James Tolaas explained that this was a major concern in the interview process, they asked all the consultants if all the key people would be available. They did feel that SRF would have to add additional staff in order to meet the rigid time schedule that is being set for this particular project. On the other hand, SRF did indicate a willingness and make a remark that they were already adding staff to their complement and would be in a position to have the necessary personnel in the time frame to meet the schedule proposed.

Commissioner Norgard feels that BRW would do the better job, he does not like to spend the extra money, but BRW does have the expertise and manpower, and Hennepin County is in the ballgame, and we have to connect with their rails to our rails. He will vote for BRW.

Chairman Finley said the consensus of the Board is to record the votes in the manner in which we voted, and just add Commissioner Norgard, then we can dispose of the issue, and Ms. Wendorff said you can take this vote in the same manner, as you have taken the other vote.

Chairman Finley said if it is acceptable to members of the Board, we will record Commissioner Norgard's vote as supporting the motion that was made, to award consultant contract to BRW, this will be 4 and 3.

Commissioner Hunt said from the discussions that have been held, there were reservations pertaining to both consultants, and in view of the fact that we had a mixed vote,she thinks it would be well to meet with the successful consultant and spell out some of the concerns on policies that should be taken into account, to address the concerns that Commissioner Ahrens raised regarding neighborhood concerns, what kind if any kind of advocacy should be shown, as that was one of her reservations from past experience with BRW. It would be appropriate if we could individually come up with some kinds of suggestions that we would discuss with them and have that take place before the final signing of the contract, so that there would be a clear understanding on the part of the Board and the consultant as to the expectations that are involved.

Chairman Finley suggested that a way to handle this as this is a personal view of what it is expected, that Ms. DeSpiegelaeare get in touch with Dick Wolsfeld who is going to be the project director, to try to make the rounds of the Commissioners, and if they do not want to discuss anything, that is all right, but to make contact with each member of this Board so they would have an opportunity to address any concerns they have.

Chairman Finley feels that BRW will do a fine job, and we should take this opportunity now to address those concerns with them in no uncertain terms. We should send a very clear message to them in view of the way the vote went.

Commissioner McCarty was very concerned in the proposals in terms of dollars, that difference in costs could pale because SRF was not up to speed at this time, in face of possible errors or problems that could be experienced. This is the reason he voted for BRW.

9. Chairman's Comments

Chairman Finley said the people from UMTA will be coming in on July 11th from Chicago, and we will be meeting with them, so he suggested it is more important for staff to be meeting with UMTA than for us to have a meeting. What we could do is hold the meeting at 1:30 PM that day to take care of the one item which Ms. DeSpiegelaere said will be on Financing from Springsted.

Commissioner Schaber suggested that this Board take action in the form of a resolution to do with the County Engineer sign-off, so that this Board would be informed before any action is taken. The County Engineer should be aware of the involvement of the light rail with the Shepard Road project.

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

WHEREAS, The City of St. Paul is preparing plans for Shepard Road/Warner Road, and

WHEREAS, Ramsey County Regional Railroad Authority is completing a comprehensive light rail transit (LRT) plan that indicates potential LRT corridors entering downtown St. Paul from locations along Shepard Road or Warner Road, and

WHEREAS, Shepard Road and Warner Road are county state aid highways and the plans require the signature of the Ramsey County Engineer, Now, Therefore, Be It

RESOLVED, That in order to ensure coordination of light rail transit and road plans, the Ramsey County Engineer is requested to have the Regional Railroad Authority and Board of County Commissioners review Shepard Road/Warner Road plans before they are signed by the County Engineer, and Be It Further

RESOLVED, That the City of St. Paul Mayor, Councilmembers, Planning and Economic Development and Public Works staff are to be informed of this request for coordination.

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

R89-38

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

K DeSpiegelaere — 6/29/89

Authorized Signature — Date

Board Action Requested

Discussion of financing options for light rail transit

ACTION WILL BE REQUESTED

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
July 11, 1989	J L Glendenning	7/6/89
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

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: Financing for Light Rail Transit

DATE: June 28, 1989

At your Regional Railroad Authority meeting on July 11, the subject of financing for light rail transit will be the sole item on the agenda. Because of the short amount of time remaining to complete the comprehensive LRT plan before its July 25 due date, Chairman Finley has suggested that the financing information being assembled by Springsted be distributed to you on Monday, July 10 for discussion at your July 11 meeting, rather than with this agenda. Springsted is making efforts to meet our ambitious time schedule and the extra days will, we believe, result in information that better meets your requests.

Bob Pulscher of Springsted will be at your July 11 meeting to discuss the information with you.

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Chairman Finley
Originating Department

J.T. Finley /s/ — 7/6/89
Authorized Signature — Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
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July 11, 1989	F L Glendenning	7/6/89
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